



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074



Members:

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

**INTERCITY TRANSIT CONSORTIUM
AGENDA**

Wednesday, May 28, 2008, 10:00 a.m.
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

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 – 10:30 a.m.)**

- **Demonstration of New 511 Transit Trip Planner**

Nisar Ahmed, MTC

V. CONSENT CALENDAR

Recommendation: Approve the following consent items in one motion.

(10:30 – 10:35 a.m.)

A. Minutes of the Consortium Meeting of April 30, 2008

Johanna Masiclat

Recommendation:

Approve minutes of March 26, 2008.

Pg. 1

B. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to approve the TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

Pg. 5

CONSORTIUM MEMBERS

Rob Sousa

Jeff Matheson

George Fink

John Andoh

Brian McLean

Crystal Odum-Ford

Paul Wiese

**Benicia
Breeze**

**Dixon
Readi-Ride**

**Fairfield/Suisun
Transit**

**Rio Vista
Delta Breeze**

**Vacaville
City Coach**

**Vallejo
Transit**

**County of
Solano**

- C. Intercity Transit Funding (ITF) Year-End Reconciliation Procedure** Elizabeth Richards

Recommendation:

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

- 1. Adopt the procedure outlined in this report for mid-year budget adjustments and year end reconciliation for the Intercity Transit Funding Agreement; and*
- 2. Apply the year end reconciliation procedure to the FY 2006-07 Intercity Transit Funding agreement and incorporating FY 2006-07 adjustments to the subsidy amounts due in FY 2008-09.*

Pg. 9

- D. STA's Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10** Daryl Halls

Recommendation:

Forward a recommendation to the STA Board to approve the STA Overall Work Plan for FY 2008-09 and FY 2009-2010 as specified in Attachment A.

Pg. 15

- E. SolanoExpress Routes (Rts.) 30/90 Management Agreement** Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with the City of Fairfield to manage SolanoExpress Rts. 30 and 90 in FY 2008-09 and FY 2009-10.

Pg. 41

VI. ACTION FINANCIAL ITEMS

- A. Funding and Implementation Plan for SolanoExpress Route 70 Service** Elizabeth Richards

Recommendation:

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

- 1. The funding plan for SolanoExpress Rt. 70 for FY 2008-09; and*
- 2. Authorize the Executive Director to enter into a management agreement with Vallejo Transit to operate Rt. 70.*

(10:35 – 10:45 a.m.)

Pg. 43

- B. Fiscal Year (FY) 2008-09 Intercity Transit Funding (ITF) Agreement Status** Elizabeth Richards

Recommendation:

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

1. *The Intercity Transit Funding cost-sharing scenario as specified in Attachment B;*
2. *Prioritize \$125,000 of Lifeline/State Transit Assistance Funds (STAF) funds for Vallejo Transit Rt. 85 for two years; and*
3. *Authorize the Executive Director to enter into an intercity transit funding agreement with the Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo, and the County of Solano.*

(10:45 – 10:55 a.m.)

Pg. 49

C. Regional Measure (RM 2) Bridge Toll Transit Operating Funding

Elizabeth Richards

Recommendation:

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

1. *Authorize Fairfield/Suisun Transit to claim \$711,035 in FY 2008-09 RM 2 Transit Operating funds for the operations of SolanoExpress Routes 40 and 90; and*
2. *Authorize Vallejo Transit to claim \$1,217,465 in FY 2008-09 RM 2 Transit Operating funds for operations of SolanoExpress Routes 70, 80, and 8.*

(10:55 – 11:00 a.m.)

Pg. 55

D. Allocation of State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2008-09

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to approve the allocation of STAF for Fiscal Year (FY) 2008-09 as specified in Attachment A.

(11:00 – 11:15 a.m.)

Pg. 59

VII. ACTION NON-FINANCIAL ITEMS

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

Liz Niedziela

Recommendation:

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

1. *The FY 2008-09 Unmet Transit Needs response as specified in Attachment B; and*
2. *Authorize the Executive Director to submit the FY 2008-09 Unmet Transit Needs response to MTC.*

(11:15 – 11:20 a.m.)

Pg. 60

VII. INFORMATION ITEMS

- A. Status of Comprehensive Transportation Plan (CTP)** Robert Macaulay
Informational
(11:20 – 11:25 a.m.)
Pg. 72
- B. Community Based Transportation Plan (CBTP) Status** Liz Niedziela
Informational
(11:25 – 11:30 a.m.)
Pg. 74
- C. SolanoExpress Intercity Fare Comparison** Liz Niedziela
Informational
(11:30 – 11:35 a.m.)
Pg. 80
- D. SolanoExpress Transit Marketing Plan Update** Judy Leaks
Informational
(11:35 – 11:40a.m.)
Pg. 90
- E. Solano Napa Commuter Information (SNCI) Monthly Issues** Judy Leaks
Informational
(11:40 – 11:45 a.m.)
Pg. 92

NO DISCUSSION

- F. Regional Transportation Plan (RTP) T2035 Policy Priorities** Robert Macaulay
Informational
Pg. 94

VIII. TRANSIT OPERATIONS DISCUSSION Group

IX. LOCAL TRANSIT ISSUES Group

X. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, June 25, 2008.**



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
April 30, 2008

I. CALL TO ORDER

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

Consortium Present:	Rob Sousa	Benicia Breeze, Chair
	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, Vice Chair

Also Present:	Daryl Halls	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Liz Niedziela	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Judy Leaks	STA/SNCI
	Sara Woo	STA
	Johanna Masiclat	STA

Others Present:	Melissa Andersen	City of Benicia
	Kevin Daughton	City of Fairfield
	Denis Jackson	MV Transportation
	Jay Stagi	MTC

II. APPROVAL OF AGENDA

On a motion by George Fink, and a second by Brian McLean the SolanoExpress Intercity Transit Consortium approved the agenda with the exception to table Agenda Item VII.G, Fiscal Year (FY) 2008-09 State Transit Assistance Funds (STAF) Programs and Projects until the next meeting in May.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

VII. INFORMATION ITEMS

- A. Status of Comprehensive Transportation Plan (CTP)** Robert Macaulay
Informational
(11:20 – 11:25 a.m.)
Pg. 72
- B. Community Based Transportation Plan (CBTP) Status** Liz Niedziela
Informational
(11:25 – 11:30 a.m.)
Pg. 74
- C. SolanoExpress Intercity Fare Comparison** Liz Niedziela
Informational
(11:30 – 11:35 a.m.)
Pg. 80
- D. SolanoExpress Transit Marketing Plan Update** Judy Leaks
Informational
(11:35 – 11:40a.m.)
Pg. 90
- E. Solano Napa Commuter Information (SNCI) Monthly Issues** Judy Leaks
Informational
(11:40 – 11:45 a.m.)
Pg. 92

NO DISCUSSION

- F. Regional Transportation Plan (RTP) T2035 Policy Priorities** Robert Macaulay
Informational
Pg. 94

VIII. TRANSIT OPERATIONS DISCUSSION Group

IX. LOCAL TRANSIT ISSUES Group

X. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, June 25, 2008.**

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: Jay Stagi, Metropolitan Transportation Commission (MTC)'s Transit Connectivity Planner, presented the MTC Regional Transit Connectivity, Regional Transit Hub Signage Program Technical Standards.

STA: Elizabeth Richards announced and distributed information on the Regional Transportation Plan (RTP) Public/Meeting Workshop scheduled in May.

V. CONSENT CALENDAR

On a motion by Brian McLean, and a second by George Fink, the SolanoExpress Intercity Transit Consortium unanimously approved consent calendar item A.

A. Minutes of the Consortium Meeting of March 26, 2008

Recommendation:

Approve minutes of March 26, 2008.

John Andoh, Rio Vista Delta Breeze, arrived the meeting at 10:10 a.m.

VI. ACTION – NON-FINANCIAL ITEMS

A. Transit Facilities of Regional Significance Criteria

Robert Macaulay outlined the criteria recommended for identifying Transit Facilities of Regional Significance. He stated that facilities 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.

Based on input, the Consortium recommended to modify criteria no. 3.b to read as follows:

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~~ **1 hour or less**

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.

On a motion by George Fink, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation to include the noted changes shown above in ~~strikethrough~~ **bold italics**.

B. Legislative Update - April 2008

Jayne Bauer provided update on state and federal legislation pertaining to transportation related issues. She distributed a set of proposed amendments from Senator Wiggins' office for Senate Bill (SB) 1093.

Recommendation:

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

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

VII. INFORMATION ITEMS

A. Draft STA Overall Work Plan for Fiscal Year (FY) 2008-09 and FY 2009-10

Daryl Halls reviewed the transit projects section in STA's Draft Priority Projects of Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10.

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

Liz Niedziela reviewed the Solano Unmet Transit Needs Response for FY 2008-09. She specified that MTC is requesting additional information concerning Issue# 3 which are concerns about DART/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments.

C. Comprehensive Transportation Plan (CTP) Subsidiary Study List

Robert Macaulay listed the subsidiary studies for each CTP Element. He stated that the Consortium made a recommendation to the Transit Committee on the study list. He specified that 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.

D. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix Status

Elizabeth Richards cited that the TDA matrix has one update since the March Consortium meeting. She stated that it has been clarified that Suisun City will claim \$100,000 of TDA for Streets and Roads purposes in FY 2008-09. She added that this would be the final year Suisun City will claim TDA funds for Streets and Roads.

E. Fiscal Year (FY) 2008-09 Solano Paratransit Cost-Sharing Status

Elizabeth Richards reviewed the total projected cost for Solano Paratransit service in FY 2008-09 received from Fairfield/Suisun Transit. She explained that the projected cost reflects a 28% increase over the FY 2007-08 costs. She cited that a meeting scheduled for April 24th was cancelled due to lack of farebox data received and supporting documentation to justify the increased cost.

- F. Regional Measure 2 (RM 2) Bridge Toll Transit Operating Funds**
Elizabeth Richards summarized staff's recommendation that the jurisdictional division of RM 2 funds in the FY 2007-08 RM 2 services and the ability to collect the funds. She added that the exact route allocations will be determined through the Intercity Transit Funding agreement.
- G. This item was pulled until the next meeting in May.**
Fiscal Year (FY) 2008-09 State Transit Assistance Funds (STAF) Programs and Projects
- H. Distribution of State Transit Assistance Funds (STAF)**
Elizabeth Richards distributed information and provided a three year history of STAF allocations in Solano County. She stated that 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. Chair Sousa asked about the process for allocating STAF funds.
- I. Fiscal Year (FY) 2008-09 Intercity Transit Funding (ITF) Agreement Status**
Elizabeth Richards announced the next ITF Working Group meeting is Wednesday, May 7, 2008 from 10:00 a.m. – 12 noon. at the STA.
- J. Community Based Transportation Plan (CBTP) Status**
Liz Niedziela provided a status report on the development of the CBTP for Cordelia/Fairfield/Suisun City and Vallejo CBTPs. She outlined the study's timeline of deliverables and outreach activities.
- K. SolanoExpress Transit Marketing Plan Update**
Judy Leaks provided update on the development and implementation of several promotions of the SolanoExpress Transit Marketing Plan. She cited that the underlying theme of these promotions is to capture new riders with a message to try SolanoExpress as an alternative to rising fuel costs as well as encourage an environmental/green message.
- L. Solano Napa Commuter Information (SNCI) Monthly Issues**
Judy Leaks provided an update on several key issues pertaining to transit schedules, marketing/promotions, and other events.

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 12:15 p.m. The next meeting is scheduled for **Wednesday, May 28, 2008 at 10:00 a.m.** in the STA Conference Room.



DATE: May 19, 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, most 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 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 Feb 2008 estimate that has been approved by the MTC Commission. Member agency TDA contributions to the STA are shown; these are consistent with the STA Board approved methodology. In April, Suisun City's Streets and Roads claim was added for information. Vacaville has prepared their initial TDA claim and that has also been added to the TDA matrix. Although two key components of the TDA matrix are in progress have not been completed (Intercity and Solano Paratransit), Vacaville left enough balance in their TDA account to accommodate what is expected to be their contributions for these two services. Attachment A is Draft 3 of the Solano TDA Article 4/8 funds matrix for FY 2008-09.

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.

An updated version of the TDA matrix if modified, will be brought to the TAC and Consortium when concurrence is reached on the Intercity Transit Funding agreement prior to the meetings. See separate report for the status of that effort. Further updates will be forwarded as each jurisdiction prepares their claims.

Fiscal Impact:

Each jurisdiction contributes TDA funds to the STA for transit planning and administration. These amounts have been approved by the STA Board and are shown on the TDA matrix. Local jurisdictions' TDA claims must be consistent with the TDA matrix to allow capacity for claims by other jurisdictions for shared-cost services.

Recommendation:

Forward a recommendation to the STA Board to approve the TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

Attachment:

- A. Draft 3 of Solano TDA Article 4/8 Matrix for FY 2008-09

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 20, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Ridershare Services
Nancy Whelan, Nancy Whelan Consulting
RE: Intercity Transit Funding (ITF) Agreement Year-End Reconciliation
Procedure

Background/Discussion:

In October 2007, the Fiscal Year (FY) 2007-08 Intercity Transit Funding (ITF) Agreement was finalized and circulated for signature by all jurisdictions that are party to the Agreement. This Agreement was fashioned after the first Intercity Transit Funding Agreement, which covered FY 2006-07. The FY 2007-08 Agreement documents the principles and methodology for sharing Intercity Transit costs and sets the term of the Agreement at one year. In developing the Agreement the Intercity Transit Funding Working Group (ITFWG) left certain procedures and issues to be resolved during this fiscal year.

One of the issues to be resolved is how to reconcile actual costs and revenues for intercity transit service with the projected figures used in the Agreement. Specifically, Section III. A. of the FY 2008-09 Agreement states:

“The baseline cost information used in the foregoing cost allocation model is based on preliminary budget information used for the next fiscal year. As such the foregoing costs are estimates only and are subject to change. The ITFWG will include a process for addressing mid-year cost changes in this Agreement for FY 2008-09 and subsequent fiscal years.”

The FY 2006-07 Agreement did not include this statement or any other about year-end reconciliation of costs and revenues.

Mid-Year Budget Adjustments

Intercity transit operators are required to report certain data including actual expenditures, ridership, fare revenue, and service hours for intercity routes quarterly. These reports are used to identify mid-year budget variances and are to be submitted to the ITFWG in February, notifying the contributing jurisdictions of potential year-end budget surpluses or deficits. The ITFWG has the opportunity to discuss methods for addressing the surpluses or deficits in February, possibly recommending a mid-course correction to avoid deficits. Under certain circumstances, the ITFWG may agree to increase or decrease subsidy shares at year-end prior to final financial audits.

Mid-year FY 2007-08 budget vs. actual reports for the period ending December 31, 2007 were provided to the ITFWG in March 2008. The reports didn't indicate any significant variances and thus there appeared to be no need for mid-course corrections in the intercity transit service. Quarterly reports will continue to be provided to the ITFWG for ongoing monitoring.

Year-End Reconciliation

In addition to potential mid-year budget adjustments, the ITFWG requested that a procedure for reconciling year end actual data with the budget data (upon which subsidy shares were calculated) be developed. The recommended method for this year-end reconciliation incorporates actual audited data into the models and formulas used in the Agreement. Subsidy shares paid based on budget information are compared to actual financial and operating results to determine if subsidy shares paid were greater or less than the amount due. The results are credited or debited to payments due in the future. This procedure is described below.

PROPOSED YEAR-END RECONCILIATION PROCEDURES

1. After FY 2007-08 audited financial statements are approved by the intercity transit operators' governing body, transit operator staff will update the data in the FY 2007-08 Cost Allocation Model. Fairfield Suisun Transit Routes 20, 30, 40, and 90 shall be updated from the file labeled "FF Cost Allocation Model 021507 v2". Vallejo Transit Routes 70, 80, and 85 shall be updated for the file labeled "FY 2007 08 Vallejo Cost Allocation Model 4-16-07". Updated cost, revenue (fares and other revenue), hours, miles, and peak vehicle data shall be included in the cost allocation model.
2. Using results of the Cost Allocation Model, STA will recalculate the subsidy shares owed by each jurisdiction for FY 2007-08 and compare the amounts to the amounts paid according to the cost sharing formula in the agreement.
3. Differences between the planned/budgeted subsidies included in the FY 2007-08 agreement and the actual subsidy requirements based on audited data will be identified. Subsidy surpluses (overpayments by a jurisdiction for its formula share of intercity transit services) and deficits (underpayments by a jurisdiction for its formula share of intercity transit services) will be applied to the subsequent year's amount due for intercity transit services. For FY 2007-08, these amounts will be reconciled with the FY 2009-10 subsidy sharing agreement.

The use of audited actual data requires that the reconciliation lag two years from the year included in the agreement.

The ITFWG agreed with this procedure, and requested that STA consider applying the reconciliation procedure to the FY 2006-07 agreement. Based on data supplied by the transit operators, staff calculated the overpayments and underpayments for each intercity route for each jurisdiction. A summary of the results of those calculations is shown in Attachment A. The ITFWG agreed that the results of the FY 2006-07 reconciliation should be incorporated in the FY 2008-09 agreement.

Applying the procedure developed for FY 2007-08 to the FY 2006-07 agreement results in overpayments and underpayments that will be due in the FY 2008-09 agreement. If approved by the STA Board, subsidy calculations for FY 2008-09 will include the adjustments for the FY 2006-07 reconciliation.

Fiscal Impact:

None.

Recommendation:

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

1. Adopt the procedure outlined in this report for mid-year budget adjustments and year end reconciliation for the Intercity Transit Funding Agreement; and
2. Apply the year end reconciliation procedure to the FY 2006-07 Intercity Transit Funding agreement and incorporating FY 2006-07 adjustments to the subsidy amounts due in FY 2008-09.

Attachment:

- A. FY 2006-07 Intercity Transit Funding Reconciliation Summary

THIS PAGE INTENTIONALLY LEFT BLANK

**SOLANO TRANSPORTATION AUTHORITY
RECONCILIATION OF FY 06-07 SUBSIDIES BY JURISDICTION
SUMMARY OF BALANCES DUE**

FST OWES	Formula Calculation	Less Amounts Due to FST	Plus MOE Claims Not Used	Total Amount Due
Benicia	\$ 10,929	\$ -	\$ -	\$ 10,929
Dixon	\$ 11,856	\$ -	\$ 6,000	\$ 17,856
Vacaville	\$ 55,262	\$ -	\$ 170,000	\$ 225,262
County of Solano	\$ 8,593	\$ (2,320)	\$ 30,000	\$ 36,273
TOTAL	\$ 86,639	\$ (2,320)	\$ 206,000	\$ 290,319

BENICIA OWES	Formula Calculation	Less Amounts Due to Benicia	Plus MOE Claims Not Used	Total Amount Due
County of Solano	\$ 3,204	\$ -	\$ -	\$ 3,204
TOTAL	\$ 3,204	\$ -	\$ -	\$ 3,204

VALLEJO OWES	Formula Calculation	Less Amounts Due to Vallejo	Plus MOE Claims Not Used	Total Amount Due
Fairfield	\$ 3,942	\$ -	\$ -	\$ 3,942
County of Solano	\$ 251	\$ -	\$ -	\$ 251
TOTAL	\$ 4,193	\$ -	\$ -	\$ 4,193

Notes:

- 1 Based on April 21, 2008 reconciliation.
- 2 Amounts jurisdictions "owe" themselves are not shown.
- 3 Assumes amount due to FST from Suisun City is already accounted for in FST claim.
- 4 Routes 50 and 92 omitted from Summary of Balances Due.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 20, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Approval of 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 March and April 2008, staff provided the STA Technical Advisory Committee (TAC) and Board with a status and progress report of the current OWP in preparation for providing a draft OWP for the forthcoming two fiscal years. In April and May, the TAC and Board were provided the draft of the OWP for fiscal years 2008-09 and 2009-10.

Discussion:

Attached is the recommended STA Overall Work Plan for FY 2008-09 and FY 2009-10. This draft OWP contains a total of 41 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 THE OWP

The OWP includes a total of 13 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 are grouped according to one of three of the STA departments responsible for implementing the specified project tasks and categorized as either as 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 13 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. I-80 EB Cordelia Truck Scales Relocation Project
5. Jepson Parkway Project

The I-80 Eastbound Cordelia Truck Scales Relocation Project 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 Caltrans and the Napa County Transportation and 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

The Travis Air Force Base Access Improvement Plan (North & South Gates) (Project No. 6) will be implemented by the County of Solano in partnership with the City of Suisun City and the STA.

As an agency responsible for funding a variety of transportation projects and programs, STA has monitored the progress of several 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
18. I-80 Operational Improvement 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
20. SR 113 Major Investment Study
21. SR 29 Major Investment Study
22. Update of Countywide Traffic Safety Plan
29. Comprehensive Transportation Plan Update
37. Transit Consolidation Study
38. Community Based Transportation Planning (CBTP)
40. Ten-Year 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 plans 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
23. Congestion Management Program
24. Countywide Traffic Model & Geographic Information System
26. Transportation for Livable Communities Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program
27. Implementation of Countywide Bicycle Plan Priority Projects/Bicycle Advisory Committee
28. Implementation of Countywide Pedestrian Plan Priority Projects/Pedestrian Advisory Committee
30. Clean Air Fund Program and Monitoring
31. STA Marketing/Public Information Program
35. Paratransit Coordinating Council
36. Intercity Transit Coordination
39. Lifeline Program Management
41. Solano Napa Commuter Information (SNCI) Program

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

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

25. Capitol Corridor Rail Stations
32. Baylink/WETA Ferry Support and Operational Funds
33. Solano Express Route Management
34. Solano Paratransit Management

Once adopted, the STA OWP will guide the development of the STA's budget for FY 2008-09 and FY 2009-10.

Recommendation:

Forward a recommendation to the STA Board to approve the STA Overall Work Plan for FY 2008-09 and FY 2009-10 as specified in Attachment A.

Attachment:

- A. STA's Overall Work Plan (Priority Projects) for FY 2008-09 and FY 2009-10

THIS PAGE INTENTIONALLY LEFT BLANK



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
1.	<u>I-80/680/SR 12 Interchange</u> A. Interchange EIR/EIS > Alt B and Alt C B. Breakout Logical Components Status: Environmental studies are underway. Concept Agreement Report (CAR) approval by Caltrans and FHWA pending. Estimated Completion Date (ECD): Draft Environmental Document Spring 2009 Final Environmental Document Spring 2010	STA	\$9M TCRP \$50M RM2 \$50.7 M AB 1171 Current Shortfall in funding \$1B	X	X	\$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to 1.2 B (Capital Cost)	Projects Janet Adams
19	<u>North Connector</u> A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA) Status: Environmental Document scheduled for STA Board action May 2008. Advanced Construction package for Chadbourne signals Summer 2008. ECD: Project Approval/Environmental Documental (PA/ED): 5/08 Plans, Specification & Estimate (PS&E): 8/08 Right-of-Way (R/W): 2/10 Advance Construction Package: 6/08 Construction East Segment: 4/10	STA (East and West Segments) City of Fairfield (Central Segment)	\$3M TCRP (environmental) \$21.3M RM2/STIP East Section \$20M City of Fairfield \$2M County of Solano Central Segment Current Shortfall in funding \$32M West Section	X	X	\$2.7 M EIR \$81.6 M (Capital Cost)	Projects Janet Adams



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
3.	STA	\$9 M RM 2 \$56 M CMIA \$15.4 M Fed Earmark Current Shortfall in funding \$20 M PSR - Fed Demo (\$1 M) Current Shortfall in funding \$85 M Current Shortfall in funding \$111 M	X	X	\$60 M (Capital Cost) \$20 M PSR \$1 M \$85 M (HOV Lanes) \$111 M (Capital Cost)	Projects Janet Adams
<u>I-80 HOV Projects</u> A. <u>Red Top to Air Base Parkway</u> -8.7 miles new HOV Lanes. PA/ED: 4/07 PS&E: 1/08 R/W: None Begin Construction: 6/08 <u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 1/2010 R/W: None Begin Construction: 6/2010						
B. <u>WB I-80 Carquinez Bridge to SR 29</u> - This project has a completed PSR by Caltrans. Project is currently unfunded (\$20M).						
C. <u>I-80 HOV(Vallejo)/Turner Parkway Overcrossing</u> - STA Lead for PSR. 18 months to complete PSR with estimated completion date Oct 2008. Estimated construction cost \$60 M Total cost of project \$85 M.						
D. <u>Air Base Parkway to I-505</u> - This project is Long-Term project #25 and is currently unfunded.						

20



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
<p>4. I-80 EB Cordelia Truck Scales Awarded Proposition 1B Trade Corridor Improvement Fund (TCIF) funds by California Transportation Commission (CTC) in April 2008.</p> <p>Status: EIR/EA Scoping meeting June 5, 2008.</p> <p>ECD: PA/ED 12/09 PS&E 5/12 R/W 5/12 Begin Con 10/12 End Con 12/14</p>	<p>STA</p> <ul style="list-style-type: none"> • PA/ED • Design <p>Caltrans</p> <ul style="list-style-type: none"> • R/W • Con 	<p>\$1.3 M RM 2 \$49.3 M Bridge Tolls \$49.3 M TCIF</p>	X	X	\$100.9 M	<p>Projects Janet Adams</p>
<p>5. Jenson Parkway Project A. Walters Road Extension B. Vanden Road C. Walters Road D. Leisure Town Rd (Alamo - Vanden) E. Leisure Town Rd (Orange - Alamo) F. Cement Hill Road</p> <p>Status: EIS/EIR on-going, with Release of Draft for Public comment June 2008, public hearing in July. STA to work with Partners to develop corridor funding agreement and finalize priority implementation schedule.</p> <p>ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11</p>	<p>STA</p> <p>Partners: Vacaville Fairfield County Suisun City</p>	<p>STIP 2006 STIP Aug Fed Demo Local</p> <p>Current Shortfall in funding \$59 Regional \$98 Local</p>	X	X	\$135 M (Capital Costs)	<p>Projects Janet Adams</p>



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
22	<p>6. Travis Air Force Base Access Improvement Plan (North & South Gates) A. South Gate Access (priority) B. North Gate Access</p> <p>Status: Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements.</p> <p>EDC (South Gate): PA/ED: 6/10 PS&E: 6/10 R/W: 12/11 Beg Con: 4/12</p>	<p>STA Funding lead</p> <p>County Implementin g lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p>	X	X	<p>South Gate \$ 3 M</p> <p>North Gate \$7.6 M</p>	<p>Projects Janet Adams</p>
	<p>7. State Route (SR) 12 Bridge and Median Barrier Study A. <u>SR 12/Church Road PSR</u> STA lead, final summer 2008 B. <u>Rio Vista Bridge Study</u> STA lead, draft study fall 2008 C. <u>SR 12 Median Barrier PSR</u> STA lead for Suisun City to Rio Vista segment. 18 months for PSR final report.</p>	<p>STA Co-Lead</p>	<p>STA PSR Funds</p> <p>Rio Vista – Fed Earmark</p> <p>FY 2007-08 & FY 2008-09 PPM Funds SHOPP</p>	X	X	<p>\$ 2.5 M - (Capital Cost)</p> <p>\$ TBD – Capital Cost</p> <p>\$ TBD – Capital Cost</p>	<p>Projects Janet Adams</p>



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
8.	State Route (SR) 12 Safety Improvements		SHOPP	X	X		Projects Caltrans
	1. Immediate safety improvements completed.	Caltrans				\$50 M	
	2. \$46 M improvements to begin construction in 2008 (Suisun City to SR 113)	Caltrans				\$8 M	
	3. Shoulder widening near Rio Vista segment to begin construction in 2010.	Caltrans				\$700k	
	4. Initiate PA/ED for SR 12/ Church Rd. with 2010 SHOPP/STIP	STA				pending	
5. Pursue median barrier PSR along SR 12 as next priority.	STA						
9. 23	I-80 Corridor Management Policy(s) This includes, but is not limited to ITS Ramp Metering, HOV Definition, and Visual Features (landscaping and aesthetic features) Status: STA to contract with consultant (Kimley-Horn) for study, draft scheduled for summer 2009.	STA	\$250,000 SP&R \$62,500 STAF Local Match	X		N/A	Projects Sam Shelton



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
10.	<p><u>SR 12 Jameson Canyon (Phase 1)</u> Build 4-lane hwy with concrete median barrier from SR 29 to I-80.</p> <p>Status: Environmental Document completed Jan 2008. STA lead for PS&E. Last TCRP (\$1.5 M) funds allocated to project by CTC March 2008.</p> <p>ECD: PA/ED: 1/08 PS&E: 6/10 R/W: 9/10 Begin Con 9/10</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	X	X	\$139 M	Projects Janet Adams NCTPA Caltrans
11. 24	<p><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></p> <p>Status:</p> <ol style="list-style-type: none"> 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Annual Update of Plan <p>Status: Programs being initiated. Over \$1 million obtained to date. Received NorCal APA Award for SR2S Plan.</p>	STA	STP Planning Gas Tax ECMAQ TFCA (pending) Yolo/Solano (pending) BAAQMD (pending)	X	X	Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton
12.	<p><u>Monitor Delivery of Local Projects/Allocation of Funds</u></p> <p>Status: Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors.</p> <p>ECD: Ongoing activity.</p>	STA	STIP-PPM STP/STIP Swap	X	X	N/A	Projects Sam Shelton



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT**

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
13.	<u>Regional Measure 2 (RM 2) Implementation (Capital)</u> A. Vallejo Station B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Transit Center (Phase 1), Curtola Park & Ride and Benicia Intermodal) C. Rail Improvements 1. Capital Corridor 2. Fairfield Vacaville Rail Station D. Develop implementation plans with sponsors (Schedule and funding plan) FY 08/09.	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2 Funding Shortfall to be Determined	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Sam Shelton
14.	<u>SR 12 West-Truck Climbing Lane Project (Phase I)</u> Westbound SR 12 from I-80 to approx 1.3 mile. Status: Caltrans began construction winter 2008. ECD: Begin Con 4/08 End Con 12/08	Caltrans	SHOPP	X	X	\$7.4 M	Projects Caltrans
15.	<u>I-80 Red Top Slide Project</u> A. South side construction expected to be completed summer 2008. ECD: 2008	Caltrans	SHOPP	X		\$6.5 M South side	Projects Caltrans



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
16.	<p><u>Benicia-Martinez Bridge Project</u> Status: New Bridge opened. Caltrans to pursue landscaping of I-780/I-680 Interchange.</p> <p>ECD: Existing bridge deck rehabilitation work underway. Traffic switch on existing bridge expected by 12/08. Existing bridge with new bike/pedestrian access expected to be fully opened 2010.</p>	Caltrans	RM 1 RM 2	X	X	\$1.2 B	Projects Caltrans
26	<p><u>I-80 SHOPP Rehabilitation Projects</u></p> <p>A. <u>In Vallejo – Tennessee Street to American Canyon</u> – Rehab Rdwy (under construction)</p> <p>B. <u>Near Vallejo – American Canyon to Green Valley Road</u> – Rehab Rdwy (Advertised)</p> <p>C. <u>Near Fairfield to American Canyon</u> – Upgrade Median Barrier (Advertised)</p> <p>D. <u>Air Base to Leisure Town OC</u> – Rehab Rdwy (Caltrans opened bids, work to begin June 2008)</p> <p>E. <u>SR 12 East to Air Base</u> – Rehab Rdwy (start 2009)</p> <p>F. <u>Leisure Town OC to Pedrick</u> – Pursue 2010 SHOPP funds for segment.</p>	Caltrans	SHOPP	X	X	\$124 M	Projects Caltrans
18.	<p><u>I-80 Operational Improvements</u></p> <p>A. I-80/I-505 Weave Correction . PSR will be required to be updated. PSR priority to be determined as part of FY 2008-09 countywide prioritization process.</p>	Caltrans STA	SHOPP Funding Shortfall to be Determined	X	X	X	Projects Caltrans



SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
19.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing - 1900 vehicles abated in the first 6 months of FY 2007-08.	STA	DMV	X	X	06/07\$357,000 county wide distribution	Projects/Finance Susan Furtado
20.	<u>SR 113 Major Investment Study (MIS)</u> Status: Existing Conditions reports completed by consultant; options for analysis identified; options modeling underway. ECD: Sept 2008	STA	Funded – Partnership Planning Grant	X		\$315,000	Planning Robert Guerrero
21.	<u>SR 29 MIS</u> Status: New project. Unfunded. Target for FY 2009-10	STA	Unfunded		X		Planning Robert Guerrero

27



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
22. Update of Countywide Traffic Safety Plan – SEE ITEM 29, CTP UPDATE. A. Safe Routes to Transit B. Railroad Crossings Study 1. Countywide Crossing Survey 2. Dixon Rail Crossing Plan 3. Fairfield/Suisun City Union/Main Street Connection Study C. Emergency Responders D. Disaster Preparedness, Response and Recovery 1. Flooding 2. Earthquakes Status: Safe Routes to Transit to be completed as part of Comprehensive Transportation Plan (CTP) update. STA to combine this work with Solano Railroad Safety Plan as part of the CTP update. Planning to lead this study. C-D – Studies in FY 09-10 as follow-up to CTP	STA STA/ Dixon STA STA	Gas Tax STAF STAF, CCJAP	 X X X x	 X X X		Planning Sara Woo Robert Macaulay Robert Macaulay
23. Congestion Management Program (CMP) A. 2009 CMP B. Conduct Regional Impact Fee/AB1600 Study (FY 2008-09) 1. Surveying approaches to corridor funding for SR 12 and SR 113 studies 2. Identify eligible projects in Routes of Regional Significance/Transit	STA	STP Planning Future impact fee study, T-PLUS	X	X X		Planning Robert Macaulay



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
	Facilities of Regional Significance						
24.	<u>Countywide Traffic Model and Geographic Information System</u>						Planning/Projects Robert Macaulay/ Robert Guerrero
	A. Development of new (2030) model- Phase 2 (Transit) completed in 2007 B. Develop 2035 network, land uses and projections C. Maintenance of Model D. Geographic Information System/ Aerial Photo Status (Model): new model completed and being tested by users ECD: June 2008 Status: Funding agreement approved; GIS contract with County completed ECD: May 2008	STA/ NCTPA STA STA Solano County	STP-Planning NCTPA Funded by T-PLUS	X	X X	\$75,000 \$80,000 \$35,000	Sam Shelton



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
31	26. <u>Development of STA's Transportation for Livable Communities (TLC) Program and MTC's Transportation Planning for Land Use Solutions (T-PLUS) Program</u> A. TLC Corridor Studies 1. North Connector – completed, adoption pending 2. Update Jepson Parkway TLC Plan. 3. Rio Vista SR 12 Design Concept Waterfront plan – adopted by City of Rio Vista. STA funded design for FY 2008-09 and FY 2009-10 B. County TLC Plan Update – Update and include Bay Area FOCUS Priority Development Areas C. TLC Capital & Planning Grant Monitoring D. Funding Strategies and Priorities Plan to be developed as part of the CTP.	STA	Regional TLC CMAQ TE STP Planning T-PLUS T-PLUS	X	X	\$40,000 (North Connector TLC)	Planning Robert Guerrero
				X			
					X	X	
				X			



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
32	Implementation of Countywide Bicycle Plan Priority Projects		TDA-Art 3	X	X		Planning
	A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – completing funding plan.	City of Fairfield	TLC STIP CMAQ Regional Bike/Ped. Program			\$2-\$3 M	Robert Guerrero Sara Woo
	B. Jepson Parkway Bikeway (next phase) – Funding plan to be undertaken as part of project.	Vacaville/ Fairfield, County, STA				\$3.2M	
	C. Benicia Bike Route: State Park/ I-780 – completing funding plan	City of Benicia	SR2S				
	D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City)	City of Suisun City				\$543,000	
	E. Vacaville – Dixon Bike Route Phase 2 - Ongoing	Solano County STA	TDA Art 3/ Bay Ridge Trail (TBD)				
	F. North Area Bike/Ped Trail Plan – Part of CTP Update						
	G. North Connector path relocation	County/STA /Fairfield					
<u>Status:</u> A and C securing funding; E building in segments; G part of North Connector ECD: Ongoing							



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
33	28. <u>Countywide Pedestrian Plan and Implementation Plan</u> A. Vacaville Creekwalk Extension B. Union-Main Street Pedestrian Enhancement – Funded, Fairfield ready to build. C. Fairfield Linear Park East D. SR 12 Jameson Canyon Trail Study E. Old Town Cordelia Ped Plan F. Develop Ped Project Implementation Plan <u>Status:</u> Update Bike/Ped Plan, including additional TLC concepts and links. ECD: Vacaville Creekwalk construction in 2009 Ongoing – Ped Plan to be updated as part of CTP	STA Solano County	State TEA Bay Trails TDA-ART3 Regional Bike/Ped Program RM 2 Safe Routes to Transit	X		\$3-\$5M (Capital Cost) \$1 million \$100,000 Bay and Delta Trail Planning Grants TDA – Art 3	Planning Robert Guerrero Sara Woo



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
34	<p>29. <u>Comprehensive Transportation Plan Update</u></p> <p>Arterials, Highways and Freeways Update Travel Safety Plan Update Routes of Regional Significance</p> <p>Alternative Modes Alt Fuels Strategy Safe Routes to Transit plan Update TLC Plan Incorporate Safe Routes to School Plan</p> <p>Transit Facilities of Regional Significance Lifeline/Community Based Transportation Plan Coordination Update Senior and Disabled Plan Incorporate Rail Crossings Study Intercity Transit Operations Plan Solano Water Passenger Service Study New Element: Conditions and Projections. Incorporate Funding and Climate Change strategies in each chapter.</p>	STA	Combination of STIP/STP fund swap and STAF	X			Planning Robert Macaulay Robert Guerrero Sara Woo Robert Macaulay
	<p>30. <u>Clean Air Fund Program and Monitoring</u></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Five year funding plan and project monitoring completed for BAAQMD; pending for YSAQMD Status: allocated annually</p>	STA YSAQMD	TFCA Clean Air Funds	X	X	\$340,000 Annually (TFCA) \$420,000 CY2008 (YSAQMD Clean Air)	Planning Robert Macaulay Robert Guerrero



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
<p>32. <u>Bavlink Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility C. Ferry Service</p> <p><u>Status:</u> Requested update of project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded and STA is seeking federal funds for Phase III. Former Mayor Intintoli has been appointed to the new WETA Board. STA is supporting Vallejo's efforts on SB 976 implementation issues.</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
<p>33. <u>SolanoExpress Route Management</u> A. Rt. 30/90 1. Performance Monitoring 2. Funding Agreement Update B. Development of Rt. 70 Funding & Implementation Plan C. Countywide Intercity SolanoExpress Marketing</p> <p><u>Status:</u> STA will work with FST on proposed service changes for Rt. 30/90. The STA Board directed staff to develop Rt. 70 funding and implementation plan by June 2008.</p>	STA	STAF TDA RM2 Lifeline	X	X	\$2,200,000	Transit/Rideshare Elizabeth Richards Liz Niedziela



**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2008-09 & FY 2009-10
DRAFT**

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
34.	<p><u>Solano Paratransit Management</u></p> <p>A. Assessment Study follow-up B. Performance Monitoring C. Funding Agreement Update D. Explore alternative service models E. Vehicle Purchase Grant Administration F. Marketing and increase awareness of Solano Paratransit.</p> <p><u>Status:</u> Solano Paratransit funding agreement to be updated. Working with FST to respond to customer service issues and to respond to SP Assessment Study.</p>	STA	STAF	X	X	\$605,397	Transit/Rideshare Elizabeth Richards Liz Niedziela
35. 37	<p><u>Paratransit Coordinating Council</u></p> <p>A. Manage committee & update materials B. Maintain membership C. Assist with implementation of Senior and Disabled Transportation Plan priority projects</p> <p><u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items.</p>	STA	STAF	X	X	\$40,000	Transit/Rideshare Liz Niedziela
36.	<p><u>Intercity Transit Coordination</u></p> <p>A. Multi-year intercity funding agreement B. TDA Fund Coordination C. STAF Fund Management D. RM2 Transit Operating Fund Coordination E. Solano Express Intercity Transit Marketing</p>	A-H STA	STAF TDA	X	X		Transit/Rideshare Elizabeth Richards



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
38	F. Manage Intercity Transit Consortium G. Rt. 70 Funding and Implementation Plan H. Countywide Ridership Study I. Unmet Transit Needs Coordination & Phase-out plan <u>Status:</u> Annually update funding agreements and Unmet Transit Needs. Developed and STA Board approved FY 2007-08 and FY 2008-09 SolanoExpress and RM 2 Marketing Plan. Working with Benicia and Vallejo on I-780 Corridor Plan (Route 70). Working with transit operators to update Intercity Transit Funding agreement.	I: MTC/STA		X	X		
	37. <u>Countywide Transit Consolidation Study</u> Status: Phase II underway. <u>ECD:</u> Phase II, Fall 2008	STA	STAF	X	X	\$175,000	Transit/Rideshare Elizabeth Richards
38.	<u>Community Based Transportation Planning (CBTP)</u> A. Cordelia/Fairfield/Suisun City Study FY 2007-08 B. Vallejo Study FY 2007-08 C. Vacaville FY 2008-09 D. East Fairfield/TAFB FY 2008-09 <u>Status:</u> Cordelia and Vallejo studies on schedule for completion June 2008. Implementation FY 2009. Vacaville and East Fairfield study to begin in FY 2008-09.	STA/MTC	MTC/CBTP STAF	X X	X X	\$120,000	Transit/Rideshare Liz Niedziela



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2008-09 & FY 2009-10
 DRAFT

PRIORITY PROJECTS		LEAD AGENCY	FUND SOURCE	FY 2008-09	FY 2009-10	EST. PROJECT COST	DEPARTMENT LEAD STAFF
39.	<p><u>Lifeline Program Management</u></p> <p>A. Call for Projects B. Project Selection C. Monitor Projects</p> <p><u>Status:</u> Advisory Committee formed. First round of funds awarded FY 2006-07. Second call for projects June-July 2008.</p>	STA/MTC	STAF	X	X	\$15,000	Transit/Rideshare Elizabeth Richards
40.	<p><u>Ten-Year Transit Capital Funding Plan</u></p> <p><u>Status:</u> 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Over \$900,000 in Prop. 1B Transit Capital funds obtain from MTC as match for 30 bus replacements. Pursuing Federal earmark for additional buses (alternative fuels).</p>	STA	Prop 1B Transit Capital			\$60m funding shortfall	Transit/Rideshare Elizabeth Richards
41.	<p><u>Solano Napa Commuter Information (SNCI) Program</u></p> <p>A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. Coordination with Napa G. Campaigns/Events</p> <p><u>Status:</u> New Employer Commute Challenge implemented. 27 employers and 296 employees participated in initial Employer Commute Challenge. Marketing and Incentives implemented. Update Bikelinks, Commuter Guide, and other materials.</p>	STA	MTC/RRP TFCA ECMAQ	X	X	\$500,000	Transit/Rideshare Judy Leaks

39

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 20, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Routes (Rts.) 30/90 Management Agreement

Background:

Fairfield/Suisun Transit (FST) has been operating Rt. 30 under an agreement with the Solano Transportation Authority (STA) and on behalf of the Cities of Dixon, Vacaville, and Solano County since 2000. This arrangement began when Rt. 30 was transferred by STA from Yobobus to FST. The STA also spearheaded the last major modification of Rt. 30 with its extension to Sacramento. The Sacramento service was added in response to comments received through the Unmet Transit Needs process. The STA was the lead on marketing and customer service when Rt. 30 was extended to Sacramento and has handled subsequent special marketing efforts. Steady ridership growth has been experienced on Rt. 30.

With the transfer of Rt. 90 from Vallejo Transit to Fairfield/Suisun Transit (FST) in FY 2006-07, the STA was requested by Fairfield/Suisun Transit to provide management oversight of Rt. 90, specifically to develop a funding plan and secure adequate funding for this service.

Route 30 operates five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. It is the only bus route that connects Solano County to Sacramento. Rt. 90 operates between Suisun City/Amtrak, Fairfield, and El Cerrito del Norte BART Station during peak and non-peak periods Monday through Friday. As it is the only all-day express bus route from central Solano County into Contra Costa county and the BART system, it is a key route

Prior to FY 2007-08, both Rt. 30 and 90 were funded by Transportation Development Act (TDA) funds from Fairfield, Suisun City, Vacaville, Dixon, and the County of Solano. Over the years, the STA has successfully secured other funds for these routes. This includes Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District, Clean Air Funds from the Yolo Solano Air Quality Management District, and State Transit Assistance Funds. Rt. 90 is also a recipient of Regional Measure 2 (RM2) funds. In FY 2007-08, both routes are funded by all eight local jurisdictions in accordance with the FY 2007-08 Intercity Transit Funding agreement.

Discussion:

As the countywide transportation agency for Solano County, the STA is focused on intercity and regional transit connections. The countywide Intercity Funding Agreement has been developed to stabilize the funding and service levels of significant intercity bus routes. The STA's role in the management of Rt. 30 and 90 provides an additional level of commitment to stabilize these critical routes that benefit multiple local jurisdictions. In that role, major service changes and/or fare changes would be reviewed and approved by the STA Board after staff level review by not only the STA, but also by the jurisdictions affected.

Currently, FST provides monthly ridership and other statistics to the STA on these routes. The STA has summarized the Rt. 30 performance and presented them to the Consortium annually. With STA's oversight, this would continue for both Rt. 30 and Rt. 90.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into an agreement with the City of Fairfield to manage SolanoExpress Rts. 30 and 90 in FY 2008-09 and FY 2009-10.



DATE: May 20, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Funding and Implementation Plan for SolanoExpress Route (Rt.) 70 Service

Background:

In June 2006, the Solano Transportation Authority (STA) Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07 in response to a request from 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. The agreement covered nine (9) intercity routes operated by four (4) transit operators.

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. Rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. The funding agreement and agreed upon service changes to the intercity routes were primarily implemented in early FY 2006-07. These service changes took into account the availability of various funding sources including Regional Measure 2 (RM 2). RM 2 transit operating funds were available to bus routes that contributed to the reduction of traffic over one of the Bay Area bridges.

One service change that was discussed in the agreement and included for implementation in FY 2007-08 was the deletion of Vallejo Transit Rt. 92 (Vacaville to Vallejo Baylink Ferry) and the initiation of SolanoExpress Rt. 70 serving the I-780 Corridor by Vallejo Transit. Rt. 70 is proposed as a new express route in the I-780/I-680 corridor from Vallejo to Pleasant Hill BART. Both Rt. 92 and Rt. 70 are RM 2 eligible routes. The two-year RM 2 funding agreement took into account this service and dedicated funds for this service change in addition to the transfer of Rt. 90 from Vallejo to Fairfield.

A similar process was followed to develop a FY 2007-08 ITF Agreement. This agreement also addressed Rt. 70 and assumed it would begin operation in FY 2007-08.

Rt. 70 was originally scheduled to begin at the start of FY 2007-08. Vallejo Transit was undergoing operational changes during the summer of 2007 and Benicia Breeze was undertaking its Short Range Transit Plan (SRTP) and it was agreed that the service change would be postponed until January 2008. With the passage of Senate Bill (SB) 976 shifting the ferry system to the new Water Emergency Transit Authority (WETA) and once Vallejo Transit, Benicia Breeze and STA staff began to meet to work through the transitional issues, it became apparent that an April start date was more realistic.

With the implementation of Rt. 70, it was initially proposed that Benicia Breeze would suspend or modify service on its existing Rt. 75 which travels in the I-780/I-680 corridor functioning as a combination of a local and intercity service. Benicia Breeze staff expressed interest in maintaining Rt. 75 in a modified version to maintain transit service in Northern Contra Costa County and to cover portions of the cities not directly served by Rt. 70 at their own cost.

The new, proposed Solano Express Rt. 70 to be operated by Vallejo Transit was originally proposed to have been an express route along I-780 connecting the Baylink Ferry Terminal, Vallejo, Benicia, Pleasant Hill and Walnut Creek BART Stations in Contra Costa County. It was designed to provide fast, convenient commuter style service with new state of the art over the road coaches that would served the I-780 Corridor in a much more streamlined fashion. Based on this concept as a new service, it was eligible to receive RM 2 operating funds.

Subsequently, Benicia staff requested more time to study and address their local transit issues and priorities before committing to Rt. 70 and if and where Rt. 70 would stop in Benicia. The STA has provided Benicia with \$30,000 in State Transit Assistance Fund (STAF) and consultant assistance to undertake this evaluation. The new service was scheduled to begin April 7, 2008 in order to capture and not lose nearly \$400,000 in RM 2 operating funds for the Rt. 70 for FY 2007-08.

The Vallejo City Council acted in March to operate Rt. 70. This action included a request that the STA manage Rt. 70 through an operating agreement with Vallejo. The STA staff and legal counsel have drafted a two-party agreement to clarify the roles of Vallejo and the STA. This arrangement is proposed to be similar to the STA's arrangement with Fairfield/Suisun Transit for management and operation of Rt. 30 and 90.

Discussion:

For the past several months, staff from STA, Benicia, and Vallejo met and strived to coordinate and resolve issues related to the initiation of Rt, 70. In late March, Benicia staff conveyed to STA that there were still a number of remaining local questions and issues outstanding and they were not prepared to make a decision regarding their participation in the initial start-up of Rt. 70 until after they could conduct an assessment of their local transit system. STA provided Benicia with the resources to conduct this assessment. Concurrently, STA staff was recommending STA also continue to partner with Vallejo to start Rt. 70 service with direct service from Vallejo to BART which would have accessed the RM 2 funds for the route this fiscal year and not lose these competitive regional funds from Solano County. Once Benicia completed a local system assessment, the Rt. 70 could have been readjusted to provide service to Benicia during the forthcoming fiscal year.

In early April, Benicia continued to express concerns about the implementation of Rt. 70 under the latest service plan. In addition, MTC was preparing documents to approve the allocation of RM 2 funds for Rt. 70 which had been pending while a specific route alignment and schedule was being determined. MTC staff was concerned about the lack of local consensus and the overlap of transit services on the I-780 corridor with the implementation of Rt. 70 without a specific commitment or timeline for the reduction or modification of Benicia Breeze's Rt. 75. This resulted in a postponement of MTC action in allocating RM 2 funds until the end of May. This would have placed STA and Vallejo Transit in the position of initiating Rt. 70 without a commitment of RM 2 operating funds. At the Consortium and TAC meetings in March, STA staff recommended to change the original staff recommendation from approving the initiation of Rt. 70 to postponing the initiation of Rte. 70.

This recommendation was approved the STA Board as well in April, but the Board also provided further direction by modifying one of the staff recommendations. The Board directed staff to return to the Board with not just a status report, but directed staff to return with a funding and implementation plan in June to ensure Rt. 70 would be implemented. At this time, a funding plan for Rt. 70 has been developed and incorporated into the FY 2008-09 ITF Agreement (see Attachment A). The details of the new service still need to be worked out with Benicia and Vallejo, but this provides the funding resource for express service in the I-780 corridor six days a week. Although the funding was secured for the full twelve months, to allow time to negotiate the details, service is not expected to begin until October 1, 2008.

Benicia's assessment of their local system is expected to conclude this month. With that analysis, it is expected that they will offer clearer direction on their expectations of Rt. 70 for their community and how their local service can coordinate with Rt. 70. STA staff will work with Benicia and Vallejo staff, as well as MTC, to finalize a service plan and secure the RM 2 funds.

Fiscal Impact:

The proposed Rt. 70 service plan was consistent with the cost amounts for each agency who have agreed to contribute funding in the FY 2008-09 ITF Agreement and with the proposed FY 2008-09 RM 2 funding distribution.

Recommendation:

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

1. The funding plan for SolanoExpress Rt. 70 for FY 2008-09; and
2. Authorize the Executive Director to enter into a management agreement with Vallejo Transit to operate Rt. 70.

Attachments:

- A. SolanoExpress Rt. 70 Funding Plan
- B. SolanoExpress Rt. 70 Preliminary Service Plan

THIS PAGE INTENTIONALLY LEFT BLANK

Proposed Funding Plan for SolanoExpress Rt. 70
FY2008-09

		Rt. 70
Cost & Subsidy		
Gross Cost		\$ 1,417,060
Fares		\$ 283,412
RM-2		\$ 600,527
STAF No Co		\$ 40,000
TDA (Total)		\$ 493,121
County		\$ 17,465
Benicia		\$ 219,865
Dixon		\$ 4,229
Fairfield		\$ 33,239
Rio Vista		\$ -
Suisun City		\$ 8,699
Vacaville		\$ 25,121
Vallejo		\$ 184,503

Preliminary SolanoExpress Rt. 70 Service Plan

- Rt. 70 would connect Vallejo to Pleasant Hill and Walnut Creek BART Stations.
- The Rt. 70 service would operate Monday through Saturday along the I-780 corridor
- Limited stops:
 - 3 stops in Vallejo (Baylink Ferry Terminal, Curtola PNR, York/Marin)
 - 2 stops in Benicia
 - Pleasant Hill BART
 - Walnut Creek BART.
- Travel times estimated to be approximately 30% faster. For example, travel time from Vallejo to Pleasant Hill BART station would be reduced from 60 minutes to 42 minutes.



DATE: May 19, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2008-09 Intercity Transit Funding (ITF) Agreement Status

Background:

In June 2006, the Solano Transportation Authority (STA) Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (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 (7) major intercity routes. In preparation for next fiscal year, staff has been working with the ITF Working Group (ITFWG) in the development of the FY 2008-09 ITF Agreement.

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. At the first ITFWG meeting in March, 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. Concurrently, the two intercity transit operators reviewed potential major issues for FY 2008-09 that may affect costs.

Reconciliation of FY 2006-07 and the development of a reconciliation process for FY 2007-08 and years forward has been discussed and agreed to. FY 2008-09 Cost Allocation Models were submitted at the end of March. Over the course of several meetings, various cost-sharing scenarios for FY 2008-09 have been developed and presented to the group. At the last meeting in early May, general consensus was reached on a scenario that was in the range

of the two scenarios shown on Attachment A. Both of these scenarios assume that at minimum \$125,000 of Lifeline operating funds are applied to Vallejo Transit Rt. 85. Based on preliminary results of the Vallejo Community Based Study, this route would be eligible for Lifeline funding. At that point, Rio Vista decided not to participate in this agreement for FY 2008-09 as Rio Vista receives no direct intercity transit service by any of the routes in the ITF Agreement. Rio Vista contributed \$9,000 to this agreement in the current fiscal year. A revised scenario reflecting this is in circulation for concurrence along with the net impact to each jurisdiction once reconciliation is also applied. For the majority of local jurisdictions, their share was reduced as compared to FY 2007-08. An update of the responses will be provided at the TAC and Consortium.

Fiscal Impact:

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

Recommendation:

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

1. The attached Intercity Transit Funding cost-sharing scenario as specified in Attachment B;
2. Prioritize \$125,000 of Lifeline/State Transit Assistance Fund (STAF) funds for Vallejo Transit Rt. 85 for two years; and
3. Authorize the Executive Director to enter into an intercity transit funding agreement with the Cities of Benicia, Dixon, Fairfield, Suisun City, Vacaville and Vallejo, and the County of Solano.

Attachments:

- A. SolanoExpress Cost Sharing (FY 2008-09 Costs – Summary of Options Considered)
- B. Proposed FY 2008-09 ITF Cost-Sharing Scenario
- C. Proposed FY 2008-09 ITF Cost-Sharing Scenario and Reconciliation of FY 2006-07

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING**

Based on FY 2008-09 Costs -- Summary Comparison of Options Considered¹

	FY 07-08 Agreement ²	Baseline ³	Change Compared To FY 07-08	With Rt 30 Service Additions ⁴	Change Compared to FY 07-08	With RM-2 Reallocation	Change Compared To FY 07-08	With Rt 30 Svc Addn & RM-2 Reallocation	Change Compared To FY 07-08	Without Rio Vista Participation ⁵	Change Compared To FY 07-08	With Benicia RT 75 No RT 70	Change Compared to FY 07-08	Benicia Operates RT 70	Change Compared to FY 07-08
Benicia	\$356,822	\$419,850	\$63,028	\$425,032	\$68,209	\$308,953	-\$47,869	\$314,136	-\$42,686	\$420,922	-\$64,099	\$398,748	-\$18,075	\$338,748	-\$18,075
Dixon	\$99,983	\$81,705	-\$18,278	\$104,027	\$4,044	\$79,370	-\$20,613	\$101,637	\$1,654	\$82,370	-\$17,613	\$80,049	-\$9,934	\$80,049	-\$19,934
Fairfield	\$944,699	\$879,704	-\$64,995	\$846,479	-\$98,220	\$860,138	-\$84,561	\$826,970	-\$117,729	\$884,688	-\$60,011	\$866,229	-\$76,470	\$866,229	-\$76,470
Rio Vista	\$16,031	\$17,601	\$1,569	\$17,182	\$1,151	\$16,627	\$596	\$16,210	\$178	\$0	-\$16,031	\$16,135	\$1,104	\$16,698	\$867
Suisun City	\$239,814	\$225,643	-\$14,171	\$210,763	-\$29,051	\$220,540	-\$19,273	\$205,691	-\$34,123	\$226,952	-\$12,862	\$224,125	-\$2,727	\$224,125	-\$17,689
Vacaville	\$582,821	\$556,581	-\$26,240	\$547,923	-\$34,898	\$542,658	-\$40,163	\$534,007	-\$48,814	\$560,443	-\$22,378	\$538,099	-\$22,378	\$536,609	-\$36,212
Vallejo	\$1,404,991	\$1,614,502	\$209,511	\$1,620,272	\$215,281	\$1,517,299	\$112,308	\$1,523,028	\$118,037	\$1,620,211	\$215,221	\$1,620,211	\$19,125	\$1,544,467	-\$169,476
County of Solano	\$130,000	\$133,900	\$3,900	\$133,900	\$3,900	\$133,900	\$3,900	\$133,900	\$3,900	\$133,900	\$3,900	\$133,900	\$3,900	\$133,900	\$3,900
Total	\$3,775,161	\$3,929,486	\$154,325	\$3,905,578	\$130,417	\$3,679,486	-\$95,675	\$3,655,578	-\$119,583	\$3,929,486	\$154,325	\$3,749,043	-\$26,138	\$3,749,024	-\$26,138

Notes:

- Using the following data files:
Fairfield Routes 20, 30, 40 and 90 --"FF Cost Allocation Model 040108 v1"
Fairfield Routes 20, 30, 40 and 90 --"FF Cost Allocation Model 040108 v1 - Service Additions"
Vallejo Routes 70, 80 and 85 -- "FY 07 08 Cost Allocation Costs Per Route with Rt 70"
Benicia Route 75 -- "Benicia 08-09 Report 04 07 2008"
- Rio Vista's FY 2007-08 share was subsidized by STA funds in the amount of \$9,561.
- Substantially the same as FY 07-08 agreement. Assumes County contribution is "off the top" and capped at \$133,900, VT operates Rt. 70.
- Proposed by Fairfield.
- Proposed by Rio Vista.
- Proposed by Benicia.

**SOLANO TRANSPORTATION AUTHORITY
SOLANO EXPRESS COST SHARING**
Based on FY 2008-09 Costs – Recommended Option'

	FY 07-08 Agreement'	No RV, With Rt 30 Svc Add'n & RM-2 Reallocation & Lifeline for Rt 85 at \$125K	Change Compared To FY 07-08
Benicia	\$356,822	\$318,653	-\$38,170
Dixon	\$99,983	\$104,879	\$4,896
Fairfield	\$944,699	\$873,728	-\$70,971
Rio Vista	\$16,031	50	-\$16,031
Suisun City	\$239,814	\$217,678	-\$22,136
Vacaville	\$582,821	\$548,086	-\$34,735
Vallejo	\$1,404,991	\$1,583,654	\$178,663
County of Solano	\$130,000	\$133,900	\$3,900
Total	\$3,775,161	\$3,780,578	\$5,417

Notes:

- Using the following data files:
Fairfield Routes 20, 30, 40 and 90 --"FF Cost Allocation Model 040108 v1 - Service Additions"
Vallejo Routes 70, 80 and 85 – "FY 07 08 Cost Allocation Costs Per Route with Rt 70"
2. Rio Vista's FY 2007-08 share was subsidized by STA funds in the amount of \$9,561.

Description of Recommended Option

- ° 20% of subsidy requirement based on population share
- ° 80% of subsidy requirement based on ridership by residence
- ° County of Solano share is based on its population share taken "off the top" (before subsidy sharing formula) and is capped at \$133,900
- ° Ridership by residence source: Solano Transportation Authority Intercity Lines Ridership Survey Study, Quantum Market Research, Inc., February 5, 2007, and indivi
- ° Population data source: State of California, Department of Finance, E-4 Population Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark. S
- ° Rio Vista is not participating in Solano Express cost sharing in FY 08-09
- ° Route 30 service additions (above FY 07-08 service levels) included
- ° RM-2 funds allocated per FY 07-08 agreement, except RM-2 funds are maximized on Rt 70 and minimized on Rt 85
- ° Lifeline funds of \$125,000 is assumed to be available for Rt 85

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 19, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Regional Measure (RM 2) Bridge Toll Transit Operating Funding

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 \$1.00. 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 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. RM2 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 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 Rts. 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 Fairfield/Suisun Transit's Rt. 40 service. Since FY 2004-05, Rt. 90 has been transferred to Fairfield/Suisun Transit, Rt. 91 was deleted by consensus of Solano transit operators, and Rt. 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 Fairfield/Suisun Transit (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 Fairfield/Suisun Transit which was approved by the STA Board. Although there is a 1.5% escalation factor provided for in RM 2, 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 proposed distribution of RM transit operating funds is consistent with the proposed FY 2008-09 ITF Agreement.

Recommendation:

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

1. Authorize Fairfield/Suisun Transit to claim \$711,035 in FY 2008-09 RM 2 Transit Operating funds for the operations of SolanoExpress Routes 40 and 90; and
2. Authorize Vallejo Transit to claim \$1,217,465 in FY 2008-09 RM 2 Transit Operating funds for operations of SolanoExpress Routes 70, 80, and 85.

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					Total	Fairfield	Vallejo
	Route 40	Route 90	Route 70	Route 80	Route 85					
Operating Budget										
Estimated Annual Revenue Hrs.										
Estimated Operating Cost/Revenue Hour										
Total Operating Cost	665,738	1,765,506	1,417,060	3,248,685	1,476,568	-	-	8,573,557		
-- Fare Revenue	173,638	702,149	283,412	1,213,749	365,447			2,738,395		
-- RM 2 Operating Assistance Request	184,072	526,963	600,527	616,938				1,928,500	\$ 711,035	\$ 1,217,465
-- Local Sales Tax	-	-	-	-	-			-		
-- Private Sector Contributions	-	-	-	-	-	-	-	-		
-- Other Subsidy (5311, No. Co. STAF)	85,000	145,000	40,000	125,000	304,628	-	-	699,628		
Total Subsidy	269,072	671,963	640,527	741,938	304,628	-	-	2,628,128		
Total Revenues	442,710	1,374,112	923,939	1,955,687	670,075	-	-	5,366,523		
Local Agencies' TDA Contributions	(223,028)	(391,394)	(493,121)	(1,292,998)	(806,493)	-	-	(3,207,034)		



DATE: May 21, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Allocation of State Transit Assistance Funds (STAF for Fiscal Year (FY)
2008-09

The staff report will be provided under separate cover.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 19, 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 (4) out of eight (8) 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 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 received or 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 (3) 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. STA has submitted this preliminary draft response to MTC for review and comments. MTC requested additional information regarding Issue #3 (Concerns about Dial A Ride Transit (DART)/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments) before making any recommendation to their Commission. The STA staff worked with Fairfield/Suisun Transit to address the request for additional information. (See Attachment A).

Two TDA claims were presented to the Paratransit Coordinating Council (PCC) for their review in May. The City of Vacaville requested TDA funds for transit operating and capital projects and City of Suisun City for streets and roads. The PCC voted unanimously to recommend the TDA claim for the City of Vacaville. However, for the City of Suisun City's TDA claim, there were three (3) votes to recommend, one (1) vote against and one (1) vote abstained. Since Fairfield/Suisun Transit operates transit for Suisun City, MTC would need to determine there are no reasonable Unmet Transit Needs at the end of the process for the cities of Fairfield and Suisun City before Suisun City may claim their TDA funds for streets and roads.

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:

Recommendation the STA Board approve the following:

1. The FY 2008-09 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2008-09 Unmet Transit Needs response to MTC.

Attachments:

- A. MTC Feb. 8, 2008 letter re: FY2008-09 Unmet Transit Needs
- B. FY 2008-09 Unmet Transit Needs Issues and Responses



ATTACHMENT A

**METROPOLITAN
TRANSPORTATION
COMMISSION**

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

February 8, 2008

RECEIVED

FEB 11 2008

**SOLANO TRANSPORTATION
AUTHORITY**

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

Bill Dodd, Chair
Napa County and Cities

Scott Haggerty, Vice Chair
Alameda County

Tom Annunzio
City and County of San Francisco

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

Tom Bates
Cities of Alameda County

Bob Blanchard
Sonoma County and Cities

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Sperring
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Amy Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Operations

Andrew B. Fremier
Deputy Executive Director,
Bay Area Toll Authority

Therese W. McMillan
Deputy Executive Director, Policy

Dear Mr. Halls:

I have reviewed the transcript of the comments received at the Solano County Unmet Transit Needs public hearing held on December 4, 2007, and also reviewed comments contained in correspondence received by MTC during the public comment period. As you know, the recently concluded unmet transit needs public participation process pertains to FY 2008-09 Transportation Development Act (TDA) fund allocations for streets and roads purposes.

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

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

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

Preliminary Issues

1 – Request for more service and better coordination of the Fairfield/Suisun Route 30

2 – Request for more local service in Benicia

3 – Concerns about DART/Solano Paratransit service including: late pick-ups, early pick-ups, long trips, shortened dialysis treatments because of late service, no shows

4 – Request to make discount pass applications available in central county

5 – Request for more local service in Fairfield/Suisun

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

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

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

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

1. that an issue has been addressed through recent changes in service; or
2. that an issue will be addressed by changes in service planned to take place through the fiscal year 2008-09; or
3. that the service changes required to address an issue have been recently studied and determined not reasonable based on locally established standards; or
4. that the evaluation of the issue resulted in the identification of an alternative means of addressing it; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

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

Pursuant to MTC Resolution No. 2380, we will present our staff recommendation to MTC’s PAC identifying those issues that the cities and County must address prior to MTC’s consideration of FY 2008-09 TDA fund requests for streets and roads purposes. Receipt of your responses are requested one month prior to our PAC meeting date (second Wednesday of the month) to include this item on the PAC agenda. Do not hesitate to contact me or Bob Bates of my staff at (510) 817-5733 if you have any questions.

Sincerely,



Alix A. Bockelman
Director, Program & Allocations Section

Enclosures

cc (without enclosures):

Jim Spering, MTC Commissioner
Bill Dodd, MTC Commissioner
Gene Cortright, City of Fairfield
Gary Leach, City of Vallejo
Dale Pfeiffer, City of Vacaville
Robert Sousa, City of Benicia
Jeff Matheson, City of Dixon
Brent Salmi, City of Rio Vista
Fernando Bravo, City of Suisun City
Birgitta Corsello, County of Solano
George Bartolome, Chair, Solano County PCC (c/o Elizabeth Richards, STA)

THIS PAGE INTENTIONALLY LEFT BLANK

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 UCDavis. 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.

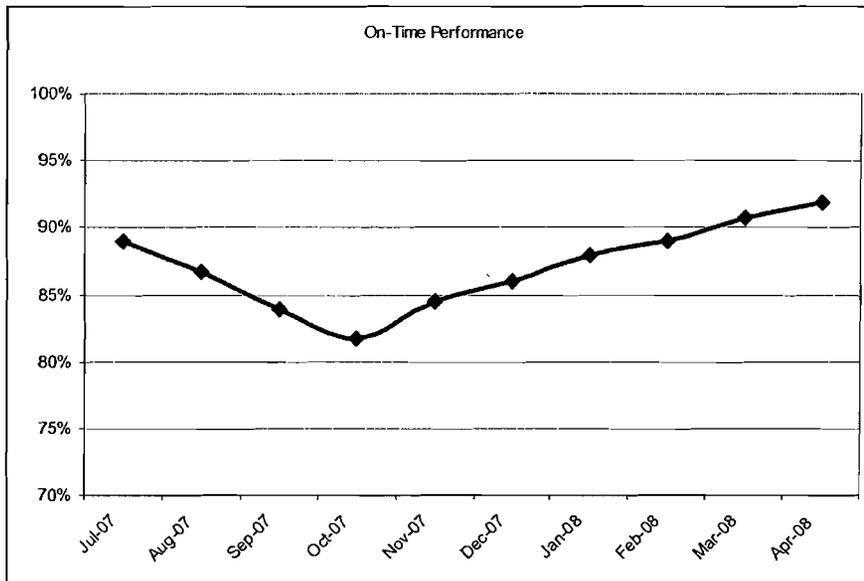
FST and STA take these issues and concerns very seriously. DART is FST's local ADA paratransit service provider. Solano Paratransit is also operated by FST with management oversight by the Solano Transportation Authority (STA) and funded by the five jurisdictions that it services. The two paratransit 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 is currently maintaining an on-time service delivery rate of approximately 90% for both services. On Time performance (OTP) is defined as; performed trip (pick-up) arrival times which are within +/- 15 minutes of the agreed upon pick-up time. The performance standard is set at 90% On-time. The method of tracking this is thru driver documentation on the daily manifest, with each manifest audited at the end of the day by staff.

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 had not been providing adequate performance measures. To utilize all of its capabilities, training on the new software scheduling program continued over several months. Trapeze has allowed the contractor to schedule paratransit trips more efficiently decreasing the time customers are on the phone, both while actually scheduling a trip and while on hold. In addition, Trapeze has allowed the system to increase ridership versus prior years while maintaining productivity above a 2 passengers per revenue hour. It offers the ability to track any schedule changes by date, time and person who made the changes thus increasing accountability, interfaces with Spider Real Time reports which allows contractor personnel and City Staff to observe real time on-time performance of the paratransit system. Trapeze was a value added technology item, based on the recommendation of the contractor. This technology was implemented for a nominal, one time licensing fee with all other costs being absorbed by the contractor.

Prior to implementing Trapeze On-Time performance was not tracked as accurately. The table below notes the OTP for the last year.



7/2007	89%
8/2007	86.71%
9/2007	83.86%
10/2007	81.66%
11/2007	84.48%
12/2007	85.94%
1/2008	87.9%
2/2008	88.96%
3/2008	90.76%
4/2008	91.88%

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. The Telephone Doctor and all associated staff training were instituted at no cost to the City. This program was implemented in response to additional training programs required by the contractor and the City. The program is targeted at improving the overall customer experience through increased focus on professionalism, courtesy and responsiveness. The phone system upgrade has allowed a higher level of standardization among customer service calls and offers the City the ability to track: hold times (longest and average), number of abandoned calls, total number of incoming calls, longest wait in queue, average wait in queue and percentage of calls abandoned. In addition to the added functionality of monitoring customer service, the phone system now allows a customer to directly choose which service (reservations, dispatch, paratransit, administration) is desired without being passed around from person to person. Voice mail was added for those that choose not to hold for the next available staff member. Increased monitoring of the statistics has enhanced enforcement of customer service standards. And finally, two additional lines were added to address capacity constraints identified with the previous system.
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. The additional monitoring of the actual recorded calls has improved customer service.

4. An additional position of an Operations Manager was hired March 2008. The Operations Manager position was added at no cost to the City in response to the growth of the system.
5. One additional Paratransit van was added to service on Saturday that began January 2008. The additional paratransit route was added to Saturdays based on a consistent demand for service which was greater than current capacity could meet. The addition was only made after a complete review of service indicated that the prior capacity had been exceeded and that customer needs and services were suffering, these indicators included: low On-Time Performance, low customer satisfaction due to inability to obtain trips and an increase in cancellations. These issues have been alleviated with the addition of the new route. Cost of this implementation is approximately \$680 per Saturday.
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.

Liz Niedziela, Transit Program Manager/Analyst of Solano Transportation Authority followed up with Joan Emerick of Renal Advantage, a dialysis center in Fairfield, who spoke at the unmet needs hearing. Joan said that the paratransit service has shown overall improvements. She feels that the scheduling can be a bit better but there have been definite improvements. Joan also stated that no paratransit patients have missed any treatments since the unmet needs hearing. Additionally, overall system complaints have declined since December 2007. There were nineteen specific paratransit complaints received by Fairfield, STA, and MV Transit since July 2007. Only four complaints were recorded after the unmet needs hearing as of May 9, 2008.

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.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 16, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Status of Comprehensive Transportation Plan (CTP)

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). An overall purpose statement and goals have been adopted and membership on three steering committees has been appointed. The three STA Committees are Transit, Alternative Modes, and Arterials, Highways and Freeways.

Discussion:

The first CTP Committee – Transit – met on May 19, 2008. The meetings for Arterials, Highways and Freeways and Alternative Modes are being scheduled for mid-June.

The STA Board has approved the list of subsidiary studies, as reviewed and recommended by the Technical Advisory Committee (TAC) and Solano Express Intercity Transit Consortium on April 30. There are 12 studies to be updated as part of the CTP update process. STA staff is now preparing a cost and funding list for these studies. A complete study schedule, including costs and schedule, will be provided to the TAC and Consortium as soon as it is completed.

Fiscal Impact:

None.

Recommendation:

Informational.

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 28, 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. In addition, STA has assumed 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 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 (June 2008) and STA Board (July 2008)
July 2008	Complete Final Community-Based Transportation Plans for both the Vallejo and Cordelia communities.

Current Status

A Technical Advisory Committee (TAC) was established for each study area. The purpose of the TAC is to facilitate the project. Their objectives have been 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

Three separate stakeholders' meetings have been held for each CBTP. Vallejo's first meeting was in January. The initial Cordelia/Fairfield/Suisun CBTP were held in January as well. 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 second stakeholders' meeting for Vallejo and Cordelia/Fairfield/Suisun's CBTP was held in March. At these meetings, 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.

After evaluating the feasibility of implementing proposed solutions, draft solutions were prepared and presented to stakeholders group in Vallejo on May 15, 2008 and will be presented to the stakeholders for Cordelia/Fairfield/Suisun Study on May 20, 2008. After evaluating the feasibility of implementing proposed solutions, the Draft Plans will be prepared and presented to the SolanoExpress Transit Consortium and STA Board.

Priority projects identified through the Community Based Transportation Planning process will be eligible to apply for future Lifeline funding. The STA will be responsible for programmatic and fiscal oversight of new Lifeline projects. As part of the Call for Projects, applicants will be asked to establish projects goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. For capital related projects, projects sponsors will need to establish milestones and report on the status of project delivery.

Preliminary

Timeline Summary

Action	Due Date
Issue Lifeline Call for Projects	Late June 2008
Small Urbanized Area JARC projects due to MTC	September 2008
All other Lifeline projects due to MTC	October 31, 2008
Proposition 1B transit projects due to Caltrans	November 2008 (estimated)
Commission approval of second cycle Lifeline Program of Projects	December 2008
STA-funded projects: project sponsors begin to claim funds or enter into agreements	January 2009
Proposition 1B transit-funded projects: project sponsors receive funds from state	February (estimated)
MTC submits Federal Transit Administration (FTA) grant with JARC projects	Spring 2009
JARC-funded projects: project sponsors begin to enter into agreements	Summer 2009 (following FTA grant approval)
Revision of Lifeline Program of Projects	July 2009

Fiscal Impact:

The currently available funding for Lifeline Projects in Solano County is approximately \$4 million for the next three years. The Lifeline funding cycles will be allocated by the STA.

Recommendation:

Informational.

Attachments:

- A. Draft Potential Solutions for Vallejo
- B. Draft Potential Solutions for Fairfield/Suisun/Cordelia

Draft Potential Solutions for Vallejo

Need	Strategy/Description	Potential Lead Agency
Some bus stops and shelters feel unsafe, or are uninviting, especially for seniors and those traveling with children.	Improve bus stops and shelters; provide better lighting, covered stops, and benches.	Vallejo Transit
Low-income seniors need escort service earlier, later and more frequently than is currently available. Those that are disabled, especially with mental impairments, may not qualify for paratransit, but nonetheless prefer to use public transit.	Expand capacity of Area Agency on Aging (AAA) escort service. The AAA currently provides approximately 3,000 door-through-door trips per year to predominantly low-income seniors. Expanding the service would entail lowering the qualifying age from 62 to 60, attracting more drivers by raising the hourly rate, and enabling the program to serve low-income Vallejo residents whose homes are in unincorporated parts of the County. In addition to expanding the service, funding could supplement the donation gap and be used to hire a full-time staff person to recruit drivers, dispatch and manage the daily program.	Area Agency on Aging
Low-income residents who don't speak English consider that a significant barrier to transit use.	Provide better route and fare information in Spanish. Transit brochures and other materials would be translated into Spanish and provided wherever Vallejo Transit information is available.	Vallejo Transit, possibly STA
Solano Community College, at Columbus Parkway, Vallejo, is not conveniently served by transit. Parking is at capacity.	Extend Vallejo Transit route coverage to Solano Community College /Vallejo.	Vallejo Transit Solano Community College
Recent transit service cuts have affected the low-income, transit-dependent population in Vallejo.	Improve transit route coverage, frequencies, and span of service throughout Vallejo.	Vallejo Transit
Low-income residents are unable to get to jobs and other destinations due to limited transit service on Saturday and Sunday.	Provide more weekend service via Vallejo Transit.	Vallejo Transit
Low-income residents are not able to access Mare Island, including Touro University, the Vallejo School District offices and social services providers via transit.	Extend route coverage to Mare Island, especially to social service providers. Limited service to Mare Island could serve Touro University, the Vallejo Unified School District offices and some social service providers.	Vallejo Transit, Touro University, Public Agency
Low-income residents need help understanding and feeling comfortable using transit.	Establish a transit ambassadors/travel buddies program for low income residents that provides one-on-one orientation and/or accompaniment. Staff can be volunteers or paid.	Vallejo Transit, STA, others
When transit is unavailable, a subsidized taxi program is a good alternative for low income senior and disabled residents. Taxi scrip often runs out mid-month in Vallejo.	Expand the taxi scrip program.	Vallejo Transit
Low-income seniors may need transportation assistance beyond that which is provided by public transit agencies	Create a volunteer program which could provide jobs for seniors, and provide transportation on a volunteer basis. Many of these needs are met through the Area Agency on Aging, Faith in Action or by the local senior center.	Area Agency on Aging, Senior Center, Faith in Action
The cost of transit is a hardship for the low-income population in Vallejo.	Lower transit fares; provide additional passes for social services agencies to assist to clients. Low-income Vallejo community members who participated in the planning process overwhelmingly favored lowering transit fares and offering free or discounted passes.	Vallejo Transit, Area Agency on Agency, Solano County Health and Human Services
Low-income residents would like the Vallejo Run-About to serve a wider population by expanding paratransit eligibility.	Expand paratransit eligibility. Vallejo RunAbout is a paratransit service that is required and defined by the Americans for Disabilities Act (ADA). Develop an additional paratransit service that would have a broader eligibility that would encompass low-income individuals.	Vallejo Transit, others

Draft Cordelia/Fairfield/Suisun City – Needs and Strategies

Need	Strategy/Description	Potential Lead Agency
Low-income residents are unable to get to jobs and other destinations due to lack of service on Sundays.	Expand service using a public dial-a-ride service. on Sundays and holidays.	Fairfield/Suisun Transit
Low-income residents whose start or end work shifts outside of normal transit service hours (e.g. swing or night shift) can't use transit.	Begin transit service earlier and run it later in the evening to better serve workers. Expand service using a public dial-a-ride service to provide service early in the morning and late at night--before and after regular service hours	Fairfield/Suisun Transit
Low-income residents who don't speak English consider that a significant barrier to transit use.	Provide better route and fare information in Spanish. Transit brochures and other materials would be translated into Spanish and provided wherever Fairfield/Suisun Transit information is available.	Fairfield/Suisun Transit, possibly STA
Low-income residents need help understanding and feeling comfortable using transit.	Establish a transit ambassadors/travel buddies program for low income residents that provides one-on-one orientation and/or accompaniment. Staff can be volunteers or paid.	Fairfield/Suisun Transit, STA, others
Low-income seniors need transportation assistance beyond that which is provided by public transit agencies.	Expand capacity of Faith in Action Transportation Service. Faith in Action relies on volunteer drivers using their own vehicles to drive low-income seniors to appointments and other errands. To expand this program, the agency needs a full-time staff person to recruit, coordinate, train and support drivers.	Faith in Action, others
Lack of transit information is a barrier to transit use.	Post bus schedules at all bus stops. Few of the more than 300 bus stops have schedules.	Fairfield/Suisun Transit
Low-income transit users, especially seniors and parents traveling with kids, see the lack of benches and shelters as a barrier to transit use.	Make infrastructure improvements, especially benches, but also shelters. Replacing all glass shelters with metal mesh would reduce maintenance costs. Shelters near senior centers, assisted living facilities, retirement complexes, and medical offices should be given priority.	Fairfield/Suisun Transit
Limited transit service can lead to long wait times and expired transfers.	Extend time on transfers and/or offer Day Pass. Expand frequency of service and/or provide complementary service with shuttles.	Fairfield/Suisun Transit
Some low-income transit riders feel that driver and dispatcher sensitivity training could improve the transit experience.	Offer enhanced training through Fairfield/Suisun Transit. F/S Transit would provide the training venue and access to drivers and personnel Fairfield/Suisun Transit would facilitate meetings with interested agencies such as the Paratransit Coordinating Council, the Independent Living Resource Center and the transportation subcommittee for the Solano County Mayor's Committee.	Fairfield/Suisun Transit
The cost of transit is a hardship for the low-income population.	Lower transit fares, provide additional passes for social services agencies to assist clients. Low-income Vallejo community members who participated in the planning process overwhelmingly favored lowering transit fares and offering free or discounted passes.	Fairfield/Suisun Transit, Area Agency on Agency, Solano County Health and Human Services



DATE: May 16, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress Intercity Fare Comparison

Background/Discussion

Vallejo Transit is proposing for May City Council action a fare increase and a fuel surcharge. Benicia Breeze has previously received council approval for a fare increase that will go in to effective July 1, 2008. The attachments compare the current intercity routes one way fares and monthly fare structure. A further comparison shows the proposed fares with and without the fuel surcharge.

Recommendation:

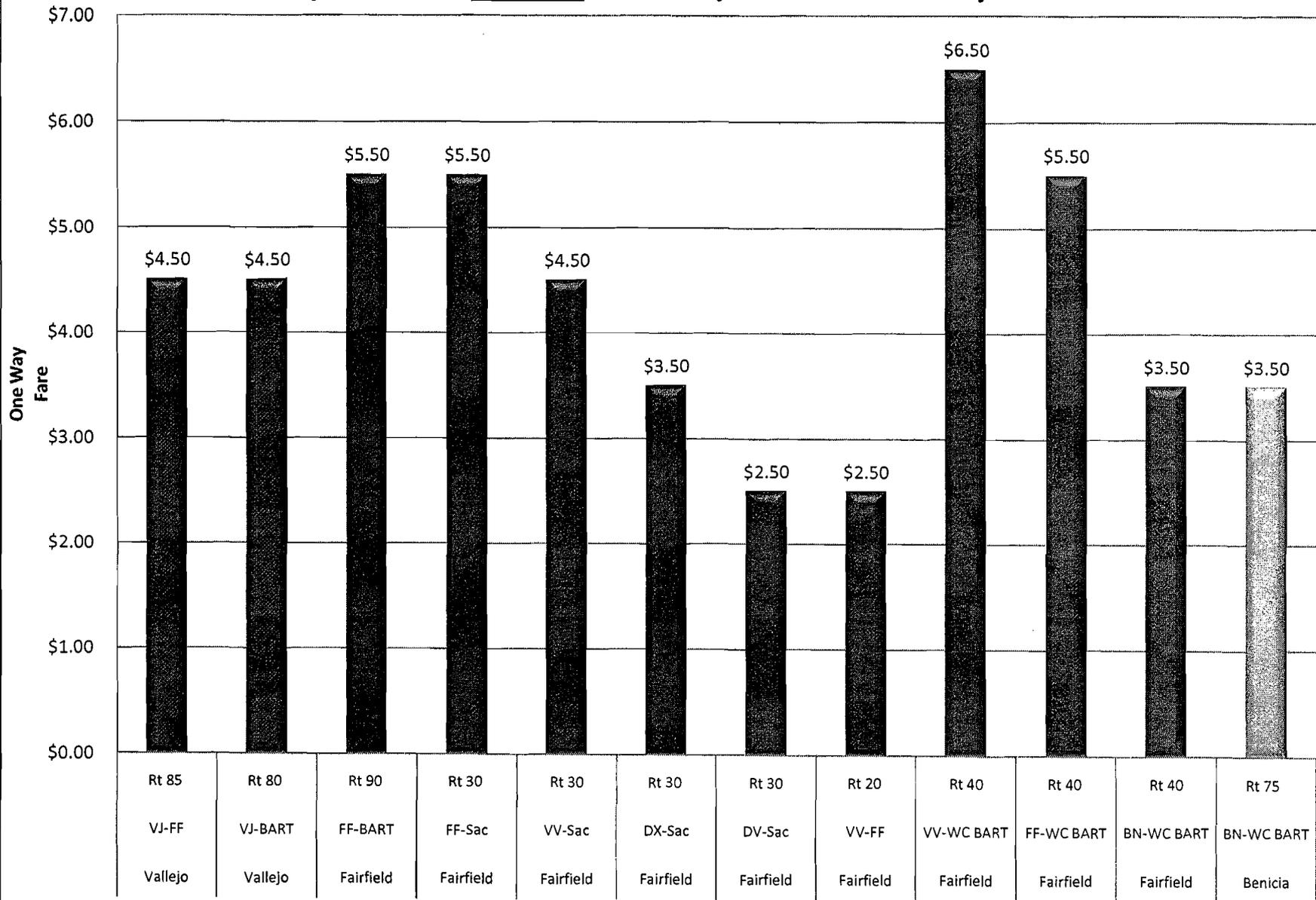
Informational.

Attachments:

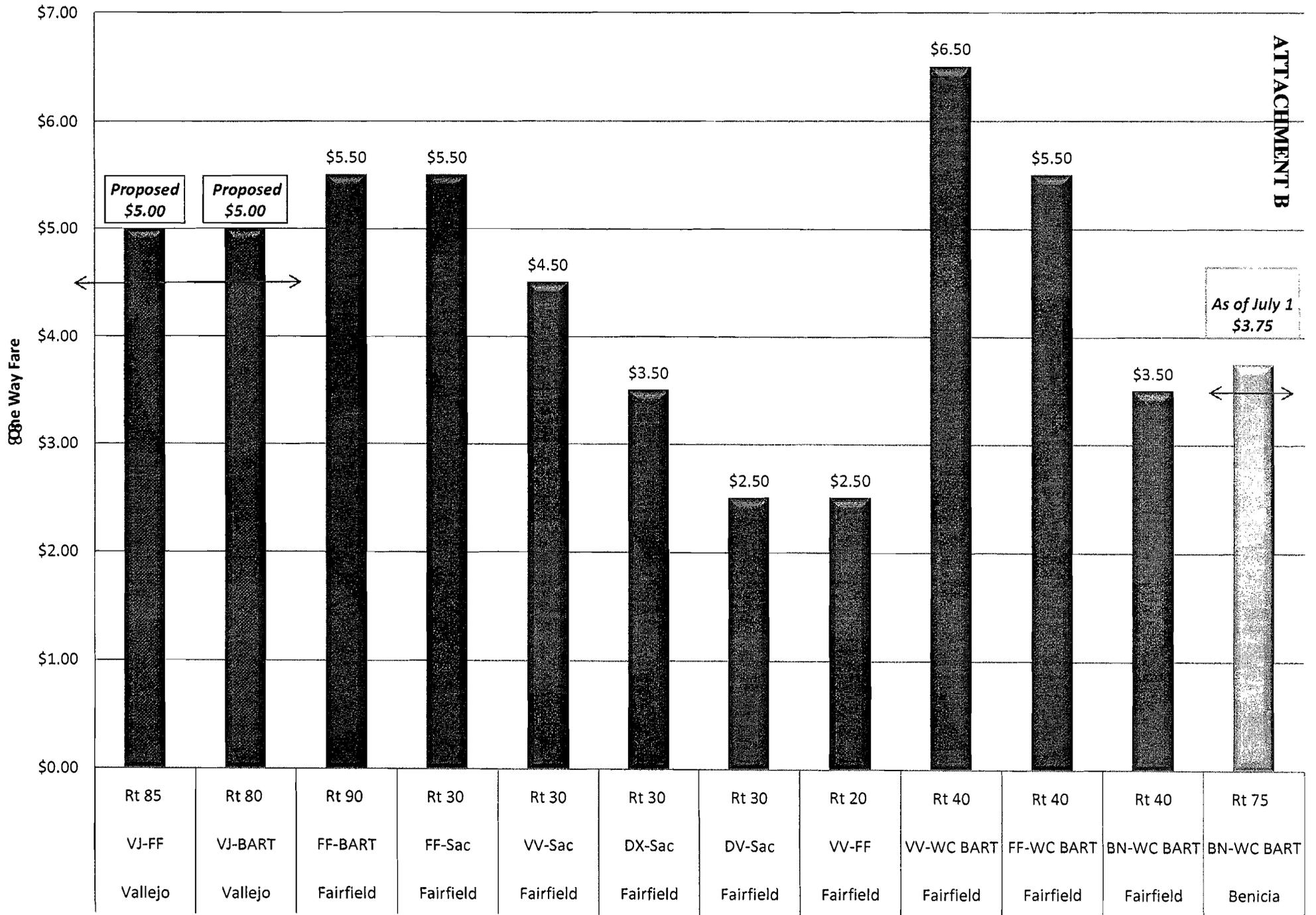
- A. Comparison of Current One Way Fares of Intercity Routes
- B. Comparison of Proposed One Way Fares of Intercity Routes
- C. Comparison of Proposed One Way Fares of Intercity Routes Including Fuel Surcharge
- D. Comparison of Current Monthly Fares of Intercity Routes
- E. Comparison of Proposed Monthly Fares of Intercity Routes
- F. Comparison of Proposed Monthly Fares of Intercity Routes Including Fuel Surcharge
- G. Comparison of Proposed One Way Fares for Vallejo Intercity Routes
- H. Comparison of Proposed Monthly Fares for Vallejo Intercity Routes

THIS PAGE INTENTIONALLY LEFT BLANK

Comparison of Current One Way Fares of Intercity Routes

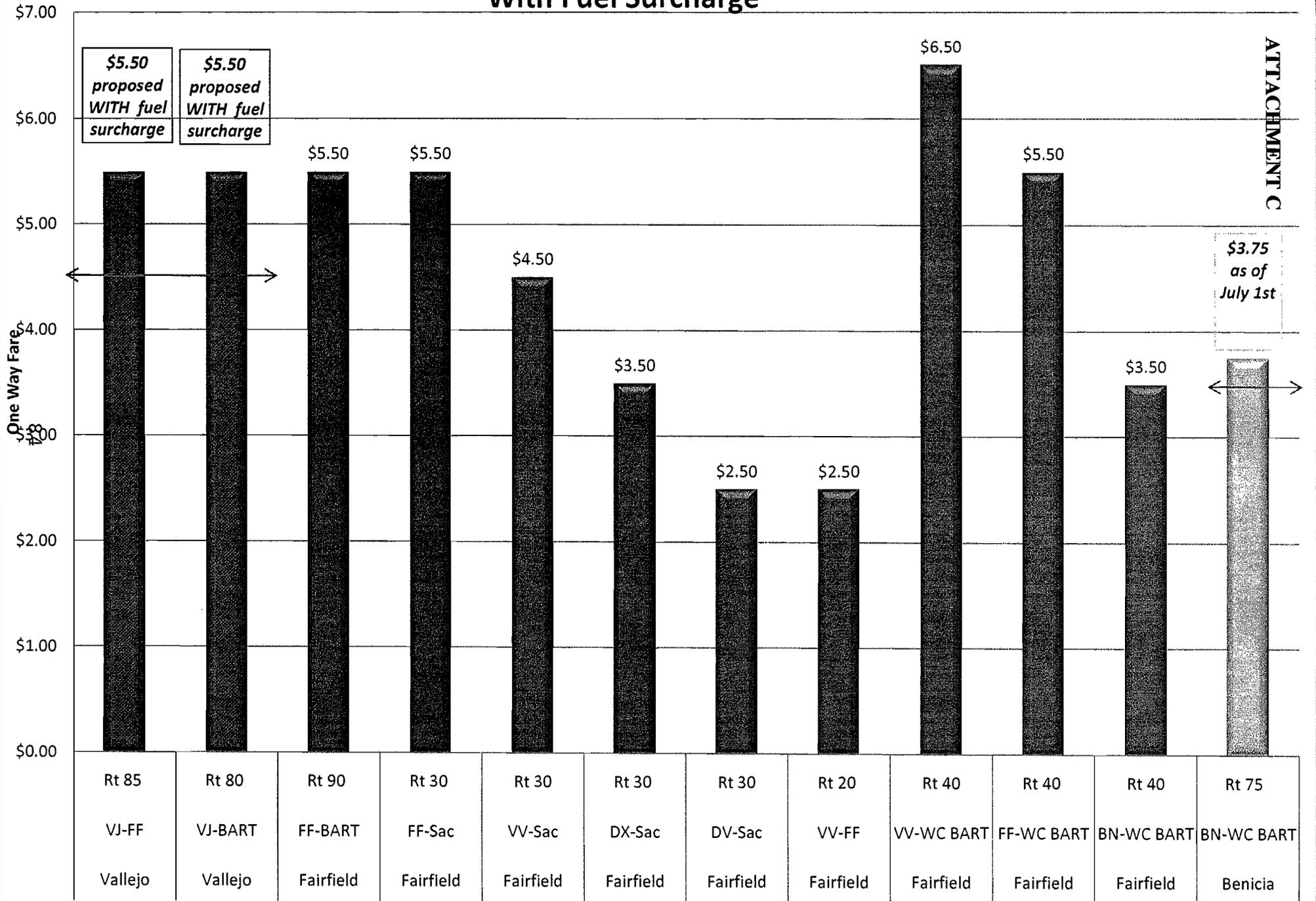


Comparison of Proposed One Way Fares of Intercity Routes



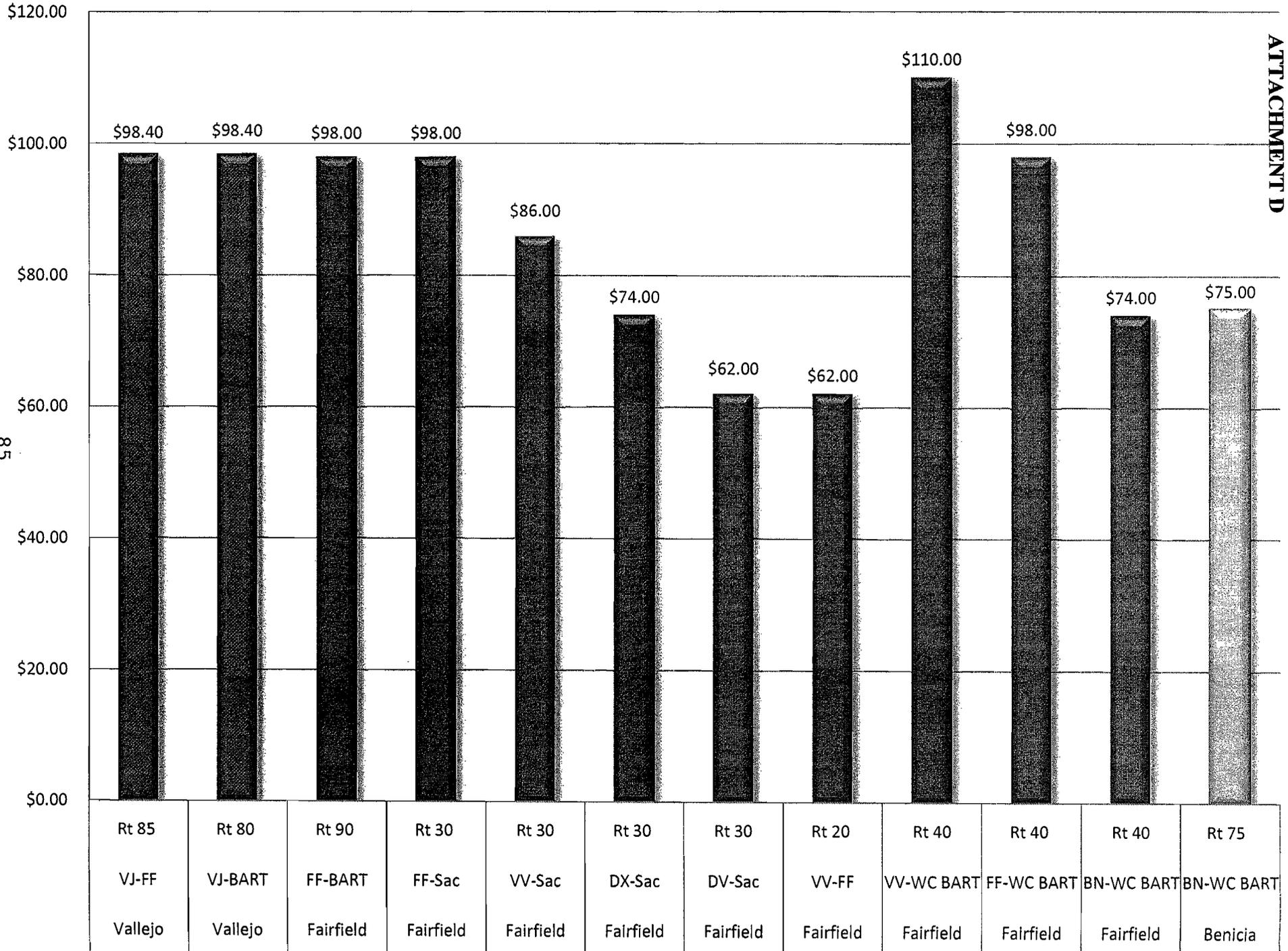
ATTACHMENT B

Comparison of Proposed One Way Fares of Intercity Routes With Fuel Surcharge



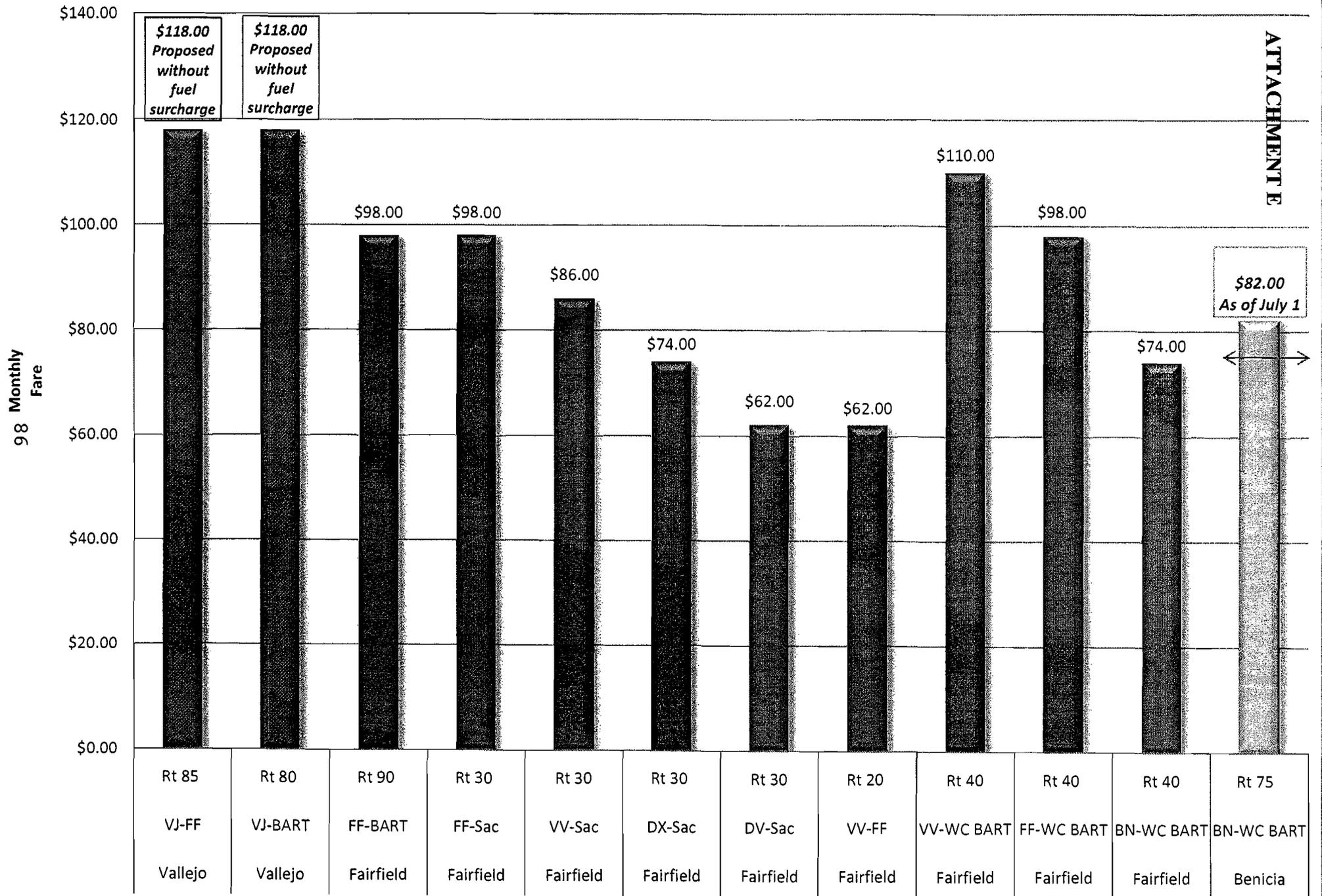
ATTACHMENT C

Comparison of Current Monthly Fares of Intercity Routes



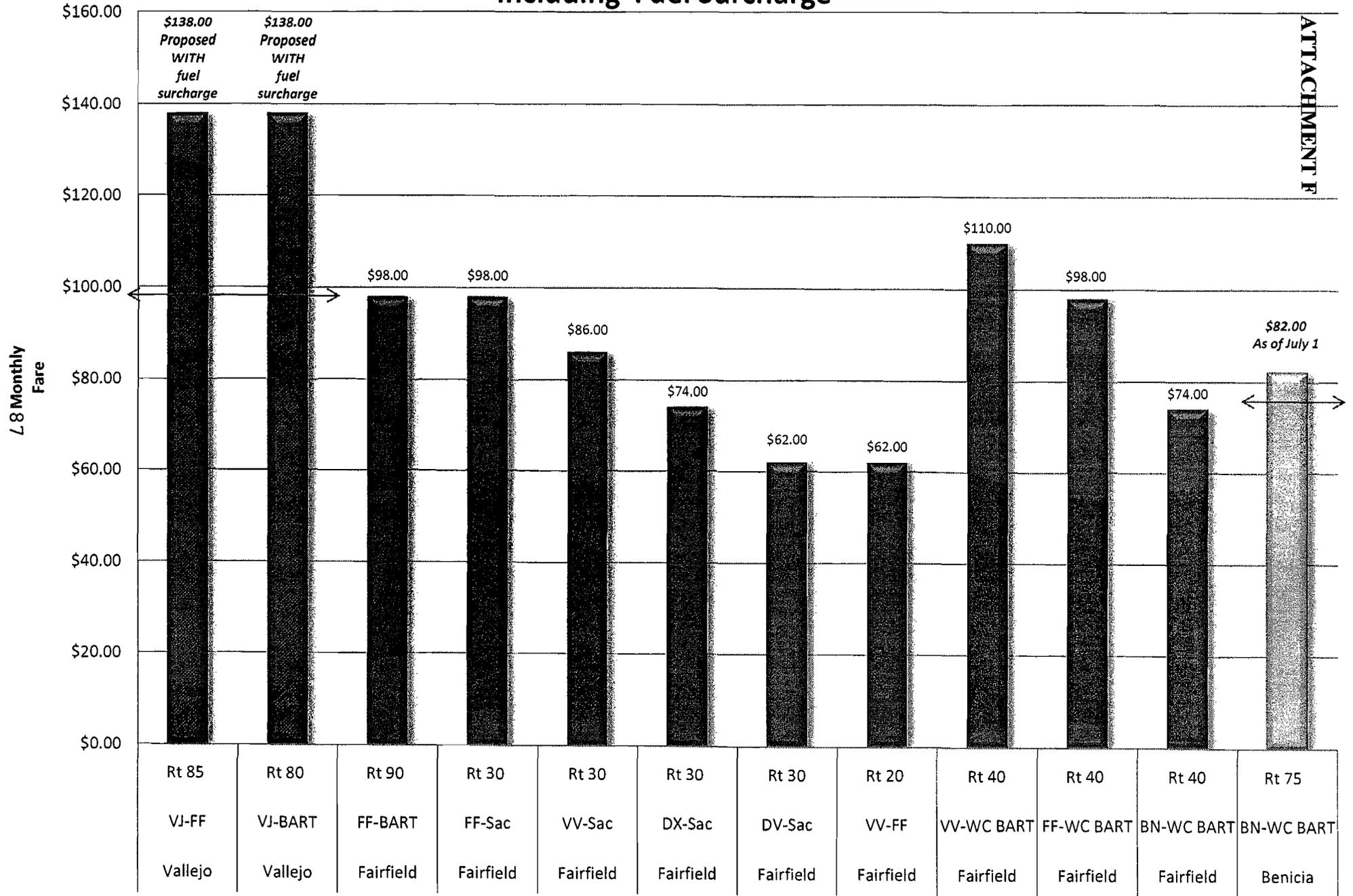
ATTACHMENT D

Comparison of Proposed Monthly Fares of Intercity Routes



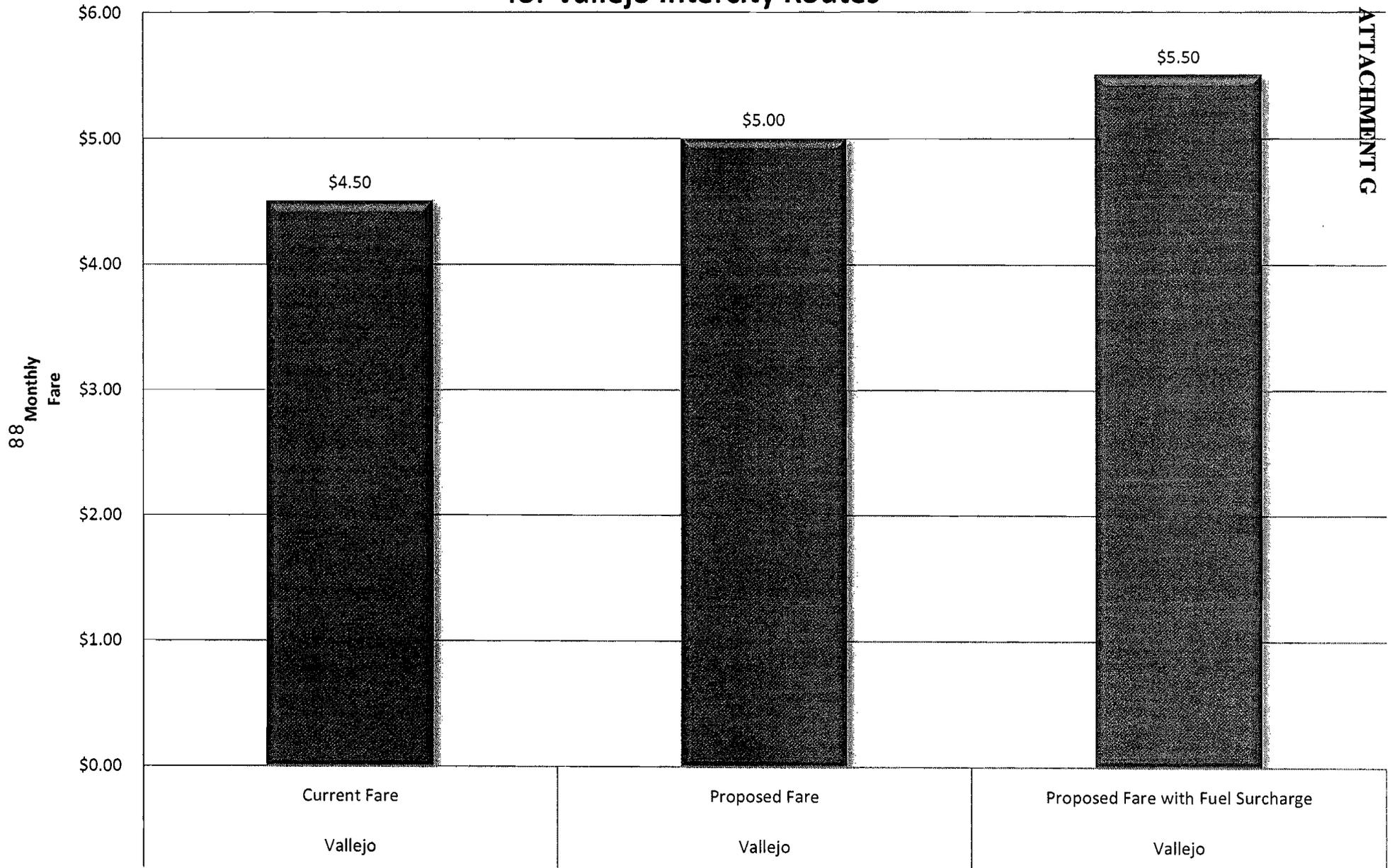
ATTACHMENT E

Comparison of Proposed Monthly Fares of Intercity Routes Including Fuel Surcharge



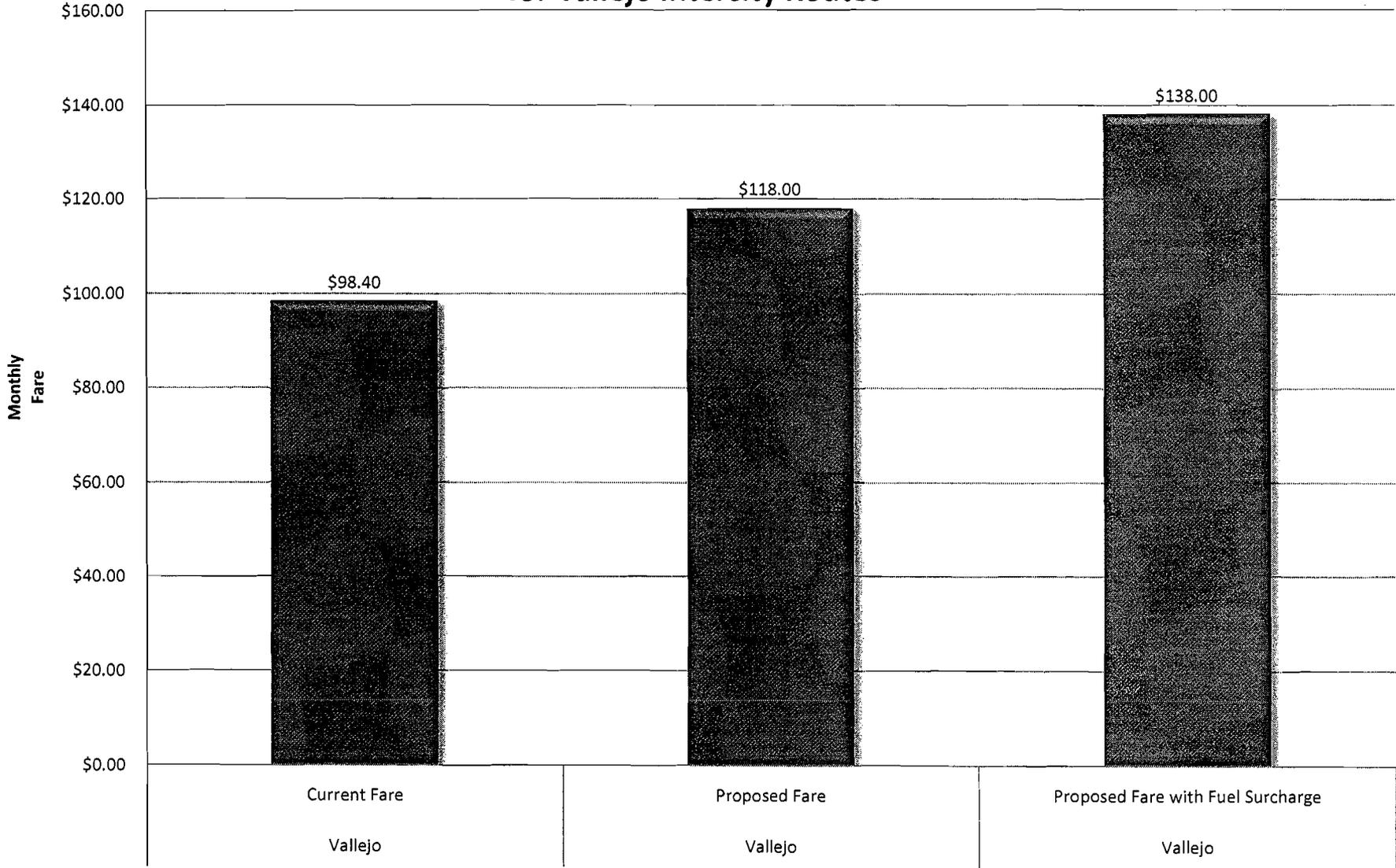
ATTACHMENT F

Comparison of Proposed One-Way Fares for Vallejo Intercity Routes



ATTACHMENT G

Comparison of Proposed Monthly Fares for Vallejo Intercity Routes





DATE: May 20, 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, a marketing consultant, to develop and implement several promotions. The underlying theme of these promotions is to capture new riders with a message to try Solano Express 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 includes the distribution of 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. Staff is working with MIG to design the slogan and look of this promotion. Coordinated with the Cities of Fairfield and Vallejo, over 1,000 10-ride passes will be purchased/printed and distributed. 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. Staff is developing procedures to administer the distribution of these passes and track the results.

Senior Outreach and Ambassador Program: The intent of this promotion is to demonstrate and educate the ease of travelling by transit. An expenditure budget has been provided to the cities of Vacaville, Fairfield, and Vallejo. Each city will be responsible for the design and implementation of the program in their jurisdiction.

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. Called the "Weekender Duo Pass," two people could travel together for the price of one fare. 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 “Two-For-One Saturday or Sunday Ferry Pass” from the Ferry Terminal ticket office. Approximately 1,200 tickets have been printed. The promotion will launch in June and run through December 2008, or until the tickets run out whichever is sooner. The draft marketing design has been approved. This promotion will be marketed through flyers and posters throughout the area and with display ads in local newspapers and publications. SNCI is developing procedures to administer the distribution of these passes and track the results.

Recommendation:
Informational.



DATE: May 20, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

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

Discussion:

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

Marketing/Promotions: Bike to Work (BTW) Week was May 12-16. Nine energizer stations were staffed throughout the county on Bike to Work Day, Thursday, May 15. Over 220 bicyclists stopped by an energizer station to receive their complimentary bike bags and refreshments. This year, staff coordinated the "Safe Routes to School" efforts to conduct "Bike to School" events to supplement Bike to Work events. Education and encouragement events are scheduled to take place at five schools in Vacaville, Dixon and Suisun City between May 14 and June 19.

SNCI staff 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. Most events in May were related to Bike to Work efforts. Staff also attended the Earth Day community event in Winters and the Vacaville Business Expo.

Recommendation:

Informational

THIS PAGE INTENTIONALLY LEFT BLANK



DATE: May 19, 2008
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Regional Transportation Plan (RTP) T2035 Policy Priorities

Background:

The Metropolitan Transportation Commission (MTC) is in the process of updating its long-range transportation plan – the Regional Transportation Plan (RTP). MTC has set four broad themes to be addressed in the RTP process. Those themes, and supporting ideas, are summarized below.

1. Link Transportation and Land Use (Bay Area FOCUS)
 - A. Higher Density
 - B. Adjacent to Public Transit
 - C. Mix of Residential, Employment, Shopping, School and Recreational
2. Define a regional role in Climate Change
 - A. How can the Transportation share of Carbon Dioxide emissions be reduced
3. Implement Transportation Network Pricing
 - A. Paying to drive a single occupant vehicle into a congested area
4. Improve Transportation Equity
 - A. Making sure the poor have access to transportation and jobs

STA staff and several of the Bay Area Congestion Management Agencies (CMAs) have recommended MTC address additional issues in the RTP update, specifically:

1. Corridor Mobility and Safety (I-80 & SR 12)
2. Senior and Disabled Transportation
3. Mobility and Safety for our Children (Safe Routes to Schools)
4. Preserve the System (maintenance of local streets and roads and transit capital replacement)
5. Local flexibility and recognition that each County has distinctive and somewhat different transportation needs

One of the major tasks of the RTP update process is to identify projects that may help advance the goals of the RTP. MTC staff has recently completed a call for projects from transit operators and congestion management agencies, and is analyzing the potential of those projects to meet regional performance goals. In addition, MTC staff has identified seven regional projects, including Transportation for Livable Communities, Lifeline and Regional Rail Right-of-Way, that will also be evaluated. The total cost for these regional projects is approximately \$7 billion in 2007 dollars.

The RTP goals MTC has identified are:

- Reduce Congestion (20% below 2007 levels)
- Reduce Vehicle Miles Traveled (10% per capita below 2007 levels)
- Reduce Air Emissions
 - pm10 – 24% below 2007 levels
 - CO2 – 40% below 1990 levels
- Improve Affordability (10% reduction in combined transportation and housing costs for low income households)

The STA Board has adopted guidelines to be used by STA staff in discussion investment tradeoffs with MTC. Those guidelines are included as Attachment A.

Discussion:

MTC held meetings in each of the 9 Bay Area counties to discuss investment trade-offs. The Solano County meeting was on the evening of May 7 at the Solano County offices in downtown Fairfield. MTC made a video presentation, and then asked the attendees to answer a series of value and investment questions. Results were tabulated using an electronic voting system. After voting, participants were asked to volunteer why they voted a particular way. The MTC presentation and the results of the voting are included as Attachment B.

MTC is still processing the results of its quantitative and qualitative assessment of RTP projects and regional programs, and is integrating the results of the regional meetings. An initial recommendation of projects is expected in early June.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Investment Tradeoff Guidelines
- B. MTC Presentation and Voting Results

STA Priorities for RTP Investment Trade-Offs

Maintain the Existing System. The condition of regional and local roadway and transit capital has been allowed to deteriorate. Before any new investments are made, the existing investments must be protected by adequate maintenance and periodic replacement. Preserve and expand the Pavement Management and Technical Assistance Program and the Streetsaver Program as specific programs that promote maintenance of local streets and roads.

Local Decisionmaking and Local Implementation. The CMAs and the cities and counties have the best understanding of local needs, and are responsible for implementing programs. The overall theme of the RTP should be set at the regional level, but the implementation should be done on a corridor and local level.

Efficiency Before Expansion. Make moderate investments in more efficient use of the regional transportation system before making initiating major expansions of roadways.

Improve Corridor Mobility. MTC has focused on the maturity of the core urban area freeway system, but the periphery system has room and need to grow. The RTP should allow CMAs to identify and plan for that system expansion before it is needed. This includes rail and water corridors that can take pressure off of road corridors.

Regional Clean Air Strategy. MTC and the Bay Area Air Quality Management District should collaborate with the CMAs and local jurisdictions to develop a clean air strategy. The current partnership between the BAAQMD should be expanded in this endeavor.

Priority Development Areas (PDAs). The PDA process of identifying and helping fund high density transit oriented development should be structured to allow all portions of the region to participate, not just the core inner-Bay communities. Funding for existing programs such as Transportation for Livable Communities should not be diverted to pay for PDAs.

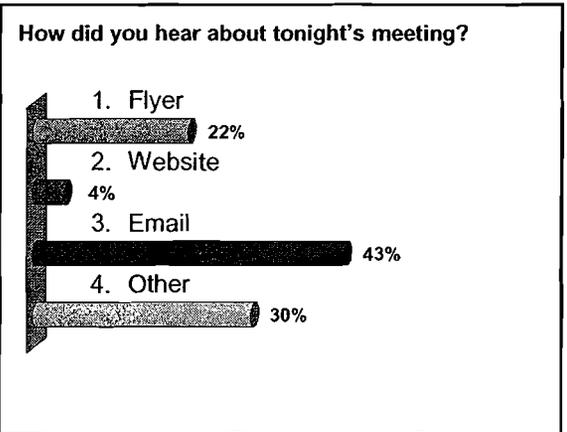
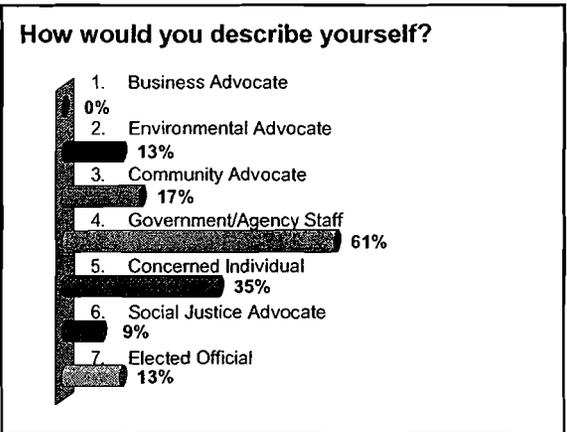
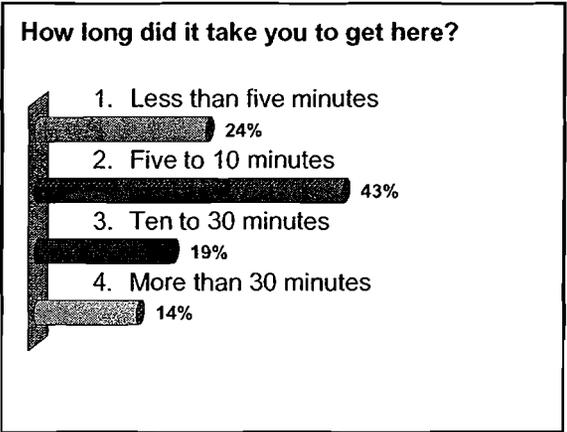
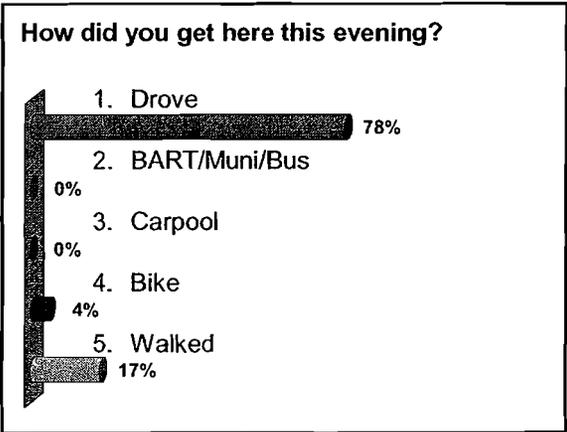
Attainable Milestones. The RTP needs to set out clearly measurable and attainable milestones so that we can measure progress towards long-term goals.

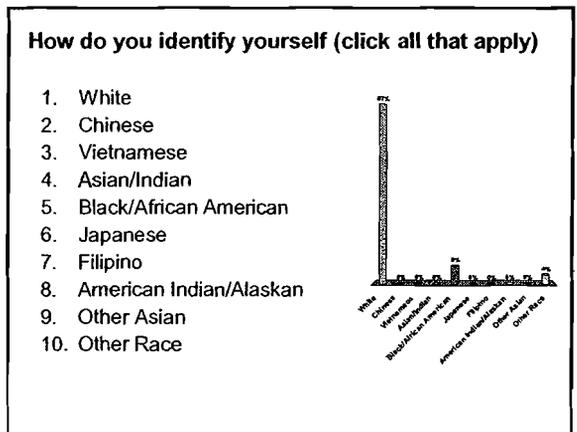
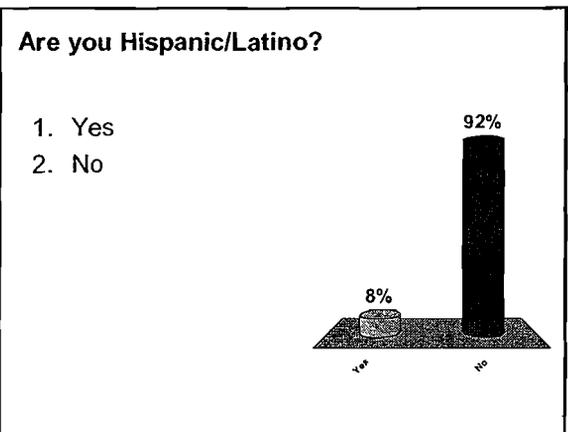
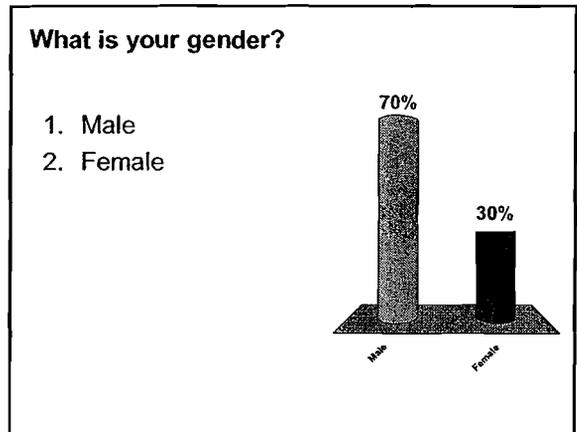
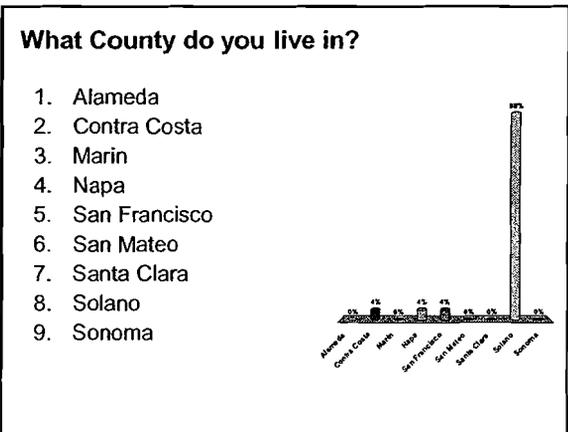
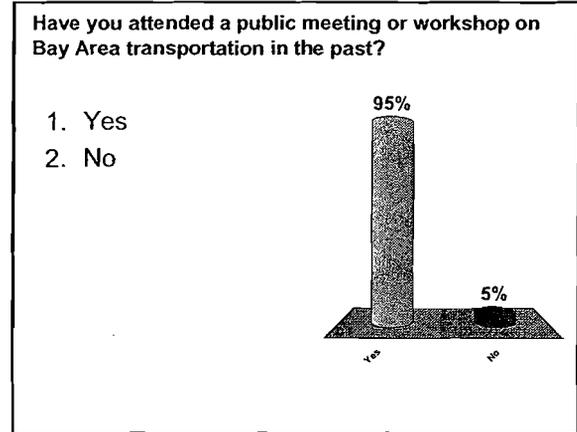
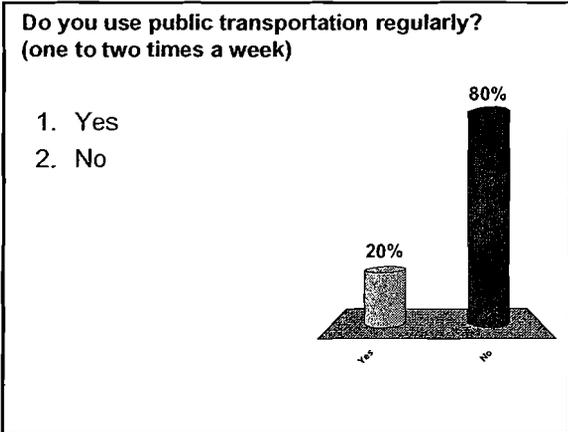
Focus on Goals, Then on Tools. The RTP needs to first identify goals (such as a regional HOV network) and then discuss tools options to attain those goals (generate revenue from HOT lanes to finance the HOV network) as proposed by MTC.

THIS PAGE INTENTIONALLY LEFT BLANK

May Public Workshops
Solano County, May 7

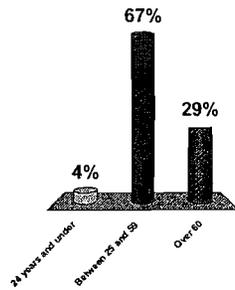
Let's learn about YOU





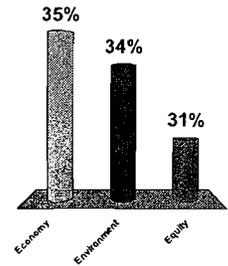
What is your age?

1. 24 years and under
2. Between 25 and 59
3. Over 60



How would you rank these three goals?

1. Economy
2. Environment
3. Equity

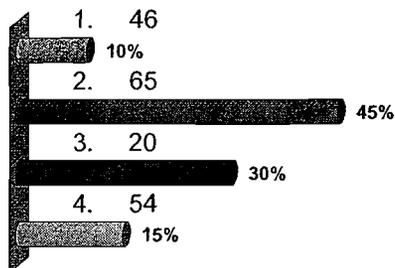


Maintenance

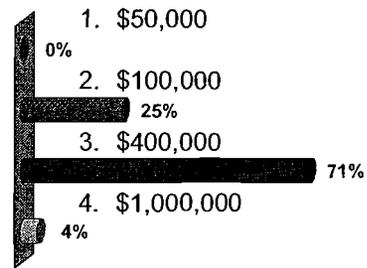
The Maintenance Challenge

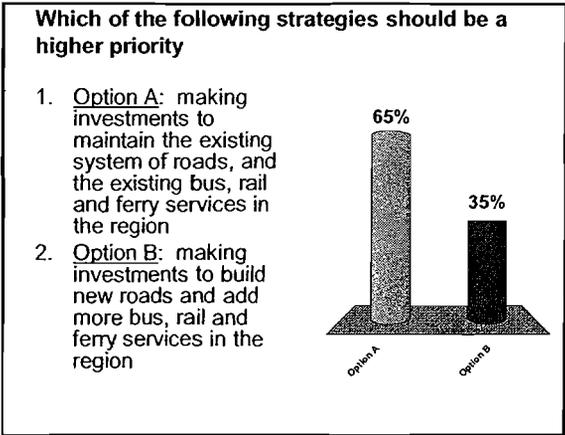
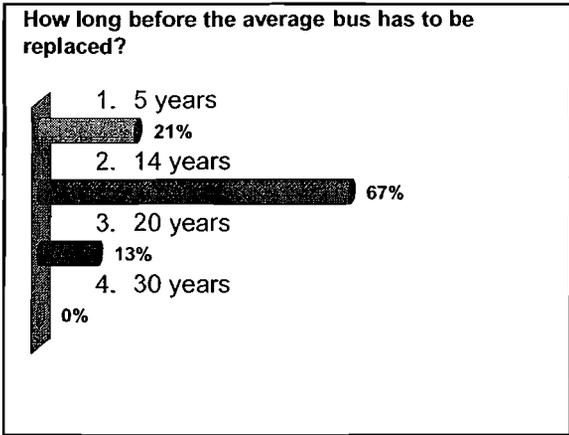
On a scale of 0 to 100, the Bay Area's average pavement condition index is 64. What do you think the index is for Solano County?

What is Solano County's PCI today?



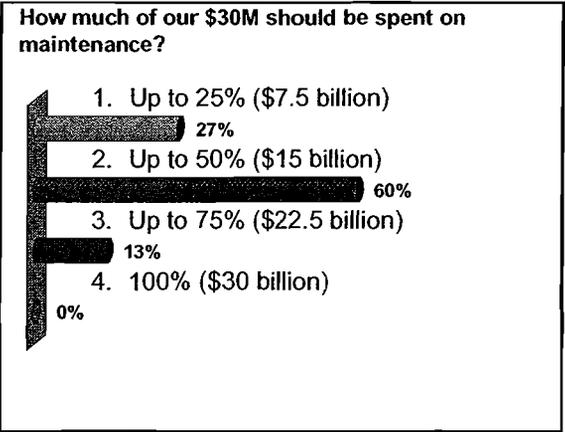
How much does the average bus cost?



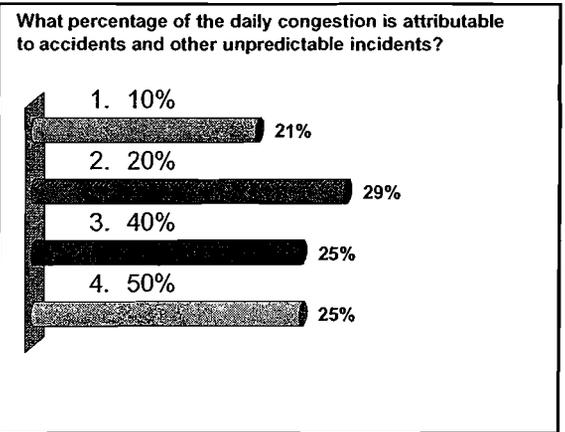


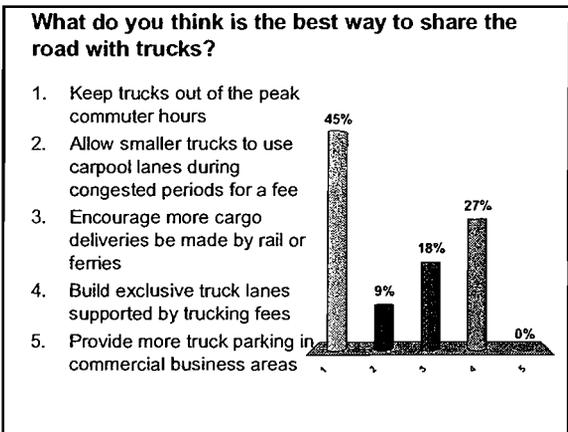
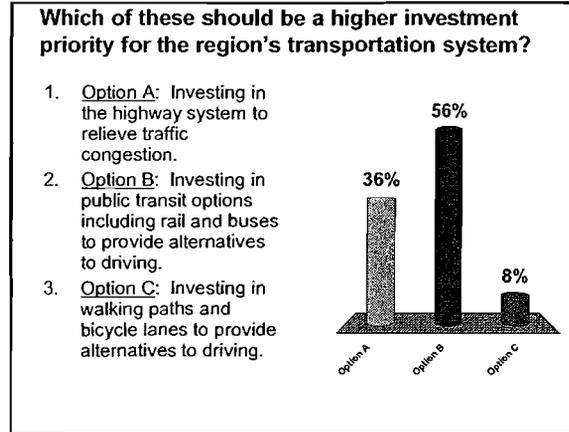
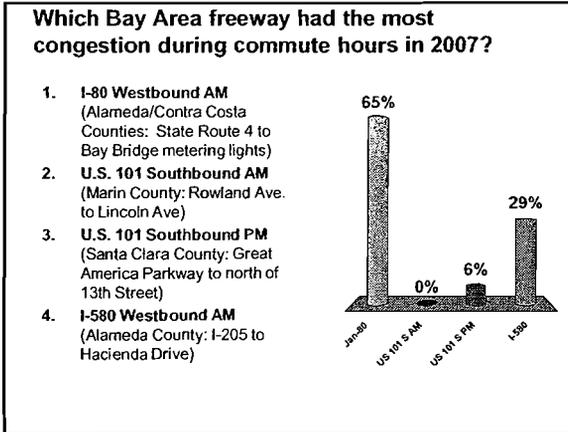
How much for maintenance?

How much of our \$30 billion budget should we spend on maintaining our local streets and roads, transit systems and state highways, keeping in mind this sets the stage for how much will be available for other investment categories?



Congestion Relief

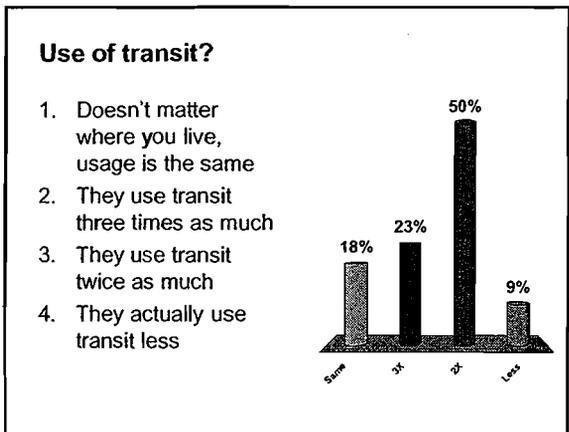


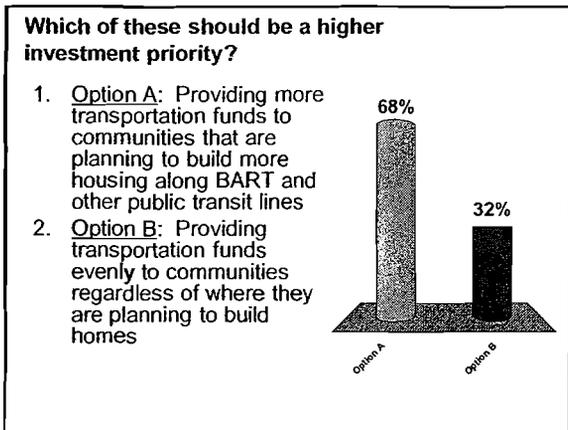


Focused Growth

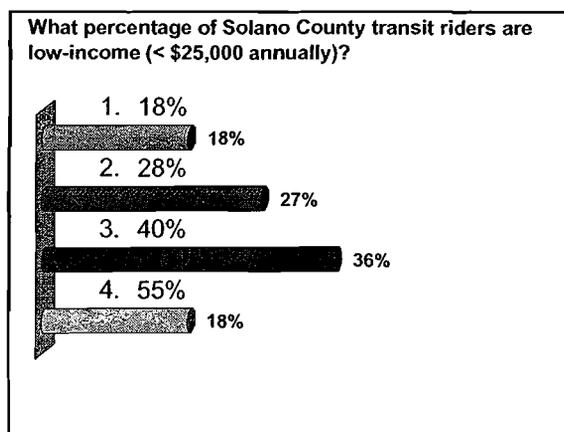
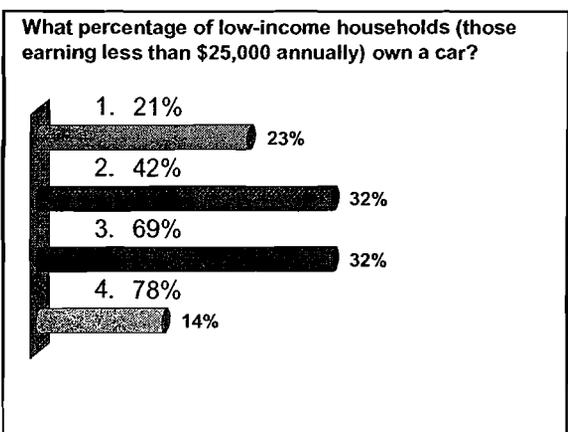
Focused Growth

Do Bay Area residents who live within a half-mile of public transit use it for their commutes more or less than the average Bay Area resident?



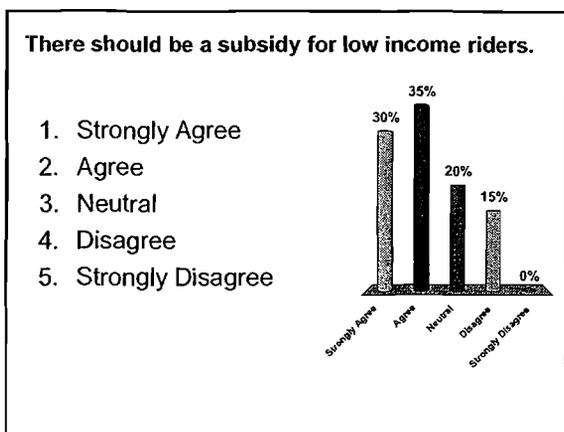


Access



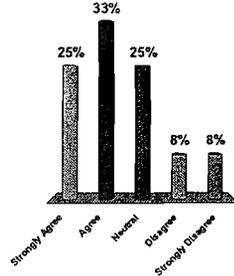
Transit Fares

Transit fare discounts are currently given to youth, seniors, and the disabled. In addition to these subsidies, do you think there should be a subsidy for low-income transit riders?



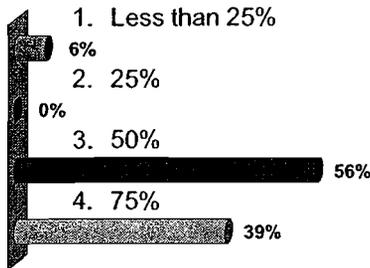
I favor basing all transit fare subsidies on income rather than age or disability.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree

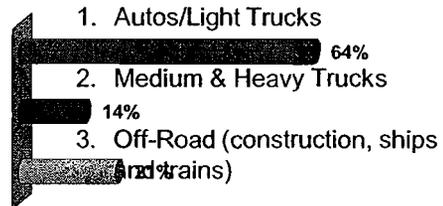


Emissions Reduction

What percentage of the CO2 emissions in the Bay Area is attributable to the transportation sector?

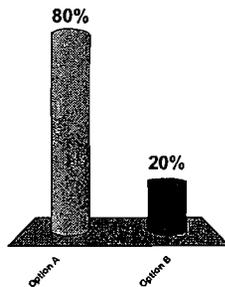


Within the transportation sector, which source contributes the most CO2 emissions?



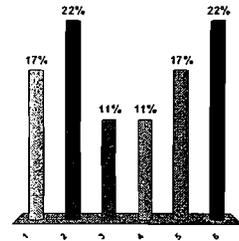
Which of these should be the higher investment priority?

1. Option A: Focusing on reducing tailpipe emissions and encouraging alternatives to driving
2. Option B: Improving our ability to drive more easily around the Bay Area



Which programs do you think are most effective to reduce the amount of CO2 emissions?

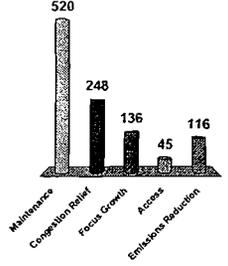
1. Subsidize purchase of newer/cleaner vehicles
2. Provide more/cheaper public transit
3. Develop regional awareness campaign to encourage people to reduce fossil fuel use
4. Build more bike paths and sidewalks
5. Funding incentives to cities to allow more development near transit
6. Support local traffic signal timing coordination



Investment Tradeoffs

You have \$10 – Click each number once for each dollar you want to spend.

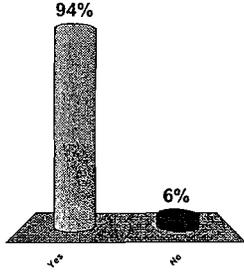
1. Maintenance
2. Congestion Relief
3. Focus Growth
4. Access
5. Emissions Reduction



Category	Count
Maintenance	520
Congestion Relief	248
Focus Growth	136
Access	45
Emissions Reduction	116

Now that we've done the budget, would you favor pursuing new revenues to increase the budget?

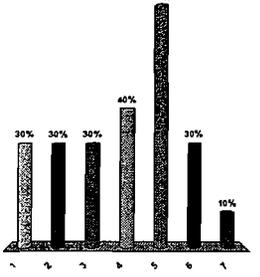
1. Yes
2. No



Response	Percentage
Yes	94%
No	6%

Which of the following new revenue sources would you support? (Multiple answers OK)

1. Regional gas fee
2. Higher bridge toll
3. Road tolls
4. Vehicle registration fees
5. County transportation sales taxes
6. Other new revenues
7. No new fees or increases

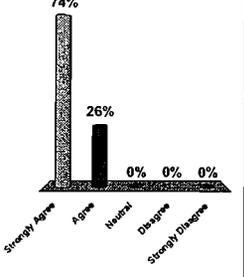


Revenue Source	Percentage
1. Regional gas fee	30%
2. Higher bridge toll	30%
3. Road tolls	30%
4. Vehicle registration fees	40%
5. County transportation sales taxes	70%
6. Other new revenues	30%
7. No new fees or increases	10%

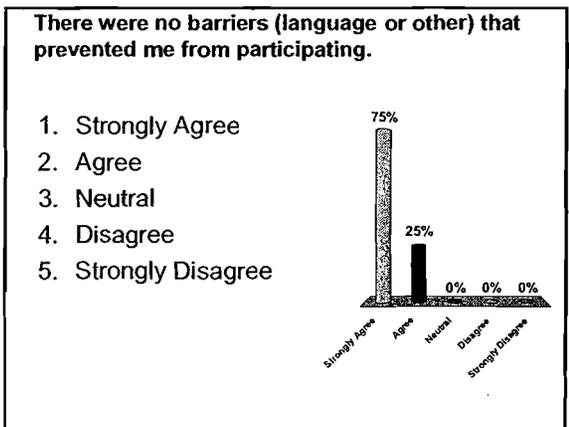
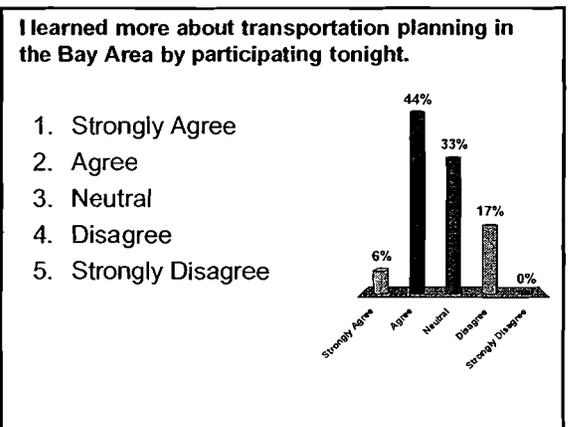
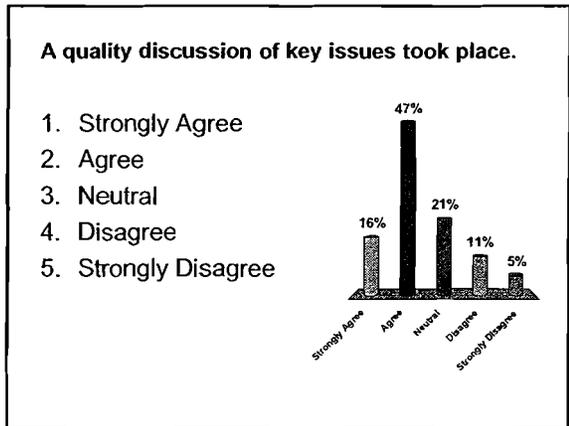
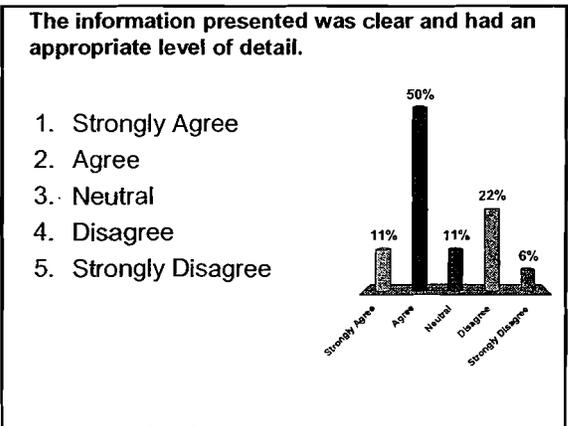
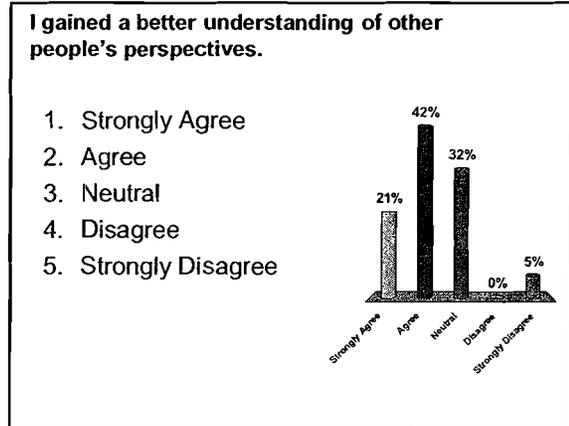
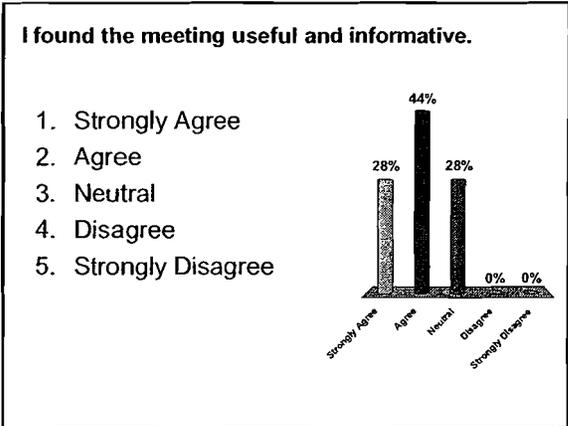
Brief Evaluation of Tonight's Meeting

I had the opportunity to provide comments.

1. Strongly Agree
2. Agree
3. Neutral
4. Disagree
5. Strongly Disagree



Response	Percentage
Strongly Agree	74%
Agree	26%
Neutral	0%
Disagree	0%
Strongly Disagree	0%



Questions? Comments?

www.mtc.ca.gov/T2035

(510) 817-5757