



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

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Members:

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

**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

**10:00 a.m., Wednesday, May 27, 2009  
Solano Transportation Authority  
One Harbor Center, Suite 130**

**Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	Crystal Odum Ford, Chair
<b>II. APPROVAL OF AGENDA (10:05 – 10:10 a.m.)</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT (10:10 – 10:15 a.m.)</b>	
<b>IV. REPORTS FROM STA STAFF AND OTHER AGENCIES (10:15 – 10:20 a.m.)</b>	
<ul style="list-style-type: none"> <li>• Update of Regional Measure 2 (RM 2) by MTC</li> </ul>	
<b>V. CONSENT CALENDAR</b>	
<i>Recommendation: Approve the following consent items in one motion.</i>	
<b>(10:20 – 10:25 a.m.)</b>	
<b>A. Minutes of the Consortium Meeting of April 29, 2009</b>	Nancy Abruzzo
<i>Recommendation:</i>	
<i>Approve Consortium Meeting Minutes of April 29, 2009.</i>	
<b>Pg. 1</b>	

**CONSORTIUM MEMBERS**

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

The complete Consortium packet is available on STA's website: [www.solanolinks.com](http://www.solanolinks.com)

## VI. ACTION NON - FINANCIAL ITEMS

- A. Transit Consolidation Study - Phase 2 Analysis and Recommendations** Elizabeth Richards
- Recommendation:  
*Forward a recommendation to the STA Board to approve the following:*
- 1. Option 1: Consolidation of Benicia and Vallejo transit services;*
  - 2. Option 4c: Consolidation of interregional Solano transit services under one operator to be selected by the STA Board and decentralize intercity paratransit service to local transit operators;*
  - 3. Forward the STA recommended transit consolidation recommendations to the affected agencies for their consideration and participation;*
  - 4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and*
  - 5. Report back to the STA Board by September 2009 on the status of the Implementation Plan.*
- (10:25 – 10:45 a.m.)  
**Pg. 5**

- B. Solano Paratransit Vehicle Reassignment** Elizabeth Richards
- Recommendation:  
*Forward a recommendation to the STA Board to authorize the Executive Director to develop a plan for the reassignment of the Solano Paratransit vehicles.*
- (10:45 – 10:50 a.m.)  
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## VII. INFORMATION ITEMS

- A. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – May 2009** Elizabeth Richards
- Informational  
(10:50 – 10:55 a.m.)  
**Pg. 37**
- B. Senior and Disabled Transportation Summit** Elizabeth Richards
- Informational  
(10:55 – 11:00 a.m.)  
**Pg. 39**
- C. SolanoExpress Transit Regional Measure 2 (RM 2) Marketing Plan Update** Judy Leaks
- Informational  
(11:00 – 11:05 a.m.)  
**Pg. 41**

- D. Solano Napa Commuter Information (SNCI) Program** Judy Leaks  
**Monthly Issues**  
*Informational*  
(11:05 – 11:10 a.m.)  
**Pg. 43**
- NO DISCUSSION**
- E. Legislative Update** Sara Woo  
*Informational*  
**Pg. 45**
- F. Funding Opportunities Summary** Sara Woo  
*Informational*  
**Pg. 59**
- VIII. INTERCITY 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 24, 2009.**

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**INTERCITY TRANSIT CONSORTIUM**  
**Minutes of the meeting of**  
**April 29, 2009**

**I. CALL TO ORDER**

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

**Consortium Present:**

Crystal Odum Ford	Vallejo Transit, Chair
Jeff Matheson	Dixon Redit-Ride, Vice Chair
Rob Sousa	Benicia Breeze
George Fink	Fairfield and Suisun Transit
Brian McLean	Vacaville City Coach
Paul Wiese	County of Solano

**Also Present:**

Daryl Halls	STA
Elizabeth Richards	STA/SNCI
Liz Niedziela	STA/SNCI
Edwin Gato	Vallejo Transit
Nancy Abruzzo	STA/SNCI

**Others Present:** *(In Alphabetical Order by Last Name)*

Matt Tuggle	County of Solano
Gary Chandler	MV Transportation (FAST)
Doug Langille	HDR, Inc.
John Harris	John Harris Consulting
Nancy Whelan	Nancy Whelan Consulting

**II. APPROVAL OF AGENDA**

On a motion by Paul Wiese, and a second by Brian McLean, the Solano Express Intercity Transit Consortium approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF**

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Liz Niedziela – JARC and New Freedom applications are now available and have been posted on STA’s website. JARC applications will be due to STA by June 25, 2009 and New Freedom applications due to Caltrans by September 2009.

**V. CONSENT CALENDAR**

On a motion by Brian McLean, and a second by Jeff Matheson, the Solano Express Intercity Transit Consortium unanimously approved consent calendar item A.

**A. Minutes of the Consortium Meeting of March 25, 2009**

Recommendation:

Approve Consortium Meeting Minutes of March 25, 2009.

**VI. ACTION – FINANCIAL ITEMS**

**A. Intercity Transit Funding Agreement Fiscal Year (FY) 2009-10**

Elizabeth Richards reviewed the Intercity Funding Agreement. She provided an update on the agreement. In preparation for the FY 2009-10 Intercity Transit Funding Agreement, STA staff and the transit operators met in March and April 2009 to continue their discussion on the seven routes covered by the agreement. The two intercity operators (Fairfield and Vallejo) prepared their Cost Allocations Models and their FY 2008-09 monitoring reports. These have been reviewed by the ITF Working Group and reconciliations have been done for FY 2007-08 and applied to the 2009-10 contributions.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the RM 2 Funding Plan for FY 2009-10 as shown on Attachment A;
2. Approve the FY 2009-10 Cost-Sharing Intercity Transit Funding Agreement as shown on Attachment B; and
3. Authorize the Executive Director to enter into a funding agreement with the six local funding partners.

On a motion by Paul Wiese and a second by George Fink, the SolanoExpress Intercity Transit Consortium approved the recommendation.

**B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – May 2009 version**

Elizabeth Richards presented the first draft of the FY2009-10 TDA Matrix. She stated that the matrix includes the initial TDA revenue estimates approved by MTC for FY 2009-10 in February. She noted that STA will continue to monitor the estimates, update the matrix accordingly and bring these updates forward through the committees.

Recommendation:

Forward a recommendation to the STA Board to approve the May 2009 TDA matrix for Fiscal Year (FY) 2009-10.

On a motion by Paul Wiese, and a second by George Fink, the SolanoExpress Intercity Transit Consortium approved the recommendation.

## VII. ACTION – NON-FINANCIAL ITEMS

### A. Adoption of STA’s Overall Work Plan (OWP) for Fiscal Year FY) 2009-10 and FY 2010-11

Daryl Halls reviewed STA’s Draft OWP for FY 2009-10 and FY 2010-11 recommended for adoption by the STA Board at the May 13, 2009 Board Meeting. He indicated that once adopted, the OWP will guide the development of the STA’s budget for FY 2009-10 and FY 2010-11.

After discussion, George Fink requested the OWP Item 24 E to state that the STA “*coordinate*” rather than “*manage*” the Consortium.

#### Recommendation:

Forward a recommendation to the STA Board to approve the STA’s Overall Work Program for Fiscal Year (FY) 2009-10 and FY 2010-11.

On a motion by Paul Wiese, and a second by Rob Sousa, the SolanoExpress Intercity Transit Consortium approved the recommendation with an amendment on Item 24 E as noted above in *bold italics*.

### B. Solano Paratransit Transitional Plan

Liz Niedziela reviewed the transitional plan of the Solano Paratransit agreement. She stated that the STA holds the title and is responsible for nine of the vehicles Fairfield and Suisun Transit (FAST) uses for the Solano Paratransit/Dial a Ride Transportation (DART) operation. She added that STA will work with the operators to reassign the vehicles to maximize their usage in Solano County. The Consortium discussed in detail the transfer of service from Solano Paratransit to the local transit operators and the service that will be provided to the passengers that are currently served by Solano Paratransit.

Based on input, the County of Solano’s Paul Wiese expressed concern about the potential funding share by the County under Option 3. He added that the committee discussed this issue and addressed it by amending recommendation 1 to “receive” the Plan rather than “approve” the Plan. The Consortium concurred.

#### Recommendation:

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

1. ~~Receive Approve~~ the Draft Summary of Potential Service Strategies and Preliminary Transition Plan as shown in Attachment C;
2. Dissolve the Solano Paratransit service and transfer the responsibility for the passengers served by Solano Paratransit to the local transit operators serving the communities in which they reside;
3. Authorize the Executive Director to send out notification of the dissolution of Solano Paratransit to all registered Solano Paratransit passengers providing contact information for each transit agency to address questions and for clarification.

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

## **VII. INFORMATION ITEMS**

### **A. Transit Consolidation Study Status**

Elizabeth Richards and John Harris (John Harris Consulting) both reviewed the development of the Transit Consolidation Options. Elizabeth stated the financial and other report sections for each of the operators had been distributed to the transit operators previously. The revised version being distributed at the Consortium only reflected reformatting and would be the same version submitted to the Transit Consolidation Steering Committee. Daryl Halls stated he would recommend to the Transit Consolidation Steering Committee that the recommendations for the Phase 2 Analysis be presented for adoption to the STA Board at the June 10, 2009 Board Meeting.

### **B. Water Emergency Transportation Authority (WETA) Transition Plan Status**

Elizabeth Richards reviewed the transition plan that will guide the consolidation of the Vallejo Baylink, Alameda/Oakland and Harbor Bay ferries under WETA that is due July 1, 2009. She stated that Vallejo staff is working closely with WETA on this transition. Crystal Odum Ford presented a summary of the WETA Transition Plan issues that were discussed at the Vallejo City Council Meeting on April 28, 2009.

### **C. Bike to Work Week May 11-15, 2009**

Elizabeth Richards presented the 2009 Bike to Work campaign. She noted the generous support from various sponsors throughout Solano and Napa counties and provided details about the Energizer Stations that SNCI hosts, including those to be held at transit centers, and the Team Bike Challenge and Bike Commuter of the Year.

### **D. Solano Napa Commuter Information (SNCI) Program Monthly Issues**

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

## **NO DISCUSSION**

### **I. Funding Opportunities Summary**

## **IX. INTERCITY TRANSIT OPERATIONS DISCUSSION**

Rob Sousa discussed the Swine Flu outbreak and the precautions Benicia Breeze is planning to use and asked others how they will handle this situation. City Coach, FAST and Vallejo discussed their approaches.

## **X. LOCAL TRANSIT ISSUES**

George Fink reviewed the upcoming FAST route changes; specifically Route 2 and the Travis Air Force Base FLEX Service.

## **XI. ADJOURNMENT**

The meeting was adjourned at approximately 11:45 a.m. The next meeting is scheduled for **Wednesday, May 27, 2009 at 10:00 a.m.** in the STA Conference Room.



DATE: May 18, 2009  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
Joe Story, DKS Associates  
RE: Transit Consolidation Study - Phase 2 Analysis and Recommendations

**Background:**

Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed for evaluation. This topic was discussed by STA Board members at the February 2005 Board retreat and the participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and that local transit issues and needs would have to be considered and addressed. In 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study and approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study. After funding was secured, DKS Associates was selected to lead the Transit Consolidation Study.

Work began in early 2007. A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June 2007. It included five (5) potential transit consolidation alternatives. During discussion at the TAC meeting, a sixth (6<sup>th</sup>) alternative was requested. This alternative suggested consideration of consolidating all intercity fixed-route service and local and intercity American for Disabilities (ADA) paratransit service.

At the July 2007 STA Board meeting, staff presented the six (6) transit consolidation alternatives to the STA Board along with the Executive Committee's recommendation and a recommendation to release the Findings Report and the Options Report once the TAC and Consortium had additional time to review. After discussion, the STA Board modified and approved the membership of the Transit Consolidation Steering Committee to include all eight (8) jurisdictions with individual Board members and City Managers and the County Administrator.

The STA Board's Transit Consolidation Steering Committee held a second meeting on December 11, 2008. At this meeting, the Committee directed staff to add Option 2 (Vallejo/Benicia/Fairfield/Suisun City consolidation) to the list of options to evaluate.

**Discussion:**

After the December 2008 Transit Consolidation Steering Committee meeting the Transit Operator Analysis Report was completed. This was distributed in April 2009 to the TAC and Consortium. The data collected through this effort was used to analyze the various options. The options have been analyzed based on the Board established criteria ( Attachment A).

Also occurring during this time was a study of intercity paratransit services in eastern Solano County. For over ten years, the STA has managed and had an agreement with Fairfield and Suisun Transit (FAST) to operate the service known as Solano Paratransit. FAST operates the intercity service which is integrated with its own local paratransit service known as DART. The cost of Solano Paratransit service was shared by the five jurisdictions that it provided intercity paratransit service to: Fairfield, Suisun City, Dixon, Vacaville and Solano County. The STA has also allocated funds from State Transit Assistance Funds (STAF) and secured multiple 5310 grants to purchase vehicles. Due to escalating costs, the Solano Paratransit funding partners requested a study be completed this year to identify alternative service models for intercity paratransit that were financially sustainable. This study was nearing completion when based on a letter received from the City of Fairfield, it was proposed that each of the Solano Paratransit funding partners provide paratransit service within their own service area with longer, multi-jurisdictional trips to be handled through transfers. The decision to dissolve Solano Paratransit was made by the STA Board on May 13, 2009. To reflect this in the Transit Consolidation study, a third version of Option 4 has been created. Option 4c is to consolidate interregional routes and decentralize intercity paratransit services.

Other issues that have arisen since the last Transit Consolidation Steering Committee meeting include a change in transit funding policy at the State and Federal level. Long-term State transit funding has been eliminated for the foreseeable future, while short-term federal funds have become available through federal stimulus funds.

At the May 2009 Transit Consolidation Steering Committee, the consultant reviewed with the Committee the options and analysis, presented the recommendations and next steps. These are outlined on the attached draft powerpoint (Attachment B). All jurisdictions were represented at the Steering Committee which took an action to support all the recommendations.

Individual meetings have been held between STA and both Benicia and Vallejo staff and Board members. Based on these meetings, it appears there is support for Option 1 from both entities. The STA Board took action at their May Board meeting to dissolve Solano Paratransit and decentralize intercity paratransit to local transit operators which is part of Option 4c.

At this time, the recommendations are being presented to the TAC and Consortium for their input and consideration. This item is scheduled for Board action on June 10, 2009.

**Recommendations:**

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

1. Option 1: Consolidation of Benicia and Vallejo transit services;
2. Option 4c: Consolidation of interregional Solano transit services under one operator to be selected by the STA Board and decentralize intercity paratransit service to local transit operators;
3. Forward the STA recommended transit consolidation recommendations to the affected agencies for their consideration and participation;
4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and
5. Report back to the STA Board by September 2009 on the status of the Implementation Plan.

Attachments:

- A. Transit Consolidation Options Evaluation Matrix
- B. Draft Phase 2 Analysis and Recommendations Powerpoint

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# **SOLANO TRANSIT CONSOLIDATION STUDY**

## **FINDINGS BY OPTION**

*Prepared for*

### **SOLANO TRANSPORTATION AUTHORITY**

*Prepared by*

***DKS Associates***

TRANSPORTATION SOLUTIONS

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(510) 763-2061

*In association with*

HDR, Inc.

Pacific Municipal Consultants

April 28, 2009

## PHASE 2: FINDINGS BY OPTION

### Introduction to Summary

The following describes the findings expected from each of the consolidation options being considered. The summary contains the following details:

**Study Criteria.** These criteria were developed to guide the study and its findings. The criteria are broad but can be qualitatively determined based upon the findings of the funding, facilities, support staff and paratransit situations of the local operators.

**Examples.** The examples provided are intended to illustrate how the criteria apply to real-world situations. While the examples may not specifically cover all elements in the criteria, they provide an illustrative question that could be asked to apply the criteria to the current situation.

**Findings of Each Option.** The findings associated with each option, showing various anticipated outcomes as compared to the existing arrangement, are shown using two methods. The first is a magnitude of how the option would fare against the existing arrangement. This is illustrated using these qualitative symbols:

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▶▶▶	<i>Significantly Improved from Existing Operations</i>
▶▶	<i>Much More Improved from Existing Operations</i>
▶	<i>Somewhat Improved from Existing Operations</i>
○	<i>Similar to Existing Operations</i>
◀	<i>Somewhat More Difficult than Existing Operations</i>
◀◀	<i>Much More Difficult than Existing Operations</i>
◀◀◀	<i>Significantly More Difficult than Existing Operations</i>

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In addition, a verbal description of each finding is provided to show how this option would perform when compared to the current arrangement.

## Option 1: South County Consolidation

Study Criteria	Examples	Findings of Option 1: South County Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> <li>▶ A joint agency will be able to assign transit service more effectively between the two cities and administer the service more effectively.</li> <li>▶ Buses could be operated out of one facility.</li> </ul>
Efficient use of resources – equipment, facilities, personnel Service efficiency	Strategic utilization of costly equipment, facilities and personnel  Efficiency gains from route layout changes	<ul style="list-style-type: none"> <li>▶ Through-routing between Vallejo and Benicia possible.</li> </ul>
Improved governance – accountability to public and community Streamlined decision making	Usefulness and accountability of governing body  Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> <li>▶ A direct agency board would provide direct guidance on managing transit funds and administering service. Public would have Board specifically for transit operations.</li> <li>▶ Management would be directly accountable to board, providing increased accountability and less internal management from other City departments. The board would have to be more willing to take a greater role in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.</li> </ul>
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> <li>▶ The ability to increase choice riders will be slightly facilitated by a greater awareness of the transit system coverage area. New technologies will also be easier to implement as a single system.</li> </ul>
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> <li>▶ A single operator enables easier timed transfer route design and implementation.</li> </ul>
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> <li>◀ There will be less direct oversight and coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of individual community responsiveness to bus operations issues.</li> </ul>
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> <li>▶ Strong indications that Vallejo and Benicia are proactively willing to consider consolidation and improved coordination.</li> </ul>
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> <li>○ The ability to respond to local service changes by City departments will become more difficult. However, a larger organization provides more resources and flexibility to make service changes.</li> </ul>
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> <li>▶ If new funding becomes available, the larger organization with direct oversight should be able to more quickly implement new programs.</li> </ul>
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> <li>▶ A new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants.</li> </ul>
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> <li>◀ There will be additional negotiations needed to oversee the support services currently provided by the cities. The two systems also operate with different fixed-route and transit services, so some standardization would be needed.</li> </ul>

## Option 2: South-Central County Consolidation

Study Criteria	Examples	Findings of Option 2: South-Central County Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> <li>▶ A joint agency will be able to assign transit service more effectively between the four cities. Complications will occur in that urbanized areas are different so that complex funding tracking will be required.</li> </ul>
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> <li>▶ Buses could be operated out of one facility. The addition of Fairfield could mean the need to for two facilities, eliminating added efficiencies; one centralized facility would likely mean increased deadhead costs. Urbanized funding sources may create administrative barrier, reducing the ability to share resources.</li> </ul>
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> <li>▶ Through-routing between Vallejo, Benicia, Fairfield and Suisun</li> <li>▶ City possible.</li> </ul>
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> <li>▶ A direct agency board would provide direct guidance on managing funds and administering service. Public would have Board specifically for transit operations. Suisun City could have board representation for transit operations.</li> </ul>
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> <li>▶ Management would be directly accountable to board, providing increased accountability and less internal management from City departments. The board would have to be more willing to take a greater role in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.</li> </ul>
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> <li>▶ The ability to increase choice riders will be slightly facilitated by</li> <li>▶ a greater awareness of the transit system coverage area. New technologies will also be easier to implement as a single Central and South County system.</li> </ul>
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> <li>▶ A single operator enables easier timed transfer route design and implementation. Most routes in the County would be under one operator.</li> </ul>
Recognize local community needs and priorities	Ability to respond to operations problems – day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> <li>◀ There will be less direct coordination with Public Works,</li> <li>◀ Finance, Policy and other City Departments, so that there may be a loss of individual community responsiveness to bus operations issues.</li> </ul>
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> <li>◀ Strong indication that Fairfield is not interested in consolidation.</li> <li>◀ Suisun City intent is unclear.</li> </ul>
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> <li>○ The system will be larger so that flexibility is easier, yet flexibility is also limited for local service because some funding sources are linked to different urbanized areas. The ability for a city to provide for in-kind services will no longer exist, although some cities may also have used transit staff time for other City tasks.</li> </ul>
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> <li>▶ If new funding becomes available, the larger organization with direct oversight should be able to more quickly implement new programs.</li> </ul>
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> <li>▶ A new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants. Complications will occur in that urbanized areas are different so that complex funding tracking will be required.</li> </ul>
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> <li>◀ There will be additional negotiations needed to oversee the support services currently provided by the cities. The three systems also operate with different fixed-route and paratransit services, so that standardization would be difficult.</li> </ul>

## Option 4a: Intercity Fixed-Route and Paratransit Consolidation

Study Criteria	Examples	Findings of Option 4a: Intercity Fixed-Route and Paratransit Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> <li>▶ All services could benefit from a single vehicle and operations contract and program. Deadhead costs may be an issue. The benefit is significantly reduced if this is a new operating agency, rather than incorporated into a single operator.</li> </ul>
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, there could be a sharing of operations resulting in more efficient use of equipment and facilities. As a stand-alone operation, this would not have benefit as service delivery would be more difficult across a wider area.</li> </ul>
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> <li>○ Routes and services are operated today, and would not be expected to change.</li> </ul>
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> <li>▶ A direct agency board would provide direct guidance on managing funds and administering service. Public would have Board specifically for inter-city fixed-route transit and paratransit operations.</li> </ul>
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> <li>▶ Management would be directly accountable to board, providing increased accountability and less structural management now found in City departments. The board would have to be more willing to take a greater hand in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.</li> </ul>
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, the ability to roll out coordinated real-time passenger information, fare strategies and other marketing programs to attract choice riders will be facilitated. Otherwise, there will be no benefit.</li> </ul>
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, service coordination would be greatly facilitated. There is no benefit unless services are combined with a single operation.</li> </ul>
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> <li>◀ There will be less direct coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of individual community responsiveness to bus operations issues.</li> </ul>
Protect local transit service as requested by local jurisdiction Flexibility to meet local needs	Ability to get multi-jurisdictional consensus  Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> <li>◀ Oversight of regional and intercity paratransit services by all jurisdictions would improve service delivery, but some operators may not wish to abdicate their service delivery.</li> <li>○ The system will have less flexibility given the current funding organization. The ability for a city to provide for in-kind services will no longer exist, although some cities may also have used transit staff time for other City tasks.</li> </ul>
Capacity to deliver new service while maintain existing service Ability to leverage additional funding	Ability to grow efficiently while maintaining effectiveness  Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> <li>▶ If new funding becomes available, the larger organization with direct oversight should be able to more quickly implement new programs.</li> <li>▶ If combined with Options 1 or 2 or another operator, a new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants. Alone, this will not be of benefit as there will be another new transit operator.</li> </ul>
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> <li>◀ There will be additional negotiations needed to oversee the support services currently provided by the cities.</li> </ul>

## Option 4b: Intercity Fixed-Route and All Paratransit Consolidation

Study Criteria	Examples	Findings of Option 4b: Intercity Fixed-Route and All Paratransit Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> <li>▶ All services could benefit from a single vehicle and operations contract or program. Deadhead costs may be an issue. The benefit is significantly reduced if this is a new operating agency, rather than incorporated into a single operator.</li> </ul>
Efficient use of resources – equipment, facilities, personnel Service efficiency	Strategic utilization of costly equipment, facilities and personnel  Efficiency gains from route layout changes	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, there could be a sharing of operations or resulting in more efficient use of equipment and facilities. As a stand-alone operation, this would not have benefit as service delivery would be more difficult across a wider area.</li> <li>○ Routes and services are operated today, and would not be expected to change.</li> </ul>
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> <li>▶ A direct agency board would provide direct guidance on managing funds and administering service. Public would have Board specifically for fixed-route intercity transit and all paratransit operations.</li> </ul>
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> <li>▶ Management would be directly accountable to board, providing increased accountability and less structural management now found in City departments. The board would have to be more willing to take a greater hand in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.</li> </ul>
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, the ability to roll out coordinated real-time passenger information, fare strategies and other marketing or programs to attract choice riders will be facilitated. Otherwise, there will be no benefit.</li> </ul>
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, service coordination would be greatly facilitated. There is no benefit unless services are combined with a single operation.</li> </ul>
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> <li>◀ There will be less direct coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of community responsiveness to bus operations issues.</li> </ul>
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> <li>◀ Oversight of regional and intercity paratransit services by all jurisdictions would improve service delivery, but some operators have indicated their willingness to abdicate their service delivery. Local paratransit systems operate with unique eligibility/dispatching/etc and client familiarity, so that there is more unwillingness to abdicate this service to others.</li> </ul>
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> <li>◀ The system will have less flexibility to providing local service, as the route system would be segregated more clearly.</li> </ul>
Capacity to deliver new service while maintain existing service Ability to leverage additional funding	Ability to grow efficiently while maintaining effectiveness  Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> <li>▶ If operations are centralized with one provider for inter-city service and if new funding becomes available, the larger organization with direct oversight should be able to more quickly implement new programs.</li> <li>▶ If combined with Options 1 or 2 or another operator, a new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants. Alone, this will not be of benefit as there will be another new transit operator.</li> </ul>
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> <li>◀ There will be additional negotiations needed to oversee the support services currently provided by the cities.</li> </ul>

## Option 4c: Intercity Fixed-Route Consolidation Only

Study Criteria	Examples	Findings of Option 4c: Intercity Fixed-Route Consolidation Only
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> <li>▶ All services could benefit from a single vehicle and operations contract and program. Deadhead costs may be an issue. The benefit is significantly reduced if this is a new operating agency, rather than incorporated into a single operator.</li> </ul>
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, there could be a sharing of operations resulting in more efficient use of equipment and facilities. As a stand-alone operation, this would not have benefit as service delivery would be more difficult across a wider area.</li> </ul>
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> <li>○ Routes and services are operated today, and would not be expected to change.</li> </ul>
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> <li>▶ A direct agency board would provide direct guidance on managing funds and administering service. Public would have Board specifically for fixed-route inter-city transit operations.</li> </ul>
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> <li>▶ Management would be directly accountable to board, providing increased accountability and less structural management now found in City departments. The board would have to be more willing to take a greater hand in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.</li> </ul>
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, the ability to roll out coordinated</li> <li>▶ real-time passenger information, fare strategies and other</li> <li>or marketing programs to attract choice riders will be facilitated.</li> <li>○ Otherwise, there will be no benefit.</li> </ul>
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2, service coordination would be greatly facilitated. There is no benefit unless services are combined with a single operation.</li> </ul>
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> <li>◀ There will be less direct coordination with Public Works, Finance, Policy and other City Departments, so that there may be a loss of community responsiveness to bus operations issues.</li> </ul>
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> <li>◀ Oversight of regional and intercity paratransit services by all jurisdictions would improve service delivery, but some operators have indicated their unwillingness to abdicate their service delivery.</li> </ul>
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> <li>◀ The system will have less flexibility to providing local service, as the route system would be segregated more clearly.</li> </ul>
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> <li>▶ If operations are centralized with one provider for inter-city service, If new funding becomes available, the larger organization with direct oversight is able to quickly implement new programs.</li> </ul>
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> <li>▶ If combined with Options 1 or 2 or another operator, a new joint agency will represent more riders, and the staff will be able to be more focused at regional and state levels, especially with competitive grants. Alone, this will not be of benefit as there will be another new transit operator.</li> </ul>
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> <li>◀ There will be additional negotiations needed to oversee the support services currently provided by the cities.</li> </ul>

## Option 5: Functional Consolidation

Study Criteria	Examples	Findings of Option 5: Functional Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> <li>▶ If a comprehensive MOU allocates more responsibilities in service planning and project development to a single entity, the entity could provide more specialized talent with the right expertise.</li> </ul>
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> <li>▶ If a comprehensive MOU identifies and assigns resources towards a specific skill area (such as real-time information systems or driver training), the entity can provide better and more efficient specialized talent.</li> </ul>
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> <li>▶ This option does not affect service directly, but route layout expertise could be focused.</li> </ul>
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> <li>▶ MOU would clarify roles of transit supporting functions between the operators and STA.</li> </ul>
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> <li>▶ MOU would clarify roles of transit supporting functions between the operators and a functional coordination agency.</li> </ul>
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> <li>○ Countywide real-time travel information could be implemented, but coordination with multiple operators would be required.</li> </ul>
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> <li>○ Dispersed responsibility will establish new specialty resource, but will also require that coordination with multiple operators continue.</li> </ul>
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> <li>○ Dispersed responsibility will establish new specialty resource, but will also require that coordination with multiple operators continue.</li> </ul>
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> <li>▶ MOU would clarify roles of transit supporting functions between the operators and STA.</li> </ul>
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> <li>◀ The system will have less flexibility to providing local service, as the route system would be segregated more clearly.</li> </ul>
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> <li>○ This option would not directly improve the capacity to deliver new service, although it would be more aggressive in pursuing new funding to enable additional service.</li> </ul>
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> <li>▶ If a comprehensive MOU allocates more responsibilities in service planning, grant application processing and project development to a single entity, the entity can provide more specialized talent.</li> </ul>
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> <li>◀ There will be additional negotiations needed to oversee the support services currently provided by the cities.</li> </ul>

## Option 6: Full Consolidation

Study Criteria	Examples	Findings of Option 6: Full Consolidation
Cost effectiveness	Provide service to the most riders per hour	<ul style="list-style-type: none"> <li>▶ A joint agency will be able to assign transit service more effectively between the four cities. Complications will occur in that urbanized areas are different so that complex funding tracking will be required.</li> </ul>
Efficient use of resources – equipment, facilities, personnel	Strategic utilization of costly equipment, facilities and personnel	<ul style="list-style-type: none"> <li>▶ Buses could be operated out of two or three facilities. New facilities in North County would increase capital costs initially but could save long-run operations costs. Urbanized funding sources may create administrative barrier, reducing the ability to share resources.</li> </ul>
Service efficiency	Efficiency gains from route layout changes	<ul style="list-style-type: none"> <li>▶ Through-routing between Vallejo, Benicia, Fairfield, Vacaville, Dixon, Rio Vista and Suisun City possible with both local and inter-city routes.</li> </ul>
Improved governance – accountability to public and community	Usefulness and accountability of governing body	<ul style="list-style-type: none"> <li>▶ A direct agency board would provide direct guidance on managing funds and administering service. Suisun City and Solano County could have board representation for transit operations.</li> </ul>
Streamlined decision making	Usefulness and directness of management (fewer bureaucracy layers)	<ul style="list-style-type: none"> <li>▶ Management would be directly accountable to board, providing increased accountability and less structural management now found in City departments. The board would have to be more willing to take a greater hand in oversight than is currently being done. Some coordination to provide support services to the operation (possibly through a municipal agreement) would be needed.</li> </ul>
Ridership and productivity impacts	Ability to attract choice and transit-dependent riders with real time information and other marketing information	<ul style="list-style-type: none"> <li>▶ The ability to attract choice riders will be improved with a greater awareness of the transit system coverage area. New technologies will also be easier to implement for all County residents.</li> </ul>
Service coordination	Difficulty level to assure timed transfers; ease of use by citizens	<ul style="list-style-type: none"> <li>▶ A single operator enables easier timed transfer route design and implementation. All routes in the County would be under one operator.</li> </ul>
Recognize local community needs and priorities	Ability to respond to operations problems -- day-to-day operations and design issues (customer service)	<ul style="list-style-type: none"> <li>◀ Operator would need to coordinate with multiple Public Works, Finance, Policy and other departments. This may result in less direct community responsiveness with individual cities to bus operations issues.</li> </ul>
Protect local transit service as requested by local jurisdiction	Ability to get multi-jurisdictional consensus	<ul style="list-style-type: none"> <li>◀ Oversight by all jurisdictions would improve service delivery. Local fixed-route and paratransit systems operate with unique direction and client familiarity, so that there is more unwillingness to abdicate this service. No strong consensus for this option.</li> </ul>
Flexibility to meet local needs	Ability to respond to specific local requests for service changes	<ul style="list-style-type: none"> <li>◀ The system will have less flexibility given the current funding organization. The ability for a city to provide for in-kind services will no longer exist, although some cities may also have used transit staff time for other City tasks.</li> </ul>
Capacity to deliver new service while maintain existing service	Ability to grow efficiently while maintaining effectiveness	<ul style="list-style-type: none"> <li>▶ If new funding becomes available, the larger organization with direct oversight is able to quickly implement new programs.</li> </ul>
Ability to leverage additional funding	Ability to compete for regional/state discretionary funds	<ul style="list-style-type: none"> <li>▶ A new joint agency will represent more riders, and the staff should be able to be more focused at regional and state levels, especially with competitive grants.</li> </ul>
Implementation needs/requirements (e.g., legal, financial)	Ability to implement necessary support services and resources within new structure	<ul style="list-style-type: none"> <li>◀ There will be additional negotiations needed to oversee the support services currently provided by the cities. The various systems also operate with different fixed-route and paratransit services, so that standardization would be difficult.</li> </ul>

## Summary of 7 Options

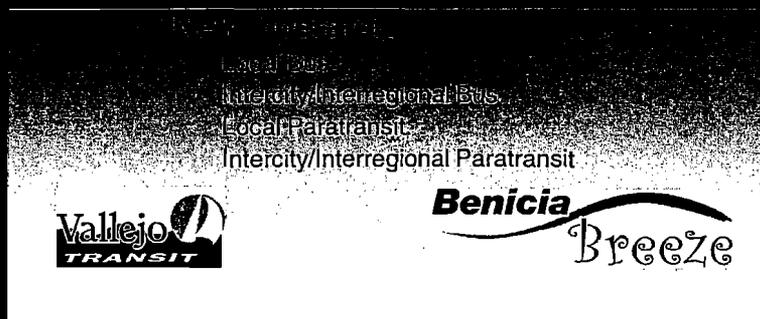
- **Option 1: South County Consolidation**
- **Option 2: South/Central County Consolidation**
- **Option 4a: All Paratransit and Intercity Fixed Route Consolidation**
- **Option 4b: All Intercity Paratransit and Fixed Route Consolidation**
- **Option 4c: All interregional Fixed Route Consolidation**
- **Option 5: Functional Consolidation**
- **Option 6: Full Countywide Consolidation**



## Option 1: South County Consolidation

- **Vallejo Transit + Benicia Breeze**
- **Potential Advantages**
  - Optimized route structure
  - Paratransit coordination improvements
  - Better regional leverage
  - Direct oversight by board
  - Dedicated TDA/STA funding
- **Potential Disadvantages**
  - Unavailability of other revenue sources outside of transit
  - Resolution of consolidation issues – fares / facilities / equipment / contracts
  - Less local control

## Option 1: South County Consolidation



## Option 2: South/Central County Consolidation

- Vallejo Transit + Benicia Breeze + Fairfield and Suisun Transit + Fairfield DART
- Potential Advantages
  - Paratransit coordination improvements
  - Optimized route structure
  - Significantly better regional leverage
  - Direct oversight by board
  - Dedicated TDA/STA funding
  - Suisun City representation
- Potential Disadvantages
  - Unavailability of other revenue sources outside of transit
  - Resolution of consolidation issues – fares / facilities / equipment / contracts
  - Less local control

## Option 2: South/Central County Consolidation

New Operator

Local Bus  
Intercity Bus

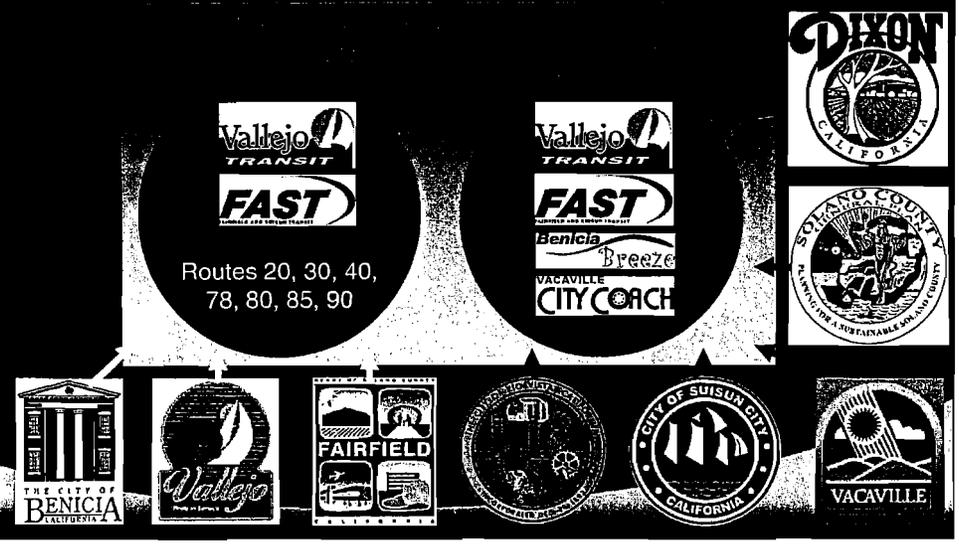
Local Paratransit  
Intercity Paratransit



## Option 4a: All Paratransit and Intercity Fixed Route Consolidation

- All Intercity Routes: Vallejo 78/80/85 + Benicia 76 + Fairfield and Suisun Transit 20/30/40/90
- All Local and Intercity Senior/Disabled Paratransit: Vallejo Transit RunAbout + Benicia Breeze RunAbout + Fairfield and Suisun Transit DART + Vacaville City Coach Special Services + Solano Paratransit
- Potential Advantages
  - Paratransit coordination improvements
  - Direct oversight by board
  - Optimized interregional routing responsiveness
  - Dedicated TDA/STA funding through agreement
  - Suisun City and Solano County representation
- Potential Disadvantages
  - Unavailability of other revenue sources outside of transit
  - Resolution of consolidation issues – fares / facilities / equipment / contracts
  - No reduction in number of operators
  - No change in regional representation

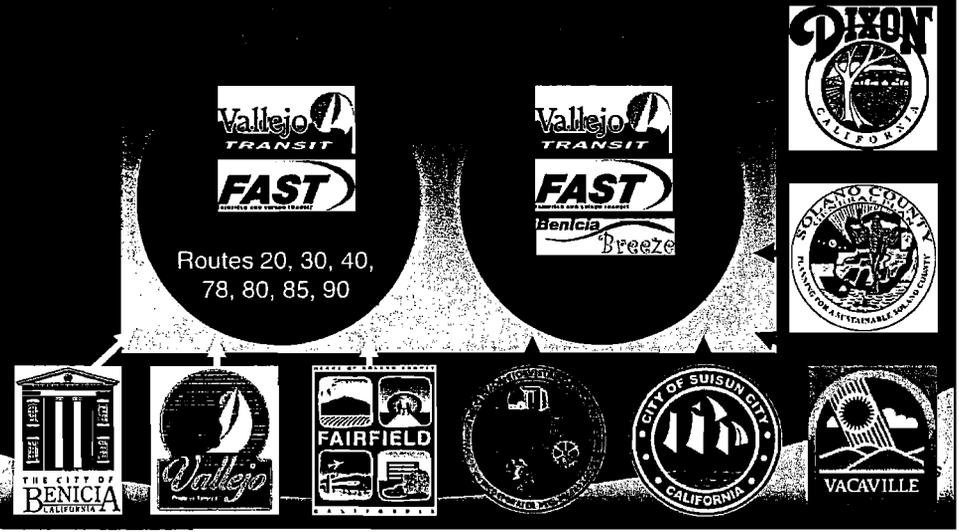
## Option 4a: All Paratransit and Intercity Fixed Route Consolidation



## Option 4b: Intercity Paratransit and Fixed Route Consolidation

- All Intercity Routes: Vallejo 78/80/85 + Fairfield and Suisun Transit 20/30/40/90
- All Intercity Senior/Disabled Paratransit: Vallejo Transit RunAbout + Benicia Breeze RunAbout + Fairfield and Suisun Transit DART + Solano Paratransit
- Potential Advantages
  - Paratransit coordination improvements
  - Direct oversight by board
  - Optimized intercity routing responsiveness
  - Dedicated TDA/STA funding through agreement
  - Suisun City and Solano County representation
- Potential Disadvantages
  - Unavailability of other revenue sources outside of transit
  - Resolution of consolidation issues – fares / facilities / equipment / contracts
  - No reduction in number of operators
  - No change in regional representation

## Option 4b: All Paratransit and Intercity Fixed Route Consolidation



## Option 4c: All Interregional Fixed Route Consolidation (No Paratransit)

- All Interregional Routes: Vallejo 78/80 + Fairfield and Suisun Transit 30/40/90
- All Local and Intercity Senior/Disabled Paratransit: Vallejo Transit RunAbout + Benicia Breeze RunAbout + Fairfield and Suisun Transit DART + Vacaville City Coach Special Services + Solano Paratransit will remain local
- Potential Advantages
  - Interregional coordination improvements
  - Direct oversight by board
  - Optimized interregional routing responsiveness
  - Dedicated TDA/STA funding through agreement
  - Suisun City and Solano County representation
- Potential Disadvantages
  - Unavailability of other revenue sources outside of transit
  - Resolution of consolidation issues – fares / facilities / equipment / contracts
  - No reduction in number of operators
  - No change in regional representation

## Option 4c: Interregional Fixed Route Consolidation

Single Operator

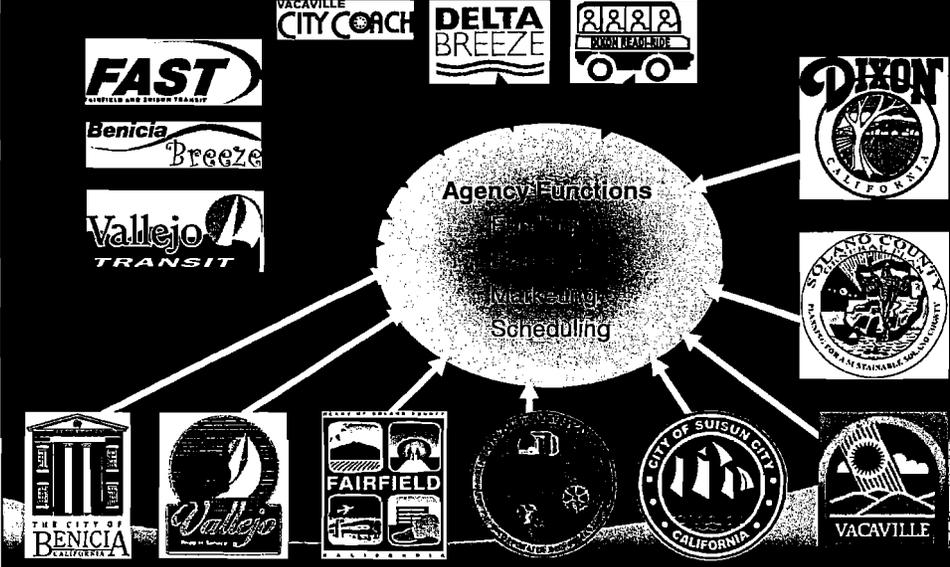
Routes 30, 40,  
78, 80, 90



## Option 5: Functional Countywide Consolidation

- Funding, planning, marketing, scheduling coordination
- No change in operators
- Increased role through joint powers agreement (probably STA)
- Potential Advantages
  - Significantly better regional leverage
  - Optimized interregional routing responsiveness
  - Paratransit coordination improvements
  - Direct oversight by board
  - Suisun City and Solano county representation
- Potential Disadvantages
  - No reduction in operators
  - Less local control of some staff functions
  - Additional coordination time

## Option 5: Functional Countywide Consolidation



## Option 6: Total Countywide Consolidation

- Vallejo Transit + Benicia Breeze + Fairfield and Suisun Transit + Vacaville City Coach + Dixon Read-Ride + Rio Vista Delta Breeze
- Potential Advantages
  - Optimized route structure
  - Paratransit coordination improvements
  - Significantly better regional leverage
  - Direct oversight by board
  - Dedicated TDA/STA funding
  - Suisun City and Solano County representation
- Potential Disadvantages
  - Unavailability of other revenue sources outside of transit
  - Resolution of consolidation issues – fares / facilities / equipment / contracts
  - Less local control

## Option 6: Total Countywide Consolidation

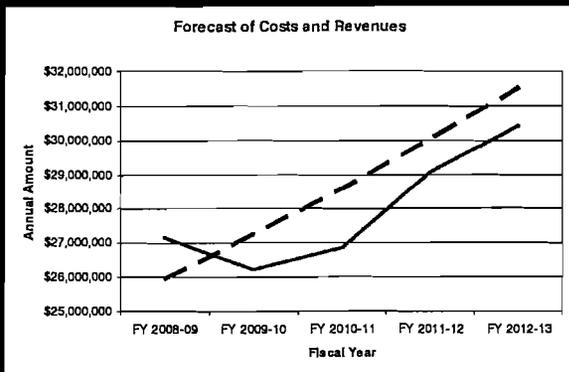


## Task 1 Report Findings

- Detailed Financial Projections
- Facilities Analysis
- Support Staff Analysis
- Paratransit Services

## Follow-up to December Discussion

- Detailed review of potential financial projections in January
- Overall, transit operator funding will fall short
- Trends vary by operator



Year	Anticipated
2012/2013	Shortfall/ Surplus
Benicia	-26%
Dixon	-18%
Fairfield/ Suisun City	1%
Rio Vista	7%
Vacaville	200%
Vallejo	-31%

## Task 2 Findings by Option

Study Criteria	1	2	4a	4b	4c	5	6
Cost effectiveness	▶	▶	▶ or ○	▶ or ○	▶ or ○	▶	▶
Efficient use of resources – equipment, facilities, personnel	▶	▶	▶ or ○	▶ or ○	▶ or ○	▶	▶
Service efficiency	▶	▶	○	○	○	▶	▶
Improved governance – accountability to public and community	▶	▶	▶	▶	▶	▶	▶
Streamlined decision making	▶	▶	▶	▶	▶	▶	▶
Ridership and productivity impacts	▶	▶	▶ or ○	▶ or ○	▶ or ○	○	▶

## Task 2 Findings by Option

Study Criteria	1	2	4a	4b	4c	5	6
Service coordination	▶	▶	▶	▶	▶	○	▶
Recognize local community needs and priorities	▶	▶	▶	▶	▶	○	▶
Protect local transit service as requested by local jurisdiction	▶	▶	▶	▶	○	▶	▶
Flexibility to meet local needs	○	○	○	▶	○	▶	▶
Capacity to deliver new service while maintain existing service	▶	▶	▶	▶	▶	○	▶
Ability to leverage additional funding	▶	▶	▶	▶	▶	▶	▶
Implementation needs/requirements (e.g., legal, financial)	▶	▶	▶	▶	▶	▶	▶

## Recommendations for Consideration

- Option 1: South County Consolidation
- Option 4C: Interregional Service
- Option 4C: Paratransit Operations at Local Level
- Capital Projects
- Strategic Implementation for Next 3 Years

## Recommendation: Option 1

- **South County JPA**
  - Strong community support for transit service
  - Strong local support among leaders
  - Same urbanized area
  - Shared near-term funding challenges
  - Benefits from shared facilities
  - Potential benefits from interlined service
  - Model of JPA for transit
- **JPA to operate all services**
  - Local service
  - Interregional service
  - Paratransit service
- **Capital projects to remain with Cities**

## Recommendation: Option 4C Interregional Service

- Routes 30, 40, 78, 80 and 90
- Provide service through one operator
- Provide direct oversight at elected official level
- Work towards details of oversight and management in next year
- Continue implementing capital projects through local jurisdictions

## Recommendation: Options 4C Paratransit Operations

- Solano Paratransit Review and Alternatives Study Recommendations
- Initial recommendations include:
  - Transition plan for decentralized service
  - Dissolve Solano Paratransit
  - Direct registered passengers to local providers
- STA role in paratransit
  - Funding equipment
  - Continued coordination with Paratransit Coordinating Committee
  - Update Senior/Disabled Countywide Plan

## STA Direction for Operations

- STA to lead coordination with Option 1 South County Consolidation
- STA to lead coordination with Option 4C Interregional Service
- STA role in paratransit
  - Funding equipment
  - Continued coordination with Paratransit Coordinating Committee
  - Update Senior / Disabled Countywide Plan

## Capital Projects

- Continue to deliver by local jurisdictions (no change)
- STA and operators to help obtain funding as needed

## Three-Year Implementation: 2009/2010

- Support South County consolidation transition into one bus option
- Develop transition plan for interregional service
- Implement dissolving Solano Paratransit

## Three-Year Implementation: 2010/2011

- Implement South County consolidation
- Finalize interregional Implementation Plan
- Potential strategy for local funding source dedicated to operations

## Three-Year Implementation: 2011/2012

- Implement new interregional oversight and operations
- Evaluate census for effects on local service delivery
  - Urbanized Area status
  - FTA program implementation

## Upcoming External Issues

- Concern from continued loss of STAF and decline of TDA revenue
- Stimulus Package (ARRA) funds expire after 2 years
- Transit's role in Climate Action Plan
- MTC's Regional Transit Sustainability Study

## Next Steps

- **June - STA Board Mtg**
  - Consider recommendations
  
  - Forward recommendations to affected agencies for their consideration and participation
  
- **Fall 2009 - Transit Consolidation Steering Committee**
  - Present consolidation progress
    - ❖ Option 1: South County consolidation
    - ❖ Option 4c: Interregional fixed-route consolidation

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DATE: May 21, 2009  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Solano Paratransit Vehicle Reassignment

**Background:**

The Americans for Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. In 1995, the County of Solano/STA began the Solano Paratransit service through a contract with Fairfield and Suisun Transit (FAST) after a non-profit could no longer provide the service. That same year, Vallejo decided to operate a similar service directly with the City of Benicia and thus Solano Paratransit became a north county intercity paratransit service.

Solano Paratransit is the ADA-Plus (meaning it exceeds the service area required by ADA) paratransit service that currently provide this service in eastern Solano County. It operates Monday – Saturday providing seamless intercity paratransit service for the disabled between the cities of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated areas of central and eastern Solano County.

Working with FAST and the funding partners, STA has coordinated the operating and capital funding for Solano Paratransit. Solano Paratransit is operated by FAST in conjunction with their local paratransit service (DART). As an ADA-plus service, Solano Paratransit has been eligible for 5310 funding. STA has secured several 5310 grants over the years to purchase vehicles for Solano Paratransit. STA owns, or is responsible for, the nine paratransit vehicles utilized by FAST to operate Solano Paratransit. They are leased to FAST and maintained and operated as part of their DART fleet.

**Discussion:**

In May, the STA Board approved the dissolution of Solano Paratransit effective July 1, 2009. At that time, the STA will no longer be managing paratransit service and the vehicles will need to be reassigned. STA staff is working with transit staff to identify how to best utilize the nine vehicles in Solano County.

Seven of the nine vehicles are past their useful life thus allowing greater flexibility on how they can be reassigned. The remaining two must be utilized in a manner that is consistent with grant requirements; if they cannot be, the vehicles may need to be returned to Caltrans. Funding for four addition vehicles has been approved as part of the American Recovery and Reinvestment Act (ARRA) under the 5311 (rural) program. An update will be provided at TAC and Consortium.

**Recommendation:**

Forward a recommendation to the STA Board to authorize the Executive Director to develop a plan for the reassignment of the Solano Paratransit vehicles.

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DATE: May 18, 2009  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)  
Matrix – May 2009

**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 have shared in the cost of various transit services (e.g., Solano Paratransit and SolnaoExpress intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

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 Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies have been 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 evaluate the claims as part of their approval process. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix prepared by STA.

**Discussion:**

The attached matrix (Attachment A) includes the initial TDA revenue estimates approved by MTC for FY 2009-10 in February. This includes funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$19.8 million is available for allocation in FY 2009-10, \$14.6 million new and \$5.2 million carryover. The Cities of Fairfield and Vacaville have the largest TDA carryovers of \$2.8 million and \$1.5 million respectively.

This initial TDA matrix for FY 2009-10 showed local jurisdictions contribution to the STA; the amounts were approved previously by the . Intercity transit contributions for FY 2009-10, approved by the STA Board in May, are also included. Vacaville and Vallejo have submitted their FY 2009-10 TDA claims. These have been added to the matrix.

The first draft of the FY 2009-10 TDA Matrix was presented and approved by the Board at their May 2009 meeting. This matrix includes the Vacaville and Vallejo data that had not been available when the matrix was prepared for the April TAC and Consortium.

As TDA is generated from a percentage of sales tax, actual and estimates have been decreasing in recent years. STA will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the committees and STA Board. Unless there is some contingency in their local transit budgets, local jurisdictions are cautioned to not request an allocation for the full TDA balance to avoid budget shortfalls if actual TDA revenue comes in lower than estimated. As local jurisdictions prepare their TDA claims, the TDA matrix will be updated and presented to the PCC and to the STA Board for approval prior to being forwarded to MTC.

**Fiscal Impact:**

Local jurisdictions' TDA claims must be consistent with the TDA matrix for Solano County to allow capacity for claims by other jurisdictions for shared-cost services.

**Recommendation:**

Informational.

**Attachment:**

- A. May 2009 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged version of this attachment has been provided to the Consortium under separate enclosure. A copy may be requested by contacting the STA at (707) 424-6075).



DATE: May 19, 2009  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Senior and Disabled Transportation Summit

**Background:**

The Solano Transportation Authority deals with a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board appointed Paratransit Coordinating Council (PCC) is also responsible for this issue. The PCC reviews and provides input on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants.

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

**Discussion**

The STA Board Chair and County Supervisor Jim Spring requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The STA is taking the lead on organizing this event in partnership with the County of Solano and the Senior Coalition of Solano County. The Summit is scheduled for 9 am to 2 pm on June 26, 2009, at the Joseph Nelson Community Center in Suisun City.

The objective of the Solano Senior and Disabled Transportation Summit is to provide a forum for users and major stakeholders who provide transportation programs and services to seniors and disabled, to identify and discuss transportation needs which are not being met, or are at risk for not being met.

The goals of the Summit are to:

1. Inform one another (users, providers, stakeholders, decision-makers) as to what the challenges, trends and opportunities are related to transportation for seniors and the disabled;
2. Release the State of the Senior and Disabled Transportation System report. This document will be created based on information gathered prior to the meeting through the use of online and printed surveys (one targeted at transportation service users and one targeted at transportation service providers).

The format of the Summit will be to hold an introductory session, invite a keynote speaker, and present three moderated panel discussions organized for three specific targets (providers, users, destinations). The survey obtained beforehand will guide the establishment of questions to be posed to the panelists.

In preparation for the Summit, an extensive public outreach campaign is scheduled to begin prior to the Memorial Day weekend to communicate with all involved parties, and publish information about the Summit in media outlets so the public will have advance notice to attend the Summit. It is anticipated that the Summit will be video-recorded to enable viewing on local cable channels as well as video-streaming on agency and organization websites.

Sponsors are being sought to cover the cost of the event, which will include expense for a light lunch to be served to an anticipated 150-200 people, as well as transportation provisions for attendees of the Summit.

**Fiscal Impact:**

The STA is providing staff support for the event. Event sponsorships are being sought to help cover costs for the event.

**Recommendation:**

Informational.



DATE: May 20, 2009  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Judy Leaks, SNCI Program Manager/Analyst  
RE: SolanoExpress Transit Regional Measure 2 (RM 2) Marketing Plan Update

**Background:**

Solano Transportation Authority (STA) coordinates intercity transit service marketing for the Baylink Ferry and SolanoExpress bus routes. STA received an amendment to the original \$260,000 RM 2 marketing agreement of \$99,500 to implement the marketing program for the new intercity Route 78 between Vallejo and Pleasant Hill/Walnut Creek BART stations. There is a fund balance remaining in the marketing program for Route 78 between Vallejo and Pleasant Hill/Walnut Creek BART stations that must be used by June 30, 2009.

**Discussion:**

Phase II of the "2 for 1" promotion for Route 78 is being implemented this month. Individuals who purchase a June monthly bus pass for this route will receive a free July pass. Route 78 passes will be sold at Benicia City Hall and at all Vallejo ticket outlets. Newspaper print ads and flyers have been designed and scheduled to run in the Vallejo Time-Herald, Benicia Herald, and the Contra Costa Times. Flyers were provided to Vallejo Transit to provide the flyers for "seat drops" on local buses and the ferry. City of Benicia will also receive flyers for distribution. Staff will coordinate outreach to employers in Contra Costa County and notification of the "2 for 1" promotion will be added to the Solano Express website.

**Recommendation:**

Informational.

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DATE: May 20, 2009  
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 18. Based on the response received, an updated transit matrix will be provided at the meeting.

**Marketing/Promotions:**

The Bike to Work (BTW) promotion is winding down. On May 14 staff hosted eleven (11) Energizer Stations throughout Solano County, at least one in each city. Nearly 350 bicyclists stopped by these energizer stations, a 38% increase over last year. Each bicyclist received a musette bag and had the opportunity to register for regional and local prize drawings. Several of the energizer stations were located at transit transfer points. Commuters expressed interest in having bike racks or the means to transport bicycles on some routes.

SNCI continues to resupply the commuter info display racks throughout Solano and Napa counties with current SolanoExpress brochures and transit schedules. Several transit agencies have seasonal schedules and staff is preparing a significant mailing to all display rack locations.

**Events:**

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Staff attended Earth Day events in Napa and Fairfield in addition to an Earth Day Event at Novartis in Vacaville. Events were also staffed at Abbott Nutrition in Fairfield, Valero in Benicia, and the Fairfield-Suisun Business Expo. The summer Farmers Markets season, where transit and ridesharing information is distributed, has begun.

**Recommendation:**

Informational.

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DATE: May 19, 2009  
TO: SolanoExpress Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

**Background:**

STA staff monitors state and federal legislation pertaining to transportation and related issues. The STA Board-approved 2009 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2009. Attachment A is an updated STA legislative bill matrix.

**Discussion:**

State:

The STA-sponsored AB 1219 (Evans) legislation enabling the STA to directly claim up to 2% of TDA funds from MTC as a transit planning agency passed off of the Assembly Floor and is waiting for a hearing with the Senate committee on Rules. Our state legislative advocate is pursuing this bill as an urgency item due to the positive support the bill has gained. If it is approved as an urgency item, AB 1219 would become effective as soon as the Governor signs the bill (potentially in July or August), instead of January 1, 2010.

Attachment B is a brief memo summarizing the Governor's May Revision of the state budget for 2009-10, outlining the negative impact particularly on transit in California.

Federal:

The Senate committee on Commerce, Science, and Transportation issued a press release (Attachment C) introducing its National Surface Transportation Policy Bill. The bill, which is in skeletal form without a number assigned is included as Attachment D.

**Recommendation:**

Informational.

Attachments:

- A. STA Legislative Matrix
- B. Governor's 2009-10 May Revision Summary (Shaw/Yoder)
- C. National Surface Transportation Policy Bill Press Release
- D. National Surface Transportation Plan Bill (Rockefeller/Lautenberg)

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Solano Transportation Authority

# LEGISLATIVE MATRIX

## 2009-2010 State and Federal Legislative Session

### May 19, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

Fax: 707-424-6074

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

### STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<u>AB 277</u> <u>Ammiano</u> (D)  Transportation: local retail transaction and use taxes: Bay Area.	Amended 05/11/09; ASM third reading 05/13/2009	The Bay Area County Traffic and Transportation Funding Act establishes a process for each of the 9 counties in the San Francisco Bay Area to impose a retail transactions and use tax for transportation purposes subject to voter approval. Existing law provides for a county transportation expenditure plan to be developed in that regard, with expenditures from tax revenues to be administered by a county transportation authority, or, alternatively, by the Metropolitan Transportation Commission. Existing law requires the membership of a county transportation authority to be specified either in the county transportation expenditure plan or in the retail transactions and use tax ordinance. This bill would delete the option of specifying the membership of the authority in the retail transactions and use tax ordinance.	<b>Watch</b>
<u>AB 744</u> <u>Torrico</u> (D)  Transportation: Bay Area high-occupancy vehicle network.	APPROPS suspense file	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC.	<b>Support</b>
<u>AB 1219</u> <u>Evans</u> (D)  Public transportation: Solano Transportation Authority.	SEN Comm on Rules.	The Transportation Development Act, also known as the Mills-Alquist-Deddeh Act, provides for the allocation of local transportation funds in each county from 1/4 of 1% of the sales tax to various transportation purposes, including transportation planning, transit operations, and in some cases, local streets and roads. The act is administered by the transportation planning agency having jurisdiction and specifies the sequence of allocations to be made by that agency to eligible claimants. This bill would authorize the Solano Transportation Authority, a joint powers agency, to file a claim with the transportation planning agency for up to 2% of local transportation funds available to the county and city members of the authority for countywide transit planning and coordination relative to Solano County. Bill contains other related provisions and existing laws.	<b>Sponsor and support</b>

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Bill Number/Topic	Location	Summary	Position
<p><b><u>AB 1414</u></b> <b><u>Hill</u></b> (D)</p> <p>Transportation planning- Health &amp; Safety: Controlled Substances</p>	<p>Assembly Transportation Com 04/27/2009; hearing cancelled at author's request. Amended 04/30/09 to <b>irrelevant subject.</b></p>	<p><del>Existing law provides for apportionment of federal funding to the state for allocation to metropolitan planning organizations for the purpose of transportation planning activities. This bill would make a nonsubstantive change to these provisions.</del></p>	
<p><b><u>ACA 9</u></b> <b><u>Huffman</u></b> (D)</p> <p>Local government bonds: special taxes: voter approval.</p>	<p>Com. On REV/TAX</p>	<p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit for a rate imposed by a city, county, or city and county to service bonded indebtedness, incurred to fund specified public improvements, facilities, and housing, and related costs, that is approved by 55% of the voters of the city, county, or city and county, as applicable. This additional exception would apply only if the proposition approved by the voters results in bonded indebtedness that includes specified accountability requirements. This bill contains other related provisions and other existing laws.</p>	<p><b>Support</b></p>
<p><b><u>SB 205</u></b> <b><u>Hancock</u></b> (D)</p> <p>Traffic congestion: motor vehicle registration fees.</p>	<p>To third SEN reading 05/13/09</p>	<p>Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes. The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may only be used to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.</p>	<p><b>Support</b></p>
<p><b><u>SB 716</u></b> <b><u>Wolk</u></b> (D)</p> <p>Local transportation funds.</p>	<p>Amended 05/12/09</p>	<p>Existing law requires that 1/4% of the local sales and use tax be transferred to the local transportation fund of the county and be allocated, as directed by the transportation planning agency, for various transportation purposes. This bill would authorize a county, city, county transportation commission, or transit operator to file a claim for an allocation of funds for vanpool service operation expenditures and capital improvement expenditures, including for vanpool services for purposes of farmworker transportation to and from work.</p>	<p><b>Watch</b></p>

**FEDERAL Legislation:**

Bill Number/Topic	Location	Summary	Position
<u>HR 1571</u> Tauscher (D)  Private investment in Commuter Vanpooling Act of 2009	Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09	This bill would amend title 49, United States Code, to permit certain revenues of private providers of public transportation by vanpool received from providing public transportation to be used for the purpose of acquiring rolling stock, and to permit certain expenditures of private vanpool contractors to be credited toward the local matching share of the costs of public transportation projects.	

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SHAW / YODER, *inc.*  
LEGISLATIVE ADVOCACY

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May 14th, 2009

To: Board Members, Solano Transportation Authority

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

**RE: GOVERNOR'S 2009-10 MAY REVISION**

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Governor Schwarzenegger unveiled his May Revision to the 2009-10 State Budget today. Despite signing a budget that addressed a shortfall of \$41.6 billion in late February, the Governor estimates a \$15.4 billion deficit out of an \$88.8 billion General Fund budget for 2009-10 in the absence of any corrective action. This budget assumes the passage of propositions 1A, 1B, 1C, 1D, and 1E on the May 19<sup>th</sup> ballot. Failure of these measures will add an additional \$5.8 billion deficit, which translates into a \$21.2 billion gap for 2009-10. The Governor cites the worldwide market collapse, the loss of 730,000 jobs (11.2% state unemployment rate as of March 2009) and the decline of personal income for the first time since 1938 in California as the driving factors for the problem.

The May Revision also proposes to borrow \$2 billion from local governments through the suspension of Proposition 1A (repayment must occur within 3 years with interest), a \$3 billion reduction to Proposition 98, \$1 billion reduction to the University of California and California State University systems, tapping a \$2 billion reserve, and borrowing at least \$6 billion.

The budget has one significant impact on transportation, namely transit:

The Governor proposes to divert \$336 million in "spillover revenue" that are projected to accrue in 2009-10 to fund transit bond debt service. Spillover revenues occur when revenue derived from sales taxes on gasoline is proportionately higher in relationship to revenue derived from all taxable sales, and generally reflect higher gas prices.

Proposition 42 appears to be unaffected at this time.

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# U.S. Senate Committee on Commerce, Science, and Transportation

Senator John D. (Jay) Rockefeller IV, Chairman

*For Immediate Release*

<http://commerce.senate.gov>

May 14, 2009

Contact: Jena Longo 202-224-7824  
Lautenberg Press Office 202-224-3224

## **CHAIRMEN ROCKEFELLER AND LAUTENBERG INTRODUCE NATIONAL SURFACE TRANSPORTATION POLICY BILL**

WASHINGTON, D.C.- Today, Senator John D. (Jay) Rockefeller, IV (D-WV), Chairman of the Senate Committee on Commerce, Science, and Transportation, and Senator Frank Lautenberg (D-NJ), Chairman of the Subcommittee on Surface Transportation, introduced *The Federal Surface Transportation Policy and Planning Act of 2009*. This important legislation establishes a comprehensive and unifying mission for the nation's surface transportation system.

"The United States' population is projected to rise to 420 million people by 2050, a 50 percent increase from the year 2000. This growth will only exacerbate the congestion and mobility challenges that plague our national surface transportation system today. We need to establish a blueprint for a 21st century surface transportation system," said Chairman Rockefeller. "This bill does just that. I look forward to working with my Senate colleagues on this blueprint as we move forward on reauthorizing and reforming the surface transportation programs."

"A national surface transportation policy for our country is long overdue," Senator Lautenberg said. "We need a transportation policy that reestablishes our leadership throughout the world when it comes to transportation – and meets our country's transportation demands for generations to come. This legislation will establish a national policy that improves safety, reduces congestion, creates jobs, and protects our environment."

### **BACKGROUND**

The surface transportation programs authorized under the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU)* enacted in 2005 will expire at the end of this September. The National Surface Transportation Policy and Revenue Study Commission created by SAFETEA-LU and other transportation policy experts have called for the creation of a cohesive national policy with performance-based outcomes, and a fundamental restructuring of the federal surface transportation programs. *The Federal Surface Transportation Policy and Planning Act of 2009* establishes the foundation for making these reforms.

This introduction of *The Federal Surface Transportation Policy and Planning Act of 2009* follows President Obama's proclamation of the week of May 10th as National Transportation Week in recognition of the importance of the transportation infrastructure to our nation's economy and security.

**Summary of *The Federal Surface Transportation Policy and Planning Act of 2009***

*The Federal Surface Transportation Policy and Planning Act of 2009* would lay out a strategic, integrated plan that will address the challenges to our national infrastructure and federal programs.

**Major Goals of *The Federal Surface Transportation Policy and Planning Act of 2009***

- Reduce national per capita motor vehicle miles traveled on an annual basis;
- Reduce national motor vehicle-related fatalities by 50 percent by 2030;
- Reduce national surface transportation-generated carbon dioxide levels by 40 percent by 2030;
- Reduce national surface transportation delays per capita on an annual basis;
- Increase the percentage of system-critical surface transportation assets that are in a state of good repair by 20 percent by 2030;
- Increase the total usage of public transportation, intercity passenger rail services, and non-motorized transportation on an annual basis;
- Increase the proportion of national freight transportation provided by non-highway or multimodal services by 10 percent by 2020; and
- Reduce passenger and freight transportation delays and congestion at international points of entry on an annual basis.

111TH CONGRESS  
1ST SESSION

**S.** \_\_\_\_\_

To amend title 49, United States Code, to establish national purposes and goals for Federal surface transportation activities and programs and create a national surface transportation plan.

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IN THE SENATE OF THE UNITED STATES

MAY —, 2009

Mr. ROCKEFELLER (for himself and Mr. LAUTENBERG) introduced the following bill; which was read twice and referred to the Committee on

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**A BILL**

To amend title 49, United States Code, to establish national purposes and goals for Federal surface transportation activities and programs and create a national surface transportation plan.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Federal Surface Trans-  
5 portation Policy and Planning Act of 2009”.

1 **SEC. 2. ESTABLISHMENT OF A NATIONAL SURFACE TRANS-**  
2 **PORTATION POLICY AND PLAN.**

3 (a) IN GENERAL.—Chapter 3 of title 49, United  
4 States Code, is amended—

5 (1) by redesignating sections 304 through 309  
6 as sections 307 through 312;

7 (2) by redesignating sections 303 and 303a as  
8 sections 305 and 306, respectively; and

9 (3) by inserting after section 302, the following:

10 **“§ 303. National surface transportation policy**

11 “(a) POLICY.—It is the policy of the United States  
12 to develop a comprehensive national surface transpor-  
13 tation system that advances the national interest and de-  
14 fense, interstate and foreign commerce, the efficient and  
15 safe interstate mobility of people and goods, and the pro-  
16 tection of the environment. The system shall be built,  
17 maintained, managed, and operated as a partnership be-  
18 tween the Federal, State, and local governments and the  
19 private sector and shall be coordinated with the overall  
20 transportation system of the United States, including the  
21 Nation’s air, rail, pipeline, and water transportation sys-  
22 tems. The Secretary of Transportation shall be responsible  
23 for carrying out this policy and for defining the Federal  
24 government’s role in the system.

25 “(b) OBJECTIVES.—The objectives of the policy shall  
26 be to facilitate and advance—

1           “(1) the efficient connectivity of persons and  
2 goods within and between nations, regions, states,  
3 and metropolitan areas;

4           “(2) the safety and health of the public;

5           “(3) the security of the nation and the public;

6           “(4) environmental protection and enhance-  
7 ment, including the reduction of carbon-related emis-  
8 sions;

9           “(5) energy conservation and security, including  
10 reducing transportation-related energy use;

11           “(6) international and interstate freight move-  
12 ment, trade enhancement, job creation, and eco-  
13 nomic development;

14           “(7) responsible land use and sustainable devel-  
15 opment;

16           “(8) the preservation and adequate performance  
17 of system-critical transportation assets, as defined  
18 by the Secretary;

19           “(9) reasonable access to the national surface  
20 transportation system for all system users, including  
21 rural communities;

22           “(10) sustainable, balanced, and adequate fi-  
23 nancing of the national surface transportation sys-  
24 tem; and

1           “(11) innovation in transportation services, in-  
2           frastructure, and technology.

3           “(e) GOALS.—

4           “(1) IN GENERAL.—The goals of the policy  
5           shall be—

6           “(A) to reduce national per capita motor  
7           vehicle miles traveled on an annual basis;

8           “(B) to reduce national motor vehicle-re-  
9           lated fatalities by 50 percent by 2030;

10           “(C) to reduce national surface transpor-  
11           tation-generated carbon dioxide levels by 40  
12           percent by 2030;

13           “(D) to reduce national surface transpor-  
14           tation delays per capita on an annual basis;

15           “(E) to increase the percentage of system-  
16           critical surface transportation assets, as defined  
17           by the Secretary, that are in a state of good re-  
18           pair by 20 percent by 2030;

19           “(F) to increase the total usage of public  
20           transportation, intercity passenger rail services,  
21           and non-motorized transportation on an annual  
22           basis;

23           “(G) to increase the proportion of national  
24           freight transportation provided by non-highway  
25           or multimodal services by 10 percent by 2020;



DATE: May 15, 2009  
 TO: SolanoExpress Intercity Transit Consortium  
 FROM: Sara Woo, Planning Assistant  
 RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

Fund Source	Application Available From	Application Due
TIGER Grants for Surface Transportation*	None available. All questions must be submitted in writing via email to: <a href="mailto:TigerTeam@dot.gov">TigerTeam@dot.gov</a> .	N/A <sup>1</sup>
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5317 New Freedom Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Rural Projects*	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009

Fund Source	Application Available From	Application Due
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	<b>September 25, 2009</b>

\* New funding opportunity

<sup>1</sup>Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



**FUNDING OPPORTUNITY**

**American Recovery and Reinvestment Act (ARRA)**

TIGER (Transportation Investment Generating Economic Recovery) Grants

**Anticipated Application Deadline Not Available**

TO: SolanoExpress Intercity Transit Consortium  
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>  
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation Region 9  
(415) 744-3133

STA Contact Person: Sara Woo, STA Planning Assistant,  
(707) 399-3214  
swoo@sta-snci.com

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**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**  
 FTA 5316 Job Access and Reverse Commute Program for Small Urban Projects  
 Application Due June 26, 2009

TO: SolanoExpress Intercity Transit Consortium  
 FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

**Funding Available:** Approximately \$3 million is available for JARC small urban projects.  
 Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

**Eligible Projects:**

<p><u>Operating:</u></p> <ul style="list-style-type: none"> <li>• Late night/weekend service</li> <li>• Guaranteed ride home service</li> <li>• Shuttle service</li> <li>• Expanded fixed-route public transit routes</li> <li>• Demand-responsive service</li> <li>• Ridesharing/carpooling activities</li> <li>• Voucher programs</li> </ul>	<p><u>Capital:</u></p> <ul style="list-style-type: none"> <li>• Intelligent Transportation Systems (ITS)</li> <li>• Promotion of operating activities</li> <li>• Vehicles</li> <li>• Mobility management activities</li> </ul>
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**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5316.html>

**Program Contact Person:** Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, eniedziela@sta-snci.com



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5317 New Freedom Program for Small Urban Projects

Application Due June 26, 2009

TO: SolanoExpress Intercity Transit Consortium  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

**Funding Available:** Approximately \$1.6 million is available for New Freedom Small-Urban projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

**Eligible Projects:**

<p><u>Operating:</u></p> <ul style="list-style-type: none"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul>	<p><u>Capital:</u></p> <ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul>
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**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, eniedziela@sta-snci.com



**FUNDING OPPORTUNITY**  
**Federal Transit Administration (FTA) Grant**  
FTA 5316 Job Access and Reverse Commute Program for Rural Projects  
**Application Due September 25, 2009**

TO: SolanoExpress Intercity Transit Consortium  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

**Funding Available:** Approximately \$1.4million is available for JARC rural projects.

- Eligible Projects:**
- |   |  |
|---|--|
| <u>Operating:</u>   | <u>Capital:</u>  |
| <ul style="list-style-type: none"><li>• Late night/weekend service</li><li>• Guaranteed ride home service</li><li>• Shuttle service</li><li>• Expanded fixed-route public transit routes</li><li>• Demand-responsive service</li><li>• Ridesharing/carpooling activities</li><li>• Voucher programs</li></ul> | <ul style="list-style-type: none"><li>• Intelligent Transportation Systems (ITS)</li><li>• Promotion of operating activities</li><li>• Vehicles</li><li>• Mobility management activities</li></ul> |

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5316.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222, [tracey\\_frost@dot.ca.gov](mailto:tracey_frost@dot.ca.gov)

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, [eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)



**FUNDING OPPORTUNITY**

**Federal Transit Administration (FTA) Grant**

FTA 5317 New Freedom Program for Rural Projects

Application Due September 25, 2009

TO: SolanoExpress Intercity Transit Consortium  
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

**Program Description:** The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

**Funding Available:** Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

**Eligible Projects:**

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none"><li>• Expansion of hours for paratransit service</li><li>• Enhancement of services</li><li>• Voucher programs</li><li>• Volunteer driver programs</li></ul>	<ul style="list-style-type: none"><li>• Acquisition of accessibility equipment beyond ADA requirements</li><li>• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs</li><li>• Mobility management activities</li></ul>

**Further Details:** <http://www.dot.ca.gov/hq/MassTrans/5317.html>

**Program Contact Person:** Tracey Frost, Acting Branch Chief (Caltrans),  
(916) 654-8222  
tracey\_frost@dot.ca.gov

**STA Contact Person:** Liz Niedziela, STA Transit Manager/Analyst,  
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