



INTERCITY TRANSIT CONSORTIUM AGENDA

10:00 a.m., Wednesday, August 26, 2009
Solano Transportation Authority
One Harbor Center, Suite 130

Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Crystal Odum Ford, Chair
II. APPROVAL OF AGENDA (10:05 – 10:10 a.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT (10:10 – 10:15 a.m.)	
IV. REPORTS FROM STA STAFF AND OTHER AGENCIES (10:15 – 10:20 a.m.)	
V. CONSENT CALENDAR <i>Recommendation:</i> Approve the following consent items in one motion. (10:20 – 10:25 a.m.)	
A. Minutes of the Consortium Meeting of May 25, 2009 <i>Recommendation:</i> Approve Consortium Meeting Minutes of May 25, 2009. Pg. 1	Johanna Masielat

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> Chair	<u>Paul Wiese</u>
Benicia Breeze	Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	County of Solano

- B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – September 2009** Elizabeth Richards
Recommendation:
Approve the September 2009 TDA Matrix which includes Solano County's FY 2009-10 TDA claim.
Pg. 5

VI. ACTION – NON-FINANCIAL ITEMS

- A. Modification to SolanoExpress Route 30** George Fink,
Recommendation: City of Fairfield and
Forward a recommendation to the STA Board to: Liz Niedziela
1. Notifying them of the service changes to Rt. 30 effective as specified in Attachment A; and
2. Authorize staff to work with FAST and funding partners to analyze early westbound service.
(10:25 – 10:30 a.m.)
Pg. 7

VII. INFORMATION ITEMS

- A. Report on Senior and Disabled Transportation Summit #2** Liz Niedziela
Informational
(10:30 – 10:40 a.m.)
Pg. 11
- B. Transit Consolidation Study – Implementation Plan Status – Benicia-Vallejo Consolidation and Coordination** Elizabeth Richards
Informational
(10:40 – 10:50 a.m.)
Pg. 33
- C. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2008-09 Year-End Report** Judy Leaks
Informational
(10:50 – 10:55 a.m.)
Pg. 53
- D. Vanpool Incentive Program** Judy Leaks
Informational
(10:55 – 11:00 a.m.)
Pg. 59
- E. Lifeline Program Fiscal Year (FY) 2008-09 Status** Elizabeth Richards
Informational
(11:00 – 11:05 a.m.)
Pg. 61

**F. Call for Projects – Jobs Access Reverse Commute (JARC),
New Freedom, and Transportation for Clean Air (TFCA)**
Informational
(11:05 – 11:10 a.m.)
Pg. 65 Liz Niedziela

**G. Solano Napa Commuter Information (SNCI) Program
Monthly Issues**
Informational
(11:10 – 11:15 a.m.)
Pg. 67 Judy Leaks

NO DISCUSSION

H. Legislative Update
Informational
Pg. 69 Jayne Bauer

I. Funding Opportunities Summary
Informational
Pg. 81 Sara Woo

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, September 30, 2009.**

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STA: Elizabeth Richards announced the STA is hosting one of the conference call sites of the National Network Marketing for TDM professionals. The conference call has been set-up at 12 noon in Conference Room 2 at the STA.

Elizabeth Richards notified the Consortium that the TAC will be asked to provide a project list which would include transit.

Janet Adams provided update for the Regional Measure 2 (RM 2) Program. She indicated that the RM 2 funding for SolanoExpress Transit Operators are at risk, and STA would like to make RM 2 project sponsors aware and ensure the projects are still moved forward.

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 April 29, 2009

Recommendation:

Approve Consortium Meeting Minutes of April 29, 2009.

VI. ACTION – NON-FINANCIAL ITEMS

A. Transit Consolidation Study - Phase 2 Analysis and Recommendations

Elizabeth Richards presented and outlined the recommendations to the Consortium for their input and consideration. She stated that all jurisdictions were represented at the May 2009 Transit Consolidation Steering Committee which took an action to support all the recommendations. She indicated that this item is scheduled for Board action on June 10, 2009.

After further discussion, the Consortium approved the following recommendations as follows:

Recommendation:

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

1. Option 1: Consolidation of Benicia and Vallejo transit services;

On a motion by Melissa Bryan, and a second by Crystal Odum Ford, the SolanoExpress Intercity Transit Consortium approved the recommendation.

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 and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;~~

On a motion by Wayne Lewis, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**,

3. Forward the STA recommended transit consolidation recommendations to the affected agencies for their consideration and participation;

On a motion by Brian McLean, and a second by Jeff Matheson, the SolanoExpress Intercity Transit Consortium approved the recommendation

4. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c; and

On a motion by Melissa Bryan, and a second by Wayne Lewis, the SolanoExpress Intercity Transit Consortium approved the recommendation.

5. Report back to the STA Board by September 2009 on the status of the Implementation Plan.

On a motion by Brian McLean, and a second by Jeff Matheson, the SolanoExpress Intercity Transit Consortium approved the recommendation.

B. Solano Paratransit Vehicle Reassignment

Elizabeth Richards cited that staff is currently working with transit operators to identify how to best utilize the nine vehicles in Solano County. She indicated that the seven of the nine vehicles are past their useful life thus allowing greater flexibility on how they can be reassigned. She added that the remaining two vehicles must be utilized in a manner that is consistent with grant requirements.

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.

On a motion by Wayne Lewis, and a second by Brian McLean, the SolanoExpress Intercity Transit Consortium approved the recommendation.

VII. INFORMATION ITEMS

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

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

B. Senior and Disabled Transportation Summit

Elizabeth Richards announced that 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. She noted that the Summit is scheduled for 9:00 a.m. to 2:00 p.m. on Friday, June 26, 2009 at the Joseph Nelson Community Center in Suisun City.

C. SolanoExpress Transit Regional Measure 2 (RM 2) Marketing Plan Update

Liz Niedziela provided an update on the Phase II of the “2 for 1” promotion for Route 78 being implemented this month, May 2009. She added that staff will coordinate outreach to employers in Contra Costa County and notification of the “2 for 1” promotion will be added to the SolanoExpress website.

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

E. Legislative Update

F. Funding Opportunities Summary

IX. INTERCITY TRANSIT OPERATIONS DISCUSSION

Ridership both local and express is stable.

X. LOCAL TRANSIT ISSUES

XI. ADJOURNMENT

The meeting was adjourned at approximately 11:25 a.m. The next meeting is scheduled for **Wednesday, June 24, 2009 at 10:00 a.m.** in the STA Conference Room.



DATE: August 11, 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 – September 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 SolanoExpress 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 updated TDA revenue estimates approved by MTC for FY 2009-10 in July. This includes reductions in the amount of 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, \$18.1 million is available for allocation in FY 2009-10, \$14.5 million new and \$3.5 million carryover. The Cities of Fairfield and Vacaville are two agencies with TDA carryovers of \$2.2 million and \$1.3 million respectively. The July estimate of \$18.1 million is \$1.8 million lower than the February estimate – a 10% reduction to the county overall.

In May, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, and Vacaville and Vallejo FY 2009-10 TDA claims.

In July, the STA Board approved the matrix with the addition of Dixon's operating and capital TDA. At this time, the County has submitted the amount of TDA they will be claiming for operating a new paratransit service and for streets and roads. This has been added to the TDA matrix. TDA claims remain outstanding from Benicia, Fairfield, and Rio Vista.

As TDA funds are generated from a percentage of sales tax, actual and estimates have been decreasing. STA staff will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the SolanoExpress Transit Consortium, STA TAC, 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 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:

Approve the September 2009 TDA Matrix which includes Solano County's FY 2009-10 TDA claim.

Attachment:

- A. September 2009 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged colored version of this attachment has been provided to the STA Consortium members under separate enclosure. To obtain a copy, please contact the STA at (707) 424-6075.)



DATE: August 18, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
George Fink, Transit Manager for the City of Fairfield
RE: Modification to SolanoExpress Route 30

Background:

Prior to 2000, STA contracted with Yolobus to operate Route 30. Fairfield and Suisun Transit (FAST) has operated Route 30 on behalf of the Solano Transportation Authority (STA) since 2000. Route 30 is included in the Intercity Transit Funding Agreement which coordinates the funding of intercity routes by pooling Transportation Development Act (TDA) funds from all local jurisdictions except Rio Vista.

Over the years, the STA has partnered with FAST to secure other funds for this route. These include Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District and Clean Air Funds from the Yolo Solano Air Quality Management District. Most recently, over \$200,000 Federal Section 5311 for Fiscal Year (FY) 2007-08 and FY 2008-09 was appropriated for Route 30.

In FY 2006-07, Route 30 operated five roundtrips, Monday-Friday, between Fairfield and Sacramento with stops in Vacaville, Dixon, and Davis. In the Fall of 2007, Route 30 started experiencing full capacity in the morning stop in Dixon on the Sacramento express trip. FAST started supplementing the service by providing a back-up shuttle so no riders would be left behind. Ridership on this route continued to steadily increase and FAST sent out an over-the-road coach since the back-up shuttle bus started reaching full capacity during the I-5 repair project. FAST staff surveyed Route 30 riders asking what additional time they would prefer to arrive and depart Sacramento. Using this information, a new schedule was developed with additional service in the morning to Sacramento and a later service for the return trip. This new expanded service went into effect July 1, 2008.

Discussion:

FAST has received requests from passengers wishing to travel from Sacramento to connect with Route 90 in the morning. The current schedule has the 6:52 AM arriving back in Fairfield at 8:39 AM for a connection to Route 90 at 8:42 AM. However, this connection is often missed due to traffic encountered in Sacramento.

FAST staff recently rode the Route 30 to solicit passenger input and gather ideas. The passengers' consensus was that they would like to find a solution that does not affect eastbound travel times. The FAST proposes to turn the 6:08 AM bus, which currently deadheads back to the garage from Sacramento, into revenue service. This would allow Sacramento passengers to reach the Fairfield Transportation Center (FTC) by 8:25 AM and connect, even with traffic, to the 8:42 AM Route 90 bound for El Cerrito Del Norte BART. To maintain neutral cost, FAST is also proposing to end the westbound revenue service on the 6:52 AM bus. This bus would

deadhead back from Sacramento at 7:54 AM to the garage. This proposal would not affect any eastbound Route 30 trips. FAST staff believes this is an easy, customer friendly, cost neutral fix to facilitate better connectivity among intercity routes. At first, FAST was proposing to have this change take effect October 1, 2009 which will coincide with FAST New Riders' Guides being issued. FAST has circulated this proposed change via email to the funding partners for comment and stated that if there are no comments or opposition, FAST would like to move forward with passenger notification immediately. Subsequently, STA received an e-mail from FAST staff proposing to expedite this change.

More complaints were received by FAST concerning the connectivity between the Route 30 and Route 90. The proposed Route 30 fix will solve the scheduling issue allowing the passengers more time to make the Route 90 connection. Even though FAST had initially proposed making the change effective October 1, FAST would like to implement the change immediately based on the email consensus from the Consortium and STA staff. FAST could make this change within a few days and avert any further unnecessary passenger inconvenience.

STA staff recommends support of the proposed change by FAST staff and with the earlier implementation of the route change as proposed, with one additional change to be considered by FAST.

STA staff is suggesting a proposed additional change to Route 30 to better serve Dixon and Vacaville westbound commuters in the morning. Currently, the first trip westbound leaves Dixon after 9:00am which makes it difficult to reach work destinations in Vacaville or Fairfield. STA staff is requesting FAST consider returning the morning trip that serves UC Davis instead of having it continue on to Sacramento. This leg of Route 30 is already being served with two Route 30 direct trips and Yolobus. In addition, UC Davis undergraduate students may ride Yolobus for free with a current student registration card. This proposed FAST Route 30 trip would then arrive/depart Dixon at about 8:03am and deliver passengers to Vacaville by 8:20 and Fairfield Solano Mall by 8:34am. This earlier westbound AM trip would provide enhanced service without increasing costs.

Recommendation:

Forward a recommendation to the STA Board to:

1. Notifying them of the service changes to Rt. 30 effective as specified in Attachment A;
and
2. Authorize staff to work with FAST and funding partners to analyze early westbound service.

Attachments:

- A. FAST New Schedule for Route 30
- B. Suggested Draft Schedule for Proposed Service including earlier westbound trip serving Davis, Dixon, and Vacaville to Fairfield during morning commute hours.

EFFECTIVE OCTOBER 1, 2009

Fairfield and Suisun Transit (FAST) is proposing modifying westbound Route 30 to better connect with westbound Route 90. To accomplish this, the 6:08 AM bus will return to the FTC in revenue service from 9th & P Streets and the 6:52 AM bus will return to the garage directly from 9th & P Streets (no passengers). This proposal will not affect any eastbound Route 30 trips. However, it will accommodate passengers wishing to travel from the Sacramento region and connect with Route 90.

If you have any questions or comments, please contact Lori Tagorda at 707-428-7590 or e-mail transit@ci.fairfield.ca.us.

Thanks for riding with us!

GK Fink, Transit Manager



Current Schedule

Route 30 - Eastbound (Fairfield to Davis/Sacramento)														
Fairfield		Vacaville	Dixon	UC Davis					Sacramento					
Depart Transp. Center	Solano Mall	Davis St. Park & Ride	Market Ln. Park & Ride	Health Science	Silo	Arrive Memorial Union	Depart Memorial Union	Arrive Capitol Mall	Depart Capitol Mall	J St. & 6th St.	9th St. & L St.	9th St & O St.	Arrive Between 8th & 9th on P St	Depart Between 8th & 9th on P St
6:08	---	6:20	6:36	---	---	---	---	7:00	7:00	7:03	7:06	7:08	7:30	G
6:48	6:53	7:07	7:22	7:32	7:37	7:42	7:45	8:07	8:07	8:10	8:13	8:15	8:17	8:32
6:52	---	7:04	7:20	---	---	---	---	7:44	7:44	7:47	7:50	7:52	7:54	7:54
11:56	12:02	12:17	12:31	---	---	12:56	---	1:18	1:19	1:22	1:25	1:27	1:28	1:38
3:39	>>>> Direct Express to Sacramento >>>>>>							4:24	4:29	4:32	4:35	4:37	4:39	4:39
4:00	4:06	4:20	4:35	---	---	---	---	5:00	5:05	5:08	5:11	5:13	5:15	5:15
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Route 30- Westbound (Sacramento/Davis to Fairfield)									
Sacramento		UC Davis				Dixon	Vacaville	Fairfield	
Depart P St. & 9th St	Depart Capitol Mall	Arrive Memorial Union	Depart Memorial Union	Silo	Health Science	Market Ln. Park & Ride	Davis St. Park & Ride	Solano Mall	Arrive Transp. Center
7:54	7:57	>>>>>> Direct Express to Fairfield >>>>>>					8:39	G	
8:32	8:35	8:57	8:58	---	---	9:16	9:32	9:46	9:54 G
1:38	1:41	2:03	2:06	---	---	2:24	2:40	2:54	3:02 G
4:39	4:42	5:05	5:07	5:15	5:20	5:31	5:46	6:00	6:06 G
5:15	5:18	---	---	---	---	5:43	5:58	---	6:12 G
5:57	6:00	---	---	---	---	6:30	6:48	---	7:05 G

New Schedule - Effective October 1, 2009

Route 30 - Eastbound (Fairfield to Davis/Sacramento)														
Fairfield		Vacaville	Dixon	UC Davis					Sacramento					
Depart Transp. Center	Solano Mall	Davis St. Park & Ride	Market Ln. Park & Ride	Health Science	Silo	Arrive Memorial Union	Depart Memorial Union	Arrive Capitol Mall	Depart Capitol Mall	J St. & 6th St.	9th St. & L St.	9th St & O St.	Arrive Between 8th & 9th on P St	Depart Between 8th & 9th on P St
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6:48	6:53	7:07	7:22	7:32	7:37	7:42	7:45	8:07	8:07	8:10	8:13	8:15	8:17	8:32
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EFFECTIVE OCTOBER 1, 2009

Fairfield and Suisun Transit (FAST) is proposing modifying westbound Route 30 to better connect with westbound Route 90. To accomplish this, the 6:08 AM bus will return to the FTC in revenue service from 9th & P Streets and the 6:52 AM bus will return to the garage directly from 9th & P Streets (no passengers). This proposal will not affect any eastbound Route 30 trips. However, it will accommodate passengers wishing to travel from the Sacramento region and connect with Route 90.

If you have any questions or comments, please contact Lori Tagorda at 707-428-7590 or e-mail transit@ci.fairfield.ca.us.

Thanks for riding with us!

GK Fink, Transit Manager



Current Schedule

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Route 30- Westbound (Sacramento/Davis to Fairfield)									
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New Schedule - Effective October 1, 2009

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6:06 6:12 6:26 6:41 6:50 G

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1:38	1:41	2:03	2:06	---	---	2:24	2:40	2:54	3:02 G
4:39	4:42	5:05	5:07	5:15	5:20	5:31	5:46	6:00	6:06 G
5:15	5:18	---	---	---	---	5:43	5:58	---	6:12 G
5:57	6:00	---	---	---	---	6:30	6:48	---	7:05 G



DATE: August 12, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Report on Senior and Disabled Transportation Summit #2

Background:

The Solano Transportation Authority works on a wide spectrum of transportation issues. These include mobility for senior citizens and disabled persons. The STA Board-appointed Paratransit Coordinating Council (PCC) is responsible for reviewing and provides input to the STA Board on transportation studies concerning seniors, the disabled, and paratransit services and makes recommendations on the funding priorities of paratransit capital grants. The SolanoExpress Intercity Transit Consortium is comprised of Solano County's six transit operators, Solano County and STA and coordinates on a variety of transit plans, services, and issues including senior and disabled transit services.

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 to 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.

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 staff took the co-lead on organizing this event in partnership with the Metropolitan Transportation Commission (MTC), the County of Solano and the Senior Coalition of Solano County. The Summit was held on June 26, 2009, from 9am – 2pm at the Joseph Nelson Community Center in Suisun City.

Discussion:

Over 150 people attended the Summit. Participants were users and major stakeholders who provide transportation programs and services to seniors and disabled individuals. Attendees included staff from State legislative offices, MTC and local City Councilmembers. Public, private, and non-profit transportation service staff was also there.

The objective of the Solano Senior and Disabled Transportation Summit was to identify and discuss transportation needs which are not being met, or are at risk for not being met.

The goals of the Summit were 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 powerpoint (see Attachment A). This document was 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).

In May, 10,000 surveys were distributed throughout the county to seniors and people with disabilities as well as organizations that work with these groups, to learn what type of transportation they use and how well it was meeting their needs. The surveys were distributed through direct mail, organizations, and available on-line (see Attachment B). The hard copy surveys included a self-addressed, postage paid return. An estimated 500 individuals responded, indicating that there is a great deal of interest in this topic.

The Summit format included an introductory session, a lunchtime keynote speaker, and three moderated panel discussions organized for three specific targets: transportation providers (public, private, non-profit), transportation users and key destinations. The survey results and comments guided the panel questions and discussions. In general, seniors and people with disabilities identified the issues as availability, reliability, independence, and wanting to be valued, while expressing their appreciation and frustrations with the current transportation systems and options available to them (see Attachment C for summary of issues). The Summit was video-recorded to enable future viewing on local cable channels as well as video-streaming on agency and organization websites.

Sponsors covered the cost of the event which included Solano's transit operators graciously provided paratransit services to and from the event.

To follow up on the issues raised, a second Senior and Disabled Transportation Summit is scheduled to be held Friday, October 30. Planning has begun for the October Summit. The October Summit will be focused on strategies to address the issues raised at the June Summit. A draft agenda, once it is developed, will be presented to the Consortium, TAC and Board next month.

STA staff and the Event Planning Committee is coordinating with the transit operators more extensively during the planning stage for this second summit. Toward this end, a couple of Consortium members have been added to the event planning committee for the second summit. In addition, it has been proposed by the Summit Planning Committee that one of the panels be focused on the transit operators to provide them a forum at the second summit to discuss current transit service and options for addressing senior and disabled mobility issues raised at the first summit.

Fiscal Impact:

The STA, the County, and the Senior Coalition staffed the event. Event sponsorships covered costs for the event.

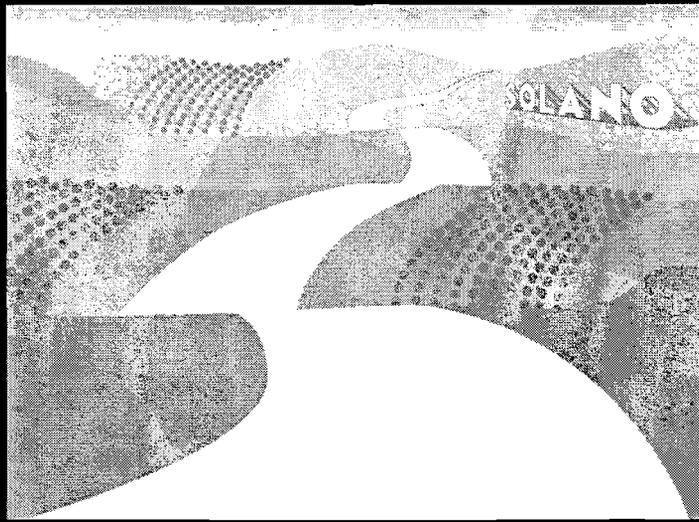
Recommendation:

Informational.

Attachments:

- A. Powerpoint of Senior and Disabled Transportation Survey results
- B. Survey
- C. Summary of Issues
- D. July 23, 2009 Letter from the Consortium members requesting participation in 2nd Summit
- E. August 12, 2009 Response Letter from STA Executive Director

SENIOR AND DISABLED TRANSPORTATION SUMMIT



FRIDAY, JUNE 26, 2009

Solano Transportation
Authority

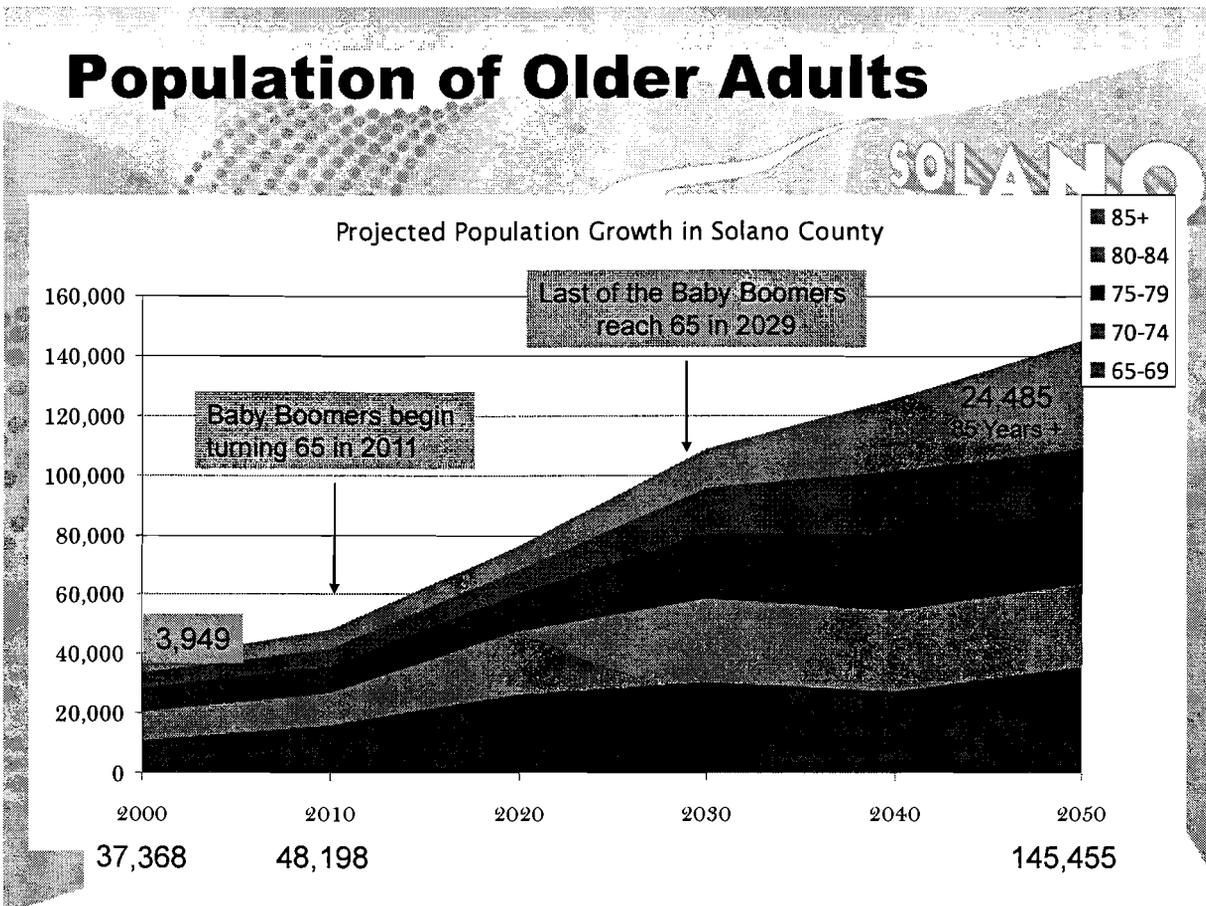
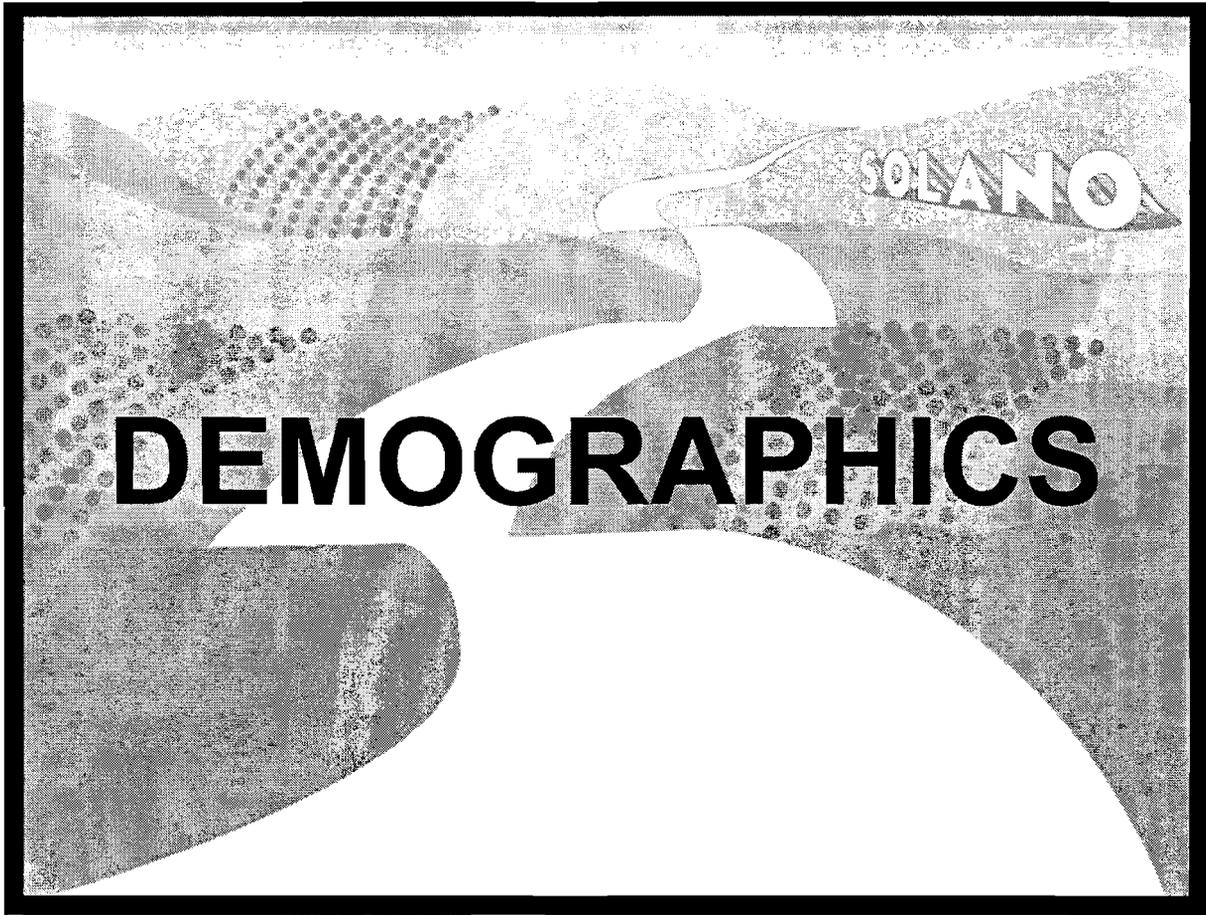
Metropolitan
Transportation
Commission

County of Solano

Senior Coalition
of Solano County

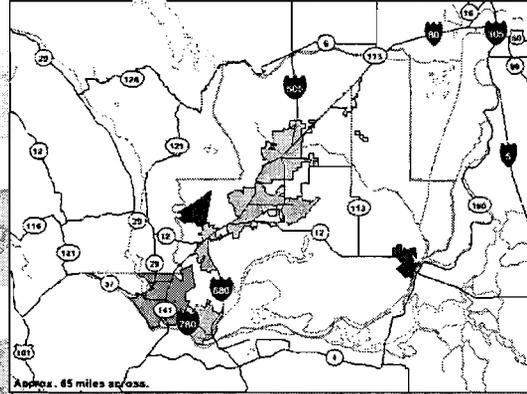
The only limit to our
realization of tomorrow will
be our doubts of today.

Franklin Delano Roosevelt



Population by Location

9% of the population in Solano County was 65 + (2000)

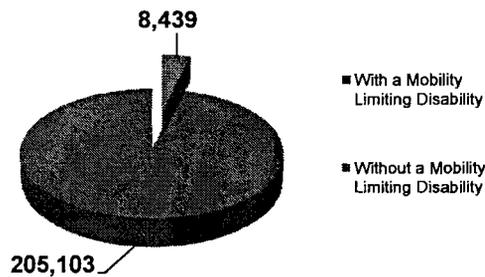


City/Place	Number of Older Adults	Number of Older Adults as a Percentage of Population
Vallejo	13,077	11.2%
Fairfield	8,656	9%
Vacaville	7,356	8.3%
Benicia	2,498	9.3%
Dixon	1,159	7.2%
Suisun	1,489	5.7%
Rio Vista	900	19.7%

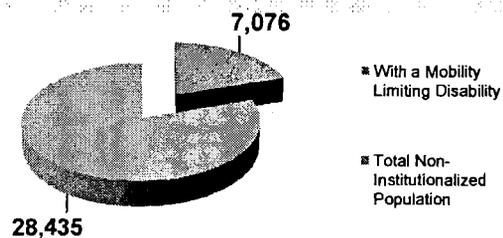
Population of Disabled Individuals



Population of Non-Institutionalized Individuals Ages 21-64 In Solano County - 2000



Population of Non-Institutionalized Individuals Ages 65+ In Solano County - 2000



15,515 individuals with a mobility limiting disability

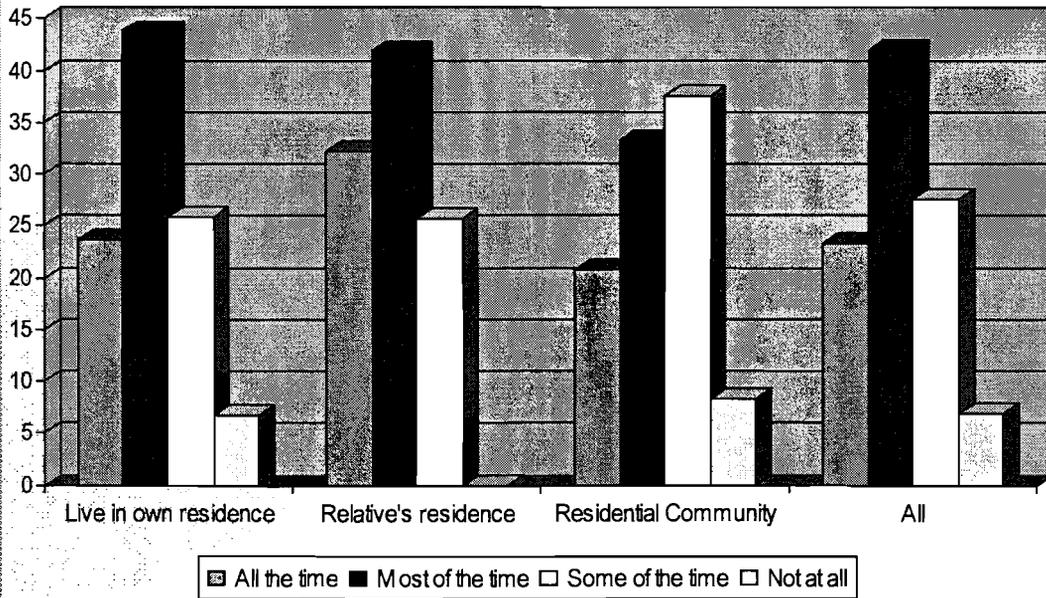


Survey Responses

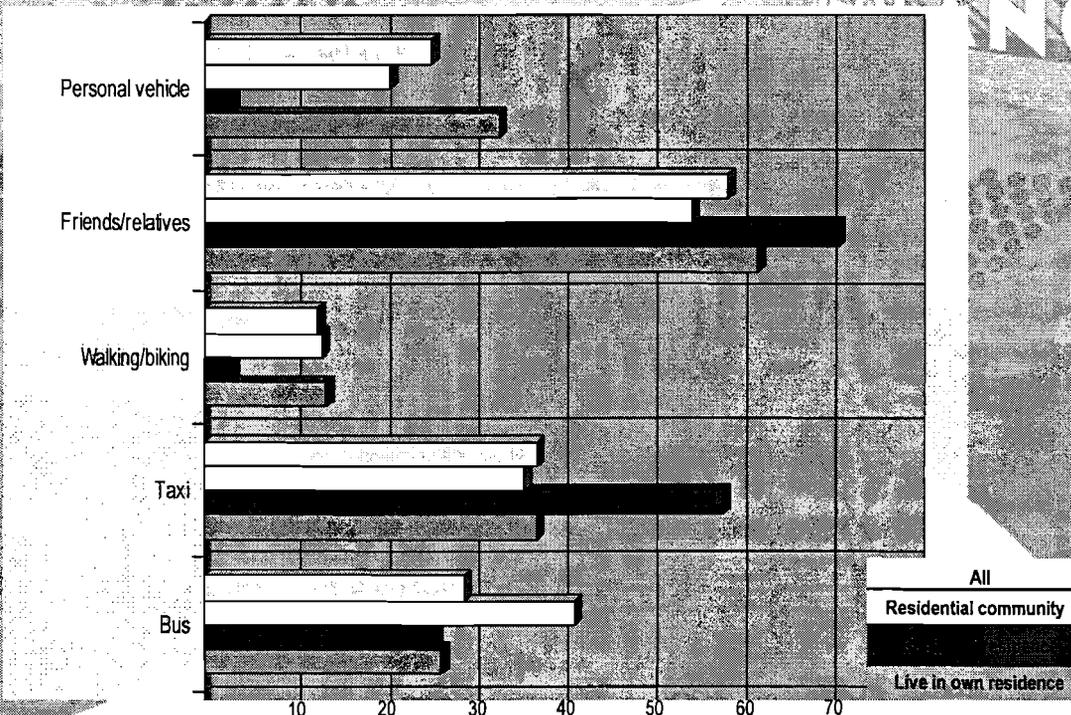
- **425 users, 15 providers**
- **81.1% of respondents adults 56 or older**
- **All communities surveyed**
 - Users in Dixon, Travis AFB, Rio Vista and unincorporated Solano County under represented
- **Majority live “independently”**
 - 62% live in own residence
 - 14% in residential community
 - 10% in home of a relative

Meeting Transportation Needs

■ Making available options work for them

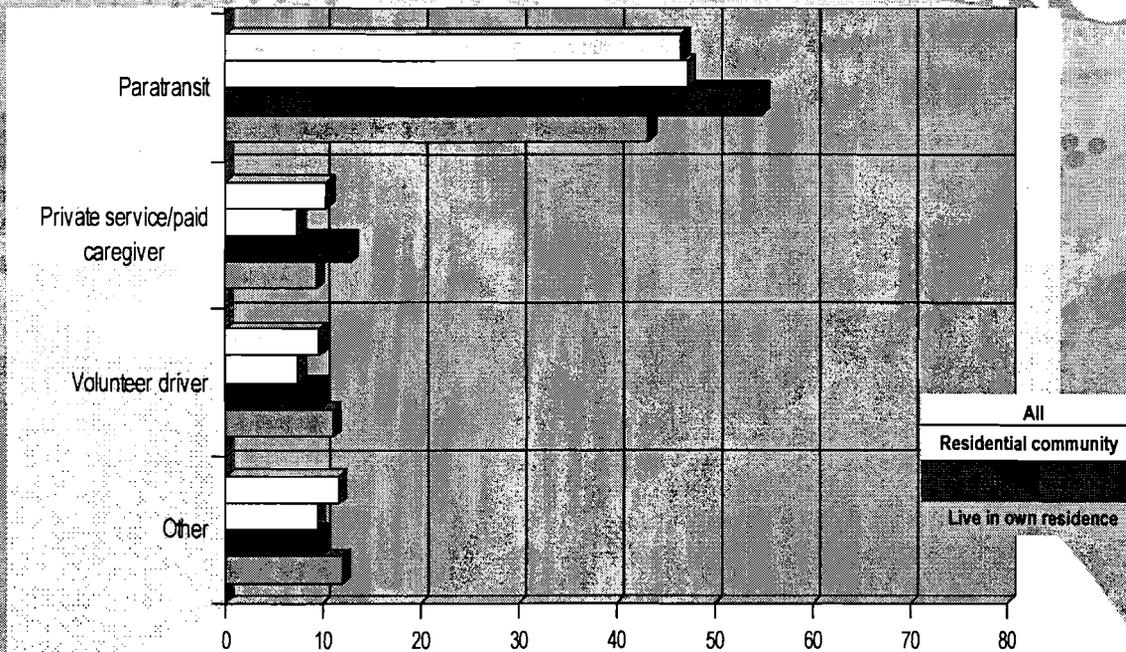


Use of Transportation Options



Use of Transportation Options

SOLANO



Key Issues: Personal Vehicle

SOLANO

- Provides most independence
- Option not available due to various impairments
 - Fear of freeway driving
 - Poor eyesight
 - Medical conditions, medications
- Expensive to maintain, insure and gas
- Access, wheelchair limitations

Availability ... Reliability ... Independence

Key Issues: Friends/Relatives

SOLANO

- Door-to-door service
- Feel like they are imposing
- Competition with work schedules
- Access, wheelchair limitations

Availability ... Reliability ... Independence

Key Issues: Taxi

SOLANO

- Door-to-door service
- Expensive, especially to other cities
- Wait times, arrival times
- Not always available
- Awareness of subsidized programs
- Access, wheelchair limitations

Availability ... Reliability ... Independence

Key Issues: Bus

SOLANO

- **Distance to and from bus stops**
 - Physical ability to get to bus stops (walking and wheelchair)
 - No bench to sit on at bus stops
- **Proximity of bus stops to medical, shopping, grocery**
- **Transfers and connections**
- **Wait times between buses**
- **Time commitment**

Availability ... Reliability ... Independence

Key Issues: Bus

SOLANO

- **Missed appointments**
- **Appointments outside of service times**
- **Appointments in other communities**
- **Destinations not served**
- **Getting purchases home**
- **Confusing schedules, routes**
- **Access, wheelchair limitations**

Availability ... Reliability ... Independence

Key Issues: Paratransit

SOLANO

- Ride not always available
- Advance scheduling (7 days to 24 hours)
- Arrival times
- Riders stranded at destination
- Missed appointments
- Appointments outside of service times
- Destinations in other cities
- Time commitment
- Getting purchases home

Availability ... Reliability ... Independence

Key Issues: Private/Volunteer

SOLANO

- **Private services**
 - Awareness of services
 - Cost a factor
 - Ride availability
- **Volunteer drivers**
 - Limits on where they can go
 - Ride availability
 - Scheduling

Availability ... Reliability ... Independence

Users Summary

SOLANO

- **Appreciative of services available**
 - Concern over services being cut
- **Lack ability to get where, when and on a schedule they want**
- **Expense has to be balanced with time constraints**
- **Lack of clarity in rules, actual available options**

Availability ... Reliability ... Independence

Key Issues: Providers

SOLANO

- **Lack of funding**
 - Existing funding in jeopardy
- **Rising cost of fuel, maintenance, insurance**
- **Limited number of vehicles, drivers**
 - Increasing number of seniors, disabled individuals
 - Volunteers not wanting liability risks

Availability ... Reliability ... Independence

Key Issues: Providers

■ Vehicle accessibility

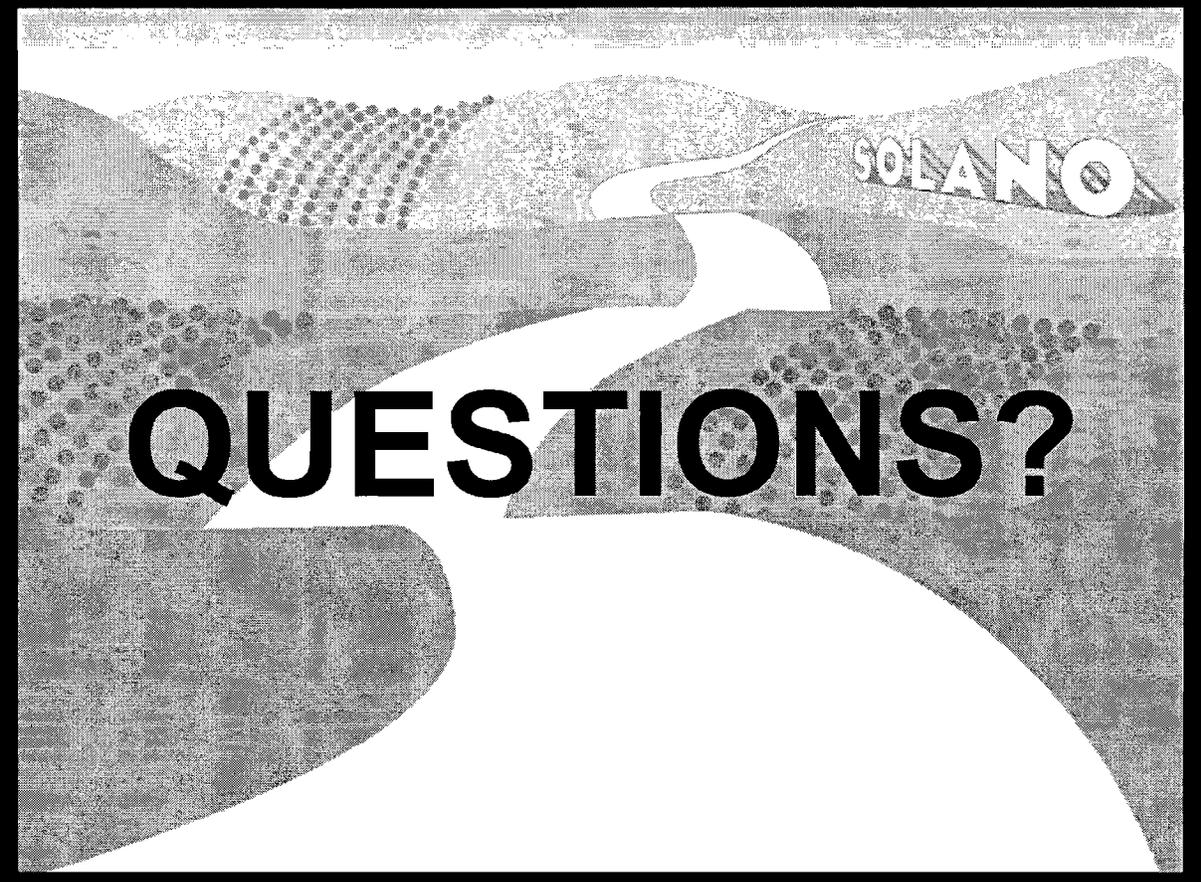
- Being able to get in, wheelchair access

■ Lack of coordination between paratransit systems

■ Staying on transportation schedule

- Medical appointments run early or late
- Traffic congestion
- Passenger no-shows
- Perceived lack of customer service

Availability ... Reliability ... Independence



QUESTIONS?

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ATTACHMENT B

Survey of the Transportation Needs of Solano County Seniors and Disabled Persons

The Solano Transportation Authority, Metropolitan Transportation Commission, County of Solano and the Senior Coalition of Solano County are gathering information from seniors and disabled individuals on their transportation needs. The information will be used to identify strategies to improve the overall mobility of seniors and disabled individuals. The survey can be completed online at www.solanocounty.com/survey. Please return the completed survey by Friday, June 19, 2009 by folding and **taping** to show the self-addressed postage paid panel.

1. What community do you live in?

- | | | |
|------------------------------------|--------------------------------------|---|
| <input type="checkbox"/> Benicia | <input type="checkbox"/> Rio Vista | <input type="checkbox"/> Vacaville |
| <input type="checkbox"/> Dixon | <input type="checkbox"/> Suisun City | <input type="checkbox"/> Vallejo |
| <input type="checkbox"/> Fairfield | <input type="checkbox"/> Travis AFB | <input type="checkbox"/> Unincorporated Solano County |

2. Do you have any limitations on your ability to drive? Mark all that apply.

- | | | |
|--|---|--|
| <input type="checkbox"/> No restrictions | <input type="checkbox"/> No longer drive | <input type="checkbox"/> Restricted to local driving |
| <input type="checkbox"/> Never drove | <input type="checkbox"/> Restricted to daylight hours | <input type="checkbox"/> Require adaptive equipment |
| <input type="checkbox"/> Other _____ | | |

3. What is your primary means of travel to appointments, work and/or errands?

- | | | |
|--|--------------------------------------|---|
| <input type="checkbox"/> Personal vehicle | <input type="checkbox"/> Taxi | <input type="checkbox"/> Private service/paid caregiver |
| <input type="checkbox"/> Friends/relatives | <input type="checkbox"/> Bus | <input type="checkbox"/> Volunteer driver |
| <input type="checkbox"/> Walking/biking | <input type="checkbox"/> Paratransit | <input type="checkbox"/> Other _____ |

4. Which of the following have you used in the past year? Mark all that apply.

- | | | |
|--|--------------------------------------|---|
| <input type="checkbox"/> Personal vehicle | <input type="checkbox"/> Taxi | <input type="checkbox"/> Private service/paid caregiver |
| <input type="checkbox"/> Friends/relatives | <input type="checkbox"/> Bus | <input type="checkbox"/> Volunteer driver |
| <input type="checkbox"/> Walking/biking | <input type="checkbox"/> Paratransit | <input type="checkbox"/> Other _____ |

5. Is your primary means of travel meeting your transportation needs?

- | | |
|---|--|
| <input type="checkbox"/> All the time | <input type="checkbox"/> Some of the time |
| <input type="checkbox"/> Most of the time | <input type="checkbox"/> Not at all, please explain: _____ |

6. Mark all of the potential transportation barriers that apply to you.

	Public Transit	Paratransit Service	Subsidized Taxi	Taxi Without Subsidy	Private Transportation
Ride not always available	<input type="checkbox"/>				
Not familiar with service	<input type="checkbox"/>				
Not convenient / difficult to use	<input type="checkbox"/>				
Service is too expensive	<input type="checkbox"/>				

7. Please share specifics on key obstacles marked above or explain other transportation challenges you face.

8. In what ways do you find your current means of travel helpful or useful to you?

9. In what ways do you find your current means of travel not helpful or useful to you?

10. What destinations do you need to get to that you can't get to with your current means of travel?

11. If you could ask one question about your transportation needs, what would it be?

Your answers to the following demographic questions will help us compare and understand your answers as well as provide us with information needed to apply for State and Federal transportation grants.

- | | | | | |
|--|--|------------------------------------|--|--|
| Gender: | Income: | Household size: | Where do you live? | Who helps you with your transportation needs? |
| <input type="checkbox"/> Female | <input type="checkbox"/> Under \$10,000 | <input type="checkbox"/> 1 | <input type="checkbox"/> With my parents | <input type="checkbox"/> Nobody, live alone |
| <input type="checkbox"/> Male | <input type="checkbox"/> \$10,000 - \$14,999 | <input type="checkbox"/> 2 | <input type="checkbox"/> My own residence | <input type="checkbox"/> Nobody, I'm the caregiver |
| | <input type="checkbox"/> \$15,000 - \$24,999 | <input type="checkbox"/> 3 | <input type="checkbox"/> Relative's residence | <input type="checkbox"/> Spouse |
| Age: | <input type="checkbox"/> \$25,000 - \$34,999 | <input type="checkbox"/> 4 | <input type="checkbox"/> Residential community | <input type="checkbox"/> Relative |
| <input type="checkbox"/> 15 or younger | <input type="checkbox"/> \$35,000 - \$44,999 | <input type="checkbox"/> 5 or more | <input type="checkbox"/> Medical facility | <input type="checkbox"/> Caregiver |
| <input type="checkbox"/> 16 to 21 | <input type="checkbox"/> \$45,000 - \$59,999 | | <input type="checkbox"/> _____ | <input type="checkbox"/> Roommate |
| <input type="checkbox"/> 22 to 35 | <input type="checkbox"/> \$60,000 - \$99,999 | | | <input type="checkbox"/> _____ |
| <input type="checkbox"/> 36 to 55 | <input type="checkbox"/> \$100,000 - \$150,000 | | | |
| <input type="checkbox"/> 56 to 75 | <input type="checkbox"/> Over \$150,000 | | | |
| <input type="checkbox"/> 76 or older | | | | |

Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Please RSVP to Solano Transportation Authority at (707) 424-6075 by Friday, June 19, if you plan to attend. Be sure to let us know if you have special transportation needs.



Senior & Disabled Transportation Summit

A forum to identify needs and opportunities to improve transportation for senior and disabled individuals in Solano County.

SAVE THE DATE!!

Friday, June 26, 2009
9:00 am - 2:00 pm

Joseph Neison Community Center
611 Village Drive, Suisun City CA

Food for the event is donated by Merrill Gardens at North Bay, Vallejo and Vacaville.



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

FIRST CLASS MAIL PERMIT NUMBER 100 SUISUN, CA

POSTAGE WILL BE PAID BY ADDRESSEE

SOLANO TRANSPORTATION AUTHORITY
One Harbor Center, Suite 130
Suisun City, CA 94585-9899



CONTACT INFORMATION: Your contact information is not required, but may be helpful if more information is needed to understand your transportation needs. Any information provided will be kept confidential.

Name: _____ Phone: _____

Email: _____

If you are completing this survey on behalf of a senior or disabled person, please state the reason why:

RAW DATA
Summary of Issues Presented
Senior and Disabled Transportation Summit
July 26, 2009

1. Customer Service
2. Scheduling Issues
3. Reliability
4. Lack of Information and Lack of Understanding
5. Centralized Transit System for Solano County
6. ADA City Issues
7. Bus Shelters and Benches/Accessibility
8. Cost
9. Coordination and Collaboration
10. More Volunteers are Needed
11. Service is Limited
12. Funding

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RECEIVED

July 23, 2009

JUL 30 2009

Daryl Halls
Solano Transportation Authority
One Harbor Way
Suisun City, Ca 94585

SOLANO TRANSPORTATION
AUTHORITY

Subject: Solano County Senior and Disabled Transportation

Dear Mr. Halls:

The members of the Solano Express Intercity Transit Consortium are appreciative of the opportunities afforded us as a result of the Senior and Disabled Summit held in June. Consequently, the Solano Express Intercity Transit Consortium is confirming its participation on any committees developed by the STA, Solano County, or the Metropolitan Transportation Commission, to identify solutions to the transportation concerns expressed by Solano County residents during the Senior and Disabled Summit.

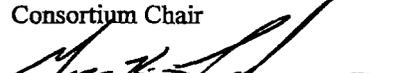
The members of the Intercity Transit Consortium believe our expertise can provide solutions to mobility management in Solano County. As transit industry professionals, we are constantly assessing our services to meet the needs of the communities we serve. Moreover, as solutions are explored, the consortium members will offer experience to educate other committee members on the prerequisites of the services we provide, operating rules and regulations, existing funding, as well as potential funding opportunities.

Collectively we should pursue new paradigms in how public transportation services are designed and delivered. It is only through collaboration and partnerships with both private and public sectors that we will have the opportunity to undergo the fundamental changes necessary to meet the ever-increasing need of the people we serve.

Sincerely,


Crystal Odum Ford
Vallejo Transit
Consortium Chair




George Fink
Fairfield and Suisun Transit




Brian McLean
Vacaville City Coach

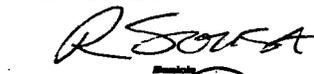



Jeff Matheson
Dixon Redit-Ride
Consortium Vice Chair



John Andoh
Delta Breeze




Rob Sousa
Benicia Breeze



Cc: Mayor Jack Batchelor, Jr, City of Dixon
Mayor Len Augustine, City of Vacaville
Mayor Harry T. Price, City of Fairfield
Mayor Pete Sanchez, City of Suisun
Mayor Jan Vick, City of Rio Vista
Mayor Osby Davis, City of Vallejo
Mayor Elizabeth Patterson, City of Benicia
Councilman Tom Bartee, City of Vallejo, Alternate Board Member of STA
Jim Spering, District 3 Supervisor for Solano County, Chairman of STA Board
Rochelle Sherlock, Coordinator, Senior Coalition of Solano County
Paul Wiese, County of Solano
Mariko Yamada, Assemblymember, California Eighth District
Stephen Pierce, Public Communications Officer, Solano County
Royce Cunningham, Public Work Director, City of Dixon
Rod Moresco, Public Works Director, City of Vacaville
Gene Cortright, Public Works Director, City of Fairfield
Dan Kasperson, Public Works Director, City of Suisun
Morrie Barr, Interim Director of Public Works, City of Rio Vista

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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

August 12, 2009

Crystal Odum Ford
Vallejo Transit
Consortium Chair
555 Santa Clara St.
Vallejo, CA 94590-5922

Jeff Matheson
Dixon REDI-Ride
Consortium Vice-Chair
600 East A Street
Dixon, CA 95620-3619

Rob Sousa
Benicia Breeze
250 East L Street
Benicia, CA 94510-3239

John Andoh
Delta Breeze
One Main Street
Rio Vista, CA 94571-1842

George Fink
Fairfield and Suisun Transit
2000 Cadenasso Drive
Fairfield, CA 94533-6803

Brian McLean
Vacaville City Coach
650 Merchant Street
Vacaville, CA 95688-6908

RE: Solano County Senior and Disabled Transportation

Dear Crystal, Jeff, Rob, John, George and Brian:

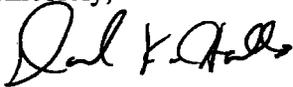
I am writing in response to a July 23, 2009 letter I received from all of you in your role as the members of the Solano Express Intercity Transit Consortium pertaining to the topic of Solano County Senior and Disabled Transportation. Specifically, your letter conveys the Consortium's interest in participating on any committees developed by the STA, Solano County or the Metropolitan Transportation Commission to identify solutions to the transportation concerns expressed by Solano County residents during the Senior and Disabled Summit held on June 26, 2009.

First of all, I would like to thank the members of the Consortium for attending the first summit and for collectively offering your recognized transit expertise to help assist in the development of potential solutions to the range of senior and disabled mobility issues identified at this summit. In response to your letter, the Consortium's 2009 Chair Crystal Odum Ford has been added by Supervisor Jim Spring as a representative to the planning committee for the 2nd Summit. At last week's meeting of this event planning committee, there was a ready acceptance of the Transit Consortium's offer to participating in the planning for this second summit, which is scheduled for October 30, 2009, and the committee would like to feature a panel comprised of a combination of the Solano County transit operators as part of the second summit. This panel will provide the Consortium with the opportunity to address this interested and engaged forum on the topics outlined in your letter.

In addition, Supervisor Spring has indicated his intent to request the STA organize the formation of a working group made up of the members of the Solano Express Intercity Transit Consortium, STA, Solano County, Solano County Senior Coalition, MTC, non-profits, and others, to collectively and collaboratively work together to identify and evaluate options for solutions to the transportation concerns and issues identified at the first summit. As noted in your letter, this will provide the

opportunity for the participating members to learn more about the existing public and private services currently being offered, to examine existing resources, and to identify and pursue future funding opportunities.

Sincerely,



Daryl K. Halls
Executive Director

Cc: The Honorable Mariko Yamada, 8th Assembly District
STA Chair and Supervisor James P. Spering
STA Vice-Chair and Suisun City Mayor Pete Sanchez
Mayor Elizabeth Patterson, City of Benicia
Mayor Jack Batchelor, City of Dixon
Mayor Harry Price, City of Fairfield
Mayor Jan Vick, City of Rio Vista
Mayor Len Augustine, City of Vacaville
Mayor Osby Davis, City of Vallejo
Council Member Tom Barteo, City of Vallejo
Mike Johnson, County Administrator, Solano County
Jim Erickson, City Manager, City of Benicia
Nancy Huston, City Manager, City of Dixon
Sean Quinn, City Manager, City of Fairfield
Hector de la Rosa, City Manager, City of Rio Vista
Suzanne Bragdon, City Manager, City of Suisun City
Laura Kuhn, City Manager, City of Vacaville
Bob Adams, City Manager, City of Vallejo
Rochelle Sherlock, Coordinator, Senior Coalition of Solano County
Birgitta Corsello, Director of Resource Management Agency, Solano County
Paul Wiese, County Engineer, County of Solano
Stephen Pierce, Public Communications Officer, Solano County
Charlie Knox, Director of Public Works & Community Development, City of Benicia
Royce Cunningham, Public Works Director, City of Dixon
Gene Cortright, Public Works Director, City of Fairfield
Morrie Barr, Interim Public Works Director, City of Rio Vista
Dan Kaspersen, Public Works Director, City of Suisun City
Rod Moresco, Public Works Director, City of Vacaville
Gary Leach, Public Works Director, City of Vallejo



DATE: August 10, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transit Consolidation Study – Implementation Plan Status –
Benicia-Vallejo Consolidation and Coordination

Background:

The issue of consolidating some or all of the Solano's transit services had been discussed and proposed for evaluation for several years prior to the STA Board members discussing it formally at the February 2005 Board retreat. At the Board retreat, 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. Later 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. DKS worked on the transit consolidation project through June 2009.

Work began in early 2007. A preliminary analysis of alternatives was presented to the Technical Advisory Committee (TAC) and Consortium in June 2007. At the July 2007 STA Board meeting, the Board approved six (6) transit consolidation alternatives to be included in Phase II for further analysis and evaluation. The Board also 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.

At the first Transit Consolidation Steering Committee in October 2007 the six transit consolidation alternatives were reviewed and considered for further analysis. Option 2 was removed and definitive decisions on two options were left pending further information. More in-depth analysis of the existing transit operators began to have more complete information on which to base the evaluation of the various consolidation options.

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.

After the December 2008 Transit Consolidation Steering Committee meeting the Transit Operator Analysis Report was completed in cooperation with the transit operators. Based on the data in this report, the options were analyzed based using the Board established criteria.

In FY 2008-09, a study of intercity paratransit services in eastern Solano County was conducted. For over ten years, the STA has managed and had an agreement with Fairfield and Suisun Transit (FAST) to operate the intercity service known as Solano Paratransit. This study was nearing completion when the STA received a letter received from the City of Fairfield notifying STA of their intent to no longer operate or participate in Solano Paratransit and proposing that each of the Solano Paratransit funding partners provide paratransit service within their own service area and longer, multi-jurisdictional trips would 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 was created. Option 4c is to consolidate interregional routes and decentralize intercity paratransit services.

Between the December 2008 and the May 2009 Transit Consolidation Steering Committee meeting a change in transit funding policy at the State and Federal level occurred. 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 Steering Committee took an action to support all five recommendations presented which included “1. Option 1: Consolidation of Benicia and Vallejo transit services.” Individual meetings continued between the STA and both Benicia and Vallejo staff and Board members. Based on these meetings, support for Option 1 continued from both jurisdictions.

In June 2009, the STA Board approved the following recommendations:

1. Option 1: Consolidation of Benicia and Vallejo transit services;
2. Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board;
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.

Since the Board’s action in June, STA staff has been working with Benicia and Vallejo on developing an Implementation Plan for the consolidation of these services and is reporting back on this progress as directed by Recommendation 5.

Discussion:

Since the STA Board action in June, the STA, Benicia, and Vallejo have met twice and are scheduled to meet next on August 27. The South County Transit Coordinating Committee (SCTCC) has been guiding this effort. The SCTCC members are Benicia Mayor Patterson, Vallejo Mayor Davis, Benicia Councilmember Schwartzman, and Vallejo Councilmember Bartee. Also participating are each City’s City Managers and Public Works Directors, and each City’s transit staff and STA’s Executive Director, transit staff, legal counsel, and consultants.

These meetings have been productive and there remains a high level of cooperation and interest in working toward consolidation and better transit coordination and service. Guiding principles and a transition implementation plan have been developed (see

Attachment A). A Memorandum of Understanding (MOU) among the three agencies (Benicia, Vallejo and STA) to establish a framework for moving toward consolidation has been drafted by STA Legal Counsel, reviewed and edited by the Committee and is being forwarded for approval by the three parties. Next, a draft JPA will be presented to the Committee, an initial Business Plan which will address many of the details of the potential JPA, and a public input process will be addressed. The timeline proposed is to consolidate the two services effective with the new fiscal year beginning July 1, 2010. The Benicia City Council unanimously voted to support joining the MOU on August 18th. Action by the Vallejo City Council is to be scheduled in September. Staff is recommending the STA enter into the MOU with Benicia and Vallejo to assist in the further evaluation of the consolidation and coordination of Benicia and Vallejo's transit services.

Fiscal Impact:

STA is dedicating staff time, legal counsel services, and consultant services in support of this effort.

Recommendations:

Forward a recommendation to the STA Board authorizing the STA to enter into a MOU with the Cities of Benicia and Vallejo to evaluate the consolidation of South Solano Transit Services.

Attachment:

- A. South County Guiding Principles with Guiding Principles
- B. Draft South County Transit MOU

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**SOUTH COUNTY TRANSIT CONSOLIDATION
TRANSITIONAL PLAN WITH GUIDING PRINCIPLES**

Revised July 1, 2009

1. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo.
2. The consolidated transit service shall achieve high standards for greenhouse gas emissions and energy reductions, minimizing the carbon footprint of Benicia and Vallejo residents. The consolidated transit service shall help achieve the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
3. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
4. The consolidated transit service shall be designed to be cost effective and efficient.
5. The consolidation of services shall be managed in a public process to encourage participation by residents, stakeholders, and decision-makers in both communities.
6. The consolidated transit service shall maintain the continuity of service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. Service levels shall be maintained and expanded if possible.
7. The consolidated transit service shall maximize opportunities for regional funding.

SOUTH COUNTY TRANSIT CONSOLIDATION DRAFT WORK PLAN

Purpose: To outline the requirements and schedule for consolidating Vallejo Transit and Benicia Breeze as recommended in the Solano County Transit Consolidation Study.

Approach: Staff of the cities of Benicia and Vallejo and the STA will lead the transition planning effort with the support of STA consultants.

Task Area 1: Structure and Governance

- Establish guiding principles for Transition Plan
- Identify form of governance for consolidated entity (e.g., JPA)
- Identify board membership and representation
- Draft by-laws for the new entity
- Identify policies and procedures for the new entity

Task Area 2: Public Outreach

- Engage and inform public of consolidation plans and conduct public workshops to hear public concerns and answer questions
- Establish a Public Outreach Plan
- Prepare plan for re-branding the system
- Develop public information for transition

Task Area 3: Finance

- Prepare a business plan for consolidating the two agencies, identifying an administrative framework and costs of consolidation
- Establish new entity as a federal, state, regional transit grantee
- Identify fiscal agent to provide accounting and information technology services
- Determine how procurement will be managed (e.g., using fiscal agent or another approach)
- Identify capital asset ownership and potential transfer of assets to new entity
- Prepare consolidated annual budget for new entity

Task Area 4: Human Resources

- describe how existing employees will be transferred/absorbed in to new entity
- Develop an organization chart for the new entity
- Prepare a staffing plan, including duties and responsibilities for each function/position
- Identify organization to provide human resources services (e.g., payroll processing, benefits administration, etc.)

Task Area 5: Legal

- Identify legal requirements to establish consolidated entity
 - Potential for near term, operating MOU
 - Establishment of Joint Powers Agreement (JPA)
- Determine how potential USDOL 13(c) labor protections would be applied to the consolidated entity
- Identify organization or entity to provide legal services

Task Area 6: Service Planning and Operations

- Establish service objectives and standards including customer service standards for consolidated system
- Prepare consolidated Short Range Transit Plan
 - Operations
 - Capital Improvement Plan (CIP)
- Determine how existing service contracts will be phased out

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**SOUTH COUNTY TRANSIT CONSOLIDATION
IMPLEMENTATION SCHEDULE**

<p>May – June 2009</p>	<ul style="list-style-type: none"> • Convene Vallejo-Benicia-STA Coordinating Committee (staff working group) • Draft list of implementation issues and questions • Prepare detailed implementation/transition plan tasks and schedule
<p>July – September 2009</p>	<ul style="list-style-type: none"> • Prepare public information and outreach on consolidation plan • Begin public outreach meetings and workshops • Prepare draft operating MOU focused on overarching goals, memorializing the guiding principles, considering near term service planning and paratransit consolidation issues, and setting the schedule for consolidation • Prepare a business plan for consolidation • Draft policies and procedures • Draft agreements for financial and human resources and legal services • Draft staffing plan • Propose resolution to potential 13(c) issues • Estimate implementation/transition costs • Draft Joint Powers Agreement, by-laws, and related documents
<p>May – June 2009</p>	<ul style="list-style-type: none"> • Convene Vallejo-Benicia-STA Coordinating Committee (staff working group) • Draft list of implementation issues and questions • Prepare detailed implementation/transition plan tasks and schedule
<p>July – September 2009</p>	<ul style="list-style-type: none"> • Prepare public information and outreach on consolidation plan • Begin public outreach meetings and workshops • Prepare draft operating MOU focused on overarching goals, memorializing the guiding principles, considering near term service planning and paratransit consolidation issues, and setting the schedule for consolidation • Prepare a business plan for consolidation • Draft policies and procedures • Draft agreements for financial and human resources and legal services • Draft staffing plan • Propose resolution to potential 13(c) issues • Estimate implementation/transition costs • Draft Joint Powers Agreement, by-laws, and related documents

July – September 2009	<ul style="list-style-type: none"> • Prepare public information and outreach on consolidation plan • Begin public outreach meetings and workshops • Prepare draft operating MOU focused on overarching goals, memorializing the guiding principles, considering near term service planning and paratransit consolidation issues, and setting the schedule for consolidation • Prepare a business plan for consolidation • Draft policies and procedures • Draft agreements for financial and human resources and legal services • Draft staffing plan • Propose resolution to potential 13(c) issues • Estimate implementation/transition costs • Draft Joint Powers Agreement, by-laws, and related documents
October – December 2009	<ul style="list-style-type: none"> • Approve Joint Powers Agreement, by-laws, and related documents • Benicia and Vallejo approve JPA • Establish new entity as grantee • Adopt policies and procedures • Finalize staffing and staff consolidation • Draft two year budget (capital and operating) • Conduct public information/outreach • Convene first meeting of JPA Board •
January – March 2010	<ul style="list-style-type: none"> • Develop Joint SRTP and CIP with financial plans • Conduct public information/outreach • Form Transit Advisory Committee to encourage ongoing citizen input on the service
April – June 2010	<ul style="list-style-type: none"> • Adopt SRTP • Publish service and fare changes, if any • Introduce service branding •
July 1, 2010	<ul style="list-style-type: none"> • Begin full operation of JPA with modified service

**MEMORANDUM OF UNDERSTANDING
BY AND AMONG
THE SOLANO TRANSPORTATION AUTHORITY,
THE CITY OF BENICIA AND
THE CITY OF VALLEJO
FOR THE IMPLEMENTATION OF THE
SOUTH SOLANO TRANSIT AUTHORITY**

THIS AGREEMENT is made and entered into as of this ____ day of _____, 2009, by and among the municipal corporations of the CITY OF BENICIA (“BENICIA”) and the CITY OF VALLEJO (“VALLEJO”), and the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County (“STA”). Unless specifically identified, the various public agencies herein may be commonly referred to as “the Parties” or “Authority and Cities” or “Jurisdictions” as the context may require.

RECITALS

WHEREAS, the provision of transit services throughout Solano County has been developed on a jurisdiction by jurisdiction basis and, as a result, the provision of transit services to the citizens of Solano County may be enhanced by the improved coordination of transit routes and other issues among the transit providers including consolidation. The cities of Benicia and Vallejo share boundaries and regional transit routes while each agency operates its own transit service; and

WHEREAS, STA was created in 1990 through a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the County of Solano to serve as the Congestion Management Agency for Solano.

WHEREAS, STA as the Congestion Management Agency (CMA) for the Solano area, the STA partners with various transportation and planning agencies, such as the Metropolitan Transportation Commission (MTC) and Caltrans District 4.

WHEREAS, STA is responsible for countywide transportation planning, programming transportation funds, managing and providing transportation programs and services, delivering transportation projects, and setting transportation priorities.

WHEREAS, STA has sponsored, and the COUNTY and CITIES have joined and participated in, various studies of the potential consolidation of transit systems and,

WHEREAS, STA’s transit consolidation study was approved by the STA Board with a recommendation to consider consolidation pursuant to adopted guiding principles of transit

services in Benicia and Vallejo; and

WHEREAS, STA’s coordination of the annual multi-agency Transportation Development Act (TDA) matrix, the State Transit Assistance Fund’s (STAF) project funding for the county, and Regional Measure 2 funding has clarified and simplified the funding claims process locally and regionally, including for both Benicia and Vallejo;

WHEREAS, evaluation of the funding and service benefits of consolidation needs to occur prior to undertaking the step of establishing a joint powers agency for the provision of transit to Benicia and Vallejo and to allow the parties an opportunity to regularly review and refine data and funding formulae by following the guiding principals set forth in Part II below to guide the consolidation and funding of Benicia-Vallejo transit operations in the future.

AGREEMENT

NOW, THEREFORE, following approval by the respective governing body of each agency, STA and the cities of BENICIA and VALLEJO, in consideration of the mutual promises herein, agree as follows:

Part I

South Solano Transit Advisory Committee; Management Committee; Staff Working Group

In order to facilitate the evaluation of the potential consolidation of the Benicia and Vallejo transit services, there is hereby established the “South Solano Transit Advisory Committee.” The function of the Advisory Committee, consistent with the adopted guiding principles, is to oversee the goals and work plan in order to facilitate the consolidation and any interim service plans of the two transit services. Following the completion of the work plan the Advisory Committee will make a recommendation relative to consolidation to the respective city councils of Benicia and Vallejo and to the STA Board. The Advisory Committee is a body subject to the provisions of the Ralph M. Brown Act (Government Code Sections 54950 et seq.) and will consist of the Mayor of each city and each city’s alternate to the STA Board. At the first meeting of this Committee, a chairperson will be selected. Further meetings shall be called by the chair when necessary and appropriate but not less than every two months for the duration of this MOU

There shall also be a South Solano Transit Management Committee to monitor and oversee the progress of the work plan and other activities set forth herein. The Management Committee shall consist of the City Manager or their designee of each city and the STA Executive Director and shall meet at the call of any member.

A staff Working Group made up of the STA Director of Transit Rideshare Service, the STA Transit Manager, the Public Works Directors of Benicia and the COV, the Finance Director and Transit Coordinator of Benicia, and the Transportation Superintendent and Contract Administrator/Operations Analyst from the City of Vallejo, will implement the day to day

progress of the work plan and other activities set forth herein.

Part II
Guiding Principals

The members of the South County Transit Advisory Committee have adopted the following principals to guide the study and evaluation of the potential consolidation of Benicia and Vallejo Transit:

- A. The Benicia Breeze and Vallejo Transit services shall be consolidated to streamline, simplify, and improve access for transit riders through enhanced service coverage, frequency, affordability, and mobility options contingent upon available funding. The consolidated service shall be responsible for coordinating transportation services in Benicia and Vallejo and to locations beyond the two cities such as Bay Area Rapid Transit (BART).
- B. Consolidated transit service provides an opportunity to improve standards for greenhouse gas emissions and energy reductions, reduce single-occupant vehicle miles traveled, minimizing the carbon footprint of Benicia and Vallejo residents. A consolidated transit service will further the Benicia and Solano County Climate Action Plans greenhouse gas reduction targets.
- C. The Benicia Breeze and Vallejo Transit service consolidation shall be consistent with the Countywide Transportation Plan Transit Element to maximize the ability of Solano residents, workers, and visitors to reach destinations within Solano County, and to access regional transportation systems.
- D. The consolidated transit service shall be designed to be comparatively cost effective and efficient while considering the unique characteristics of each jurisdiction.
- E. The consolidation of services shall be managed in a public and transparent process to encourage participation by residents, stakeholders, and decision-makers in both communities.
- F. The consolidated transit service shall strive to maintain the continuity of current service provided by both jurisdictions, minimizing service disruptions and passenger inconveniences due to the transition. If possible, service levels shall be maintained and expanded.
- G. The consolidated transit service shall maximize opportunities for regional funding.

Part III

Work Plan to Facilitate the Implementation of the South Solano Transit Authority

The following steps outline the requirements and schedule for consolidating Vallejo Transit and Benicia Breeze as recommended in the Solano County Transit Consolidation Study. The respective staff of the cities of Benicia and Vallejo and the STA will lead the transition planning effort with the support of STA consultants. The Committees and staff shall make every effort to complete the tasks in the work plan by December 31, 2009 and to fully consolidate transportation services of the two cities by July 1, 2010.

A. Task Area 1: Structure and Governance

- Incorporate adopted guiding principles for Transition Plan
- Identify form of governance for consolidated entity (e.g., JPA)
- Identify board membership and representation
- Draft by-laws for the new entity
- Identify policies and procedures for the new entity

B. Task Area 2: Public Outreach

- Engage and inform public of consolidation plans and conduct public workshops to hear public concerns and answer questions
- Establish a Public Outreach Plan
- Prepare plan for re-branding the system
- Develop public information for transition

C. Task Area 3: Finance

- Prepare a business plan for consolidating the two agencies, identifying an administrative framework and costs of consolidation
- Establish new entity as a federal, state, regional transit grantee
- Identify fiscal agent to provide accounting and information technology services
- Determine how procurement will be managed (e.g., using fiscal agent or another approach)
- Identify capital asset ownership and potential transfer of assets to new entity
- Prepare consolidated annual budget for new entity

Task Area 4: Human Resources

- Describe how existing employees will be transferred/absorbed in to new entity
- Develop an organization chart for the new entity
- Prepare a staffing plan, including duties and responsibilities for each function/position
- Identify organization to provide human resources services (e.g., payroll processing, benefits administration, etc.)

Task Area 5: Legal

- Identify legal requirements to establish consolidated entity
 - Potential for near term, operating MOU

Establishment of Joint Powers Agreement (JPA)

Determine how potential United States Department of Labor (USDOL) 13(c) labor protections would be applied to the consolidated entity

Identify organization or entity to provide legal services

Assist in determination of how to best contract for services (exiting service contracts and/or new bids)

Task Area 6: Service Planning and Operations

Establish service objectives and standards including customer service and training standards for a consolidated system

Prepare consolidated Short Range Transit Plan

Operations

Capital Improvement Plan (CIP)

Determine how existing service contracts will be transferred and transitioned

Part IV

Interim Service Planning

In preparation for consolidation of the two transit services, the Parties agree to work cooperatively to deliver service to the two cities in the most effective and efficient manner and consistent with the Transit Consolidation Goals in Section II of this MOU until the services are fully consolidated.

1. Changes in fares or transit routes shall not become effective until approval by the SSTAC and the respective city councils of Benicia and Vallejo.
2. The criteria for evaluating consolidated transit services shall be developed as part of the SRTP and may include, but are not limited to, the following:
 - a) Productivity Measures
 - Farebox recovery ratio
 - Cost per vehicle service hour
 - Cost per vehicle mile
 - Cost per passenger trip
 - Passengers per vehicle service hour
 - b) Policy/Coverage Requirements (contingent on available funding)
 - Provides connectivity between cities
 - Provides regional transit connections
 - Meets unmet transit needs
 - User friendly
 - Consistent with greenhouse gas reduction goals
 - Consistent with future federal and regional transportation planning
 - Established life cycle costing criteria

Part V

Joint Powers Agreement

Based on the results of the work plan, a joint powers agreement shall be developed for adoption by the Parties leading to consolidated transit functions on July 1, 2010. A draft JPA shall be presented to the SSTAC no later than August 31, 2009.

Part VI
General Terms and Conditions

A. Term of Agreement.

The term of this Agreement shall be as follows:

- a. The Goals set forth herein shall continue in effect until modified in writing by the parties or the two transit functions are consolidated;

B. Indemnification.

The PARTIES and STA shall defend, indemnify and hold harmless each other and their respective officers, agents, employees, or subcontractors from any claim, loss or liability, including, without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by any of the Partied, or their respective officers, agents, employees, or subcontractors of activities required under this Agreement, and any fees and/or costs reasonably incurred by the staff attorneys or contract attorneys of the Party(ies) to be indemnified, and any and all costs, fees and expenses incurred in enforcing this provision.

C. No Waiver.

The waiver by any Party of any breach or violation of any requirement of this Agreement shall not be deemed to be a waiver of any such breach in the future, or of the breach of any other requirement of this Agreement.

D. Notices.

All notices required or authorized by this Agreement shall be in writing and shall be delivered in person or by deposit in the United States mail, by certified mail, postage prepaid, return receipt requested. Any mailed notice, demand, request, consent, approval or communication that a PARTY desires to give to the other PARTIES shall be addressed to the other PARTIES at the addresses set forth below. A PARTY may change its address by notifying the other PARTIES of the change of address. Any notice sent by mail in the manner prescribed by this paragraph shall be deemed to have been received on the date noted on the return receipt or five days following the date of deposit, whichever is earlier.

SOLANO TRANSPORTATION AUTHORITY
Daryl K. Halls, Executive Director
One Harbor Center, Suite 130
Suisun City, CA 94585

CITY OF BENICIA
Robert Sousa
Finance Director
250 East "L"
Benicia, CA 94510

CITY OF VALLEJO
Gary Leach
Public Works Director
555 Santa Clara St.
Vallejo, CA 94590

E. Subcontracts.

Within the funds allocated by the PARTIES under this agreement, any member agency may be authorized by the Advisory Committee or the Management Committee to contract for any and all of the tasks necessary to undertake the projects or studies contemplated by this Agreement.

F. Amendment/Modification.

Except as specifically provided herein, this Agreement may be modified or amended only in writing and with the prior written consent of the Parties.

G. Interpretation.

Each PARTY has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This AGREEMENT shall be construed as if all Parties drafted it. The headings used herein are for convenience only and shall not affect the meaning or interpretation of this Agreement. The terms of the Agreement are set out in the text under the headings. This Agreement shall be governed by the laws of the State of California.

H. Severability.

If any provision of this Agreement, or any portion thereof, is found by any court of competent jurisdiction to be unenforceable or invalid for any reason, such provision shall be severable and shall not in any way impair the enforceability of any other provision of this Agreement.

I. Local Law Compliance.

The Parties shall observe and comply with all applicable Federal, State and local laws, ordinances, and Codes including those of the Federal Transit Administration (FTA).

J. Non-Discrimination Clause.

- a. During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap,

mental disability, medical condition, marital status, age, sex or sexual orientation , nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religion, color, ethnic group identification, national origin, ancestry, physical handicap, mental disability, medical condition, marital status, age, sex or sexual orientation. STA shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

- b. The Parties shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900, et seq.), the regulations promulgated thereunder (Title 2, California Code of Regulations, section 7285.0, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (sections 11135-11139.5) and any state or local regulations adopted to implement any of the foregoing, as such statutes and regulations may be amended from time to time.

K. Access to Records/Retention.

All Parties, any federal or state grantor agency funding all or part of the compensation payable hereunder, the State Controller, the Comptroller General of the United States, or the duly authorized representatives of any of the above, shall have access to any books, documents, papers and records of any PARTY which are directly pertinent to the subject matter of this Agreement for the purpose of making audit, examination, excerpts and transcriptions. Except where longer retention is required by any federal or state law, the PARTIES shall maintain all required records for three years after final payment for any work authorized hereunder, or after all pending matters are closed, whichever is later.

L. Conflict of Interest.

The Parties hereby covenant that they presently have no interest not disclosed, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of its obligations hereunder, except for such conflicts that the Parties may consent to in writing prior to the acquisition by a Party of such conflict.

M. Entirety of Agreement.

This Agreement constitutes the entire agreement between the Parties relating to the subject matter of this Agreement and supersedes all previous agreements, promises, representations, understandings and negotiations, whether written or oral, among the Parties with respect to the subject matter hereof.

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/

IN WITNESS WHEREOF, this Agreement was executed by the PARTIES hereto as of the date first above written.

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl K. Halls, Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF BENICIA

APPROVED AS TO FORM

By: _____
Jim Erickson, City Manager

By: _____
Heather McLaughlin, City Attorney

CITY OF VALLEJO

APPROVED AS TO FORM

By: _____
Bob Adams, Interim City Manager

By: _____
Fred Soley, City Attorney

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DATE: August 5, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2008-09 Year-End Report

Background:

The Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. Through its programs and promotions with employers and employees, and assistance to commuters and travelers, SNCI addresses Goal 5a of the STA's Comprehensive Transportation Plan, "The Solano CTP will seek to maintain regional mobility while improving local mobility; mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems," and Goal 6b "Promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues."

The STA Board approved the FY 2008-09 Work Program for the SNCI Program in July 2008 (Attachment B). The Work Program included nine major elements.

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. Bike to Work Campaign
8. General Marketing
9. Partnerships

With the completion of the fiscal year, STA staff has prepared an SNCI Program Annual Report which is presented in Attachment A.

Discussion:

The SNCI Program has had an active and productive year. Following are the highlights of selected accomplishments from the SNCI 2008-09 Annual Report.

SNCI continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Staff responded to nearly 3,500 information calls, processed over 1,200 matchlists and staffed over 60 events in Solano and Napa counties. These events included health fairs, business expos, job fairs, farmers markets and community events. SNCI stocks 123 display racks with current rideshare and transit information. Over 48,000 pieces of public transit literature was distributed, which included transit information for Vallejo Transit, Baylink Ferry, Benicia Breeze, FAST (Fairfield and Suisun Transit), Vacaville City Coach, Dixon Read-Ride, Rio Vista Delta Breeze, and Amtrak Capitol Corridor. Staff also coordinated with the Solano Bicycle Advisory Committee to update and reprint the Solano Yolo BikeLinks Map.

Employers throughout Solano and Napa Counties have received a range of employer services. Staff has provided presentations and attended events at employer sites to increase awareness of SNCI services. SNCI administered Transportation Surveys and provided density maps that were used to determine the commuting needs at many employer sites. Staff provided transportation alternative information to California State Automobile Association (CSAA) employees relocating from San Francisco to Fairfield in March.

The Emergency Ride Home (ERH) Program has been in operation since January 2006. The objective of this program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants in cases of emergency. Nine new employers registered for the ERH program bringing the total of participating employers to 50 in Solano County and 20 in Napa County.

The Solano Commute Challenge was a targeted outreach campaign for Solano County employers to encourage employees to use transit, carpool, vanpool, bike, or walk to work at least 30 times from August to October. Thirty-nine major employers totaling 545 employees participated in the second annual countywide Solano Commute Challenge. Employer participation increased by almost 45% over the previous year's 27 major employers, and employee participation soared nearly 85% over previous year's 296 employees. Three hundred participants met the goal and earned the title "Commute Champion" and received a \$50 Commute Buck reward.

The vanpool program continued to provide quality customer service and support to new and existing vanpools, taking on the additional responsibility of any vanpool that has an origin or destination in Solano, Napa, Yolo or Sacramento counties. Twenty-six new vanpools traveling to, through, or from Solano, Napa, Yolo or Sacramento counties were formed last year, with 8 vanpools coming to Solano County. Staff also performed 275 van assists which include processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements and FasTrak requests, distributing van signs, researching information for vanpools, and other assistance as needed. The vanpool incentive program is designed to encourage the formation of new vanpools and to keep active vans on the road. It includes a vanpool seat subsidy for new vans and back-up driver incentives. During the fiscal year, 7 vans received the vanpool start-up incentive totaling \$3,050; and 17 commuters received the back-up driver incentive totaling \$1,600.

In celebration of the 15th Annual Bike to Work Day, over 1,600 Solano and Napa residents rode their bicycle to work on May 14th, 2009. The day began with 19 Energizer Stations throughout Solano and Napa counties handing out juice, breakfast treats, and messenger bags stuffed with bike-related goodies. Both seasoned cyclists and new enthusiasts chose the healthy commute this Bike to Work Day, pocketing their gas money and improving the environment.

Recommendation:

Informational.

Attachments:

- A. Solano Napa Commuter Information 2008-09 Annual Report (This attachment has been provided to the Consortium members under separate enclosure. To obtain a copy, you may contact the STA office at (707) 424-6075.)
- B. Solano Napa Commuter Information FY 2008-09 Work Program

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Solano Napa Commuter Information (SNCI) ATTACHMENT B
Work Program
FY 2008-09

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, transit, and through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Leverage the current commuting concern of rising gas prices to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2009 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Including working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.
9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more. Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers.

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans, Children's Network and other efforts.



DATE: August 7, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Vanpool Incentive Program

Background:

Solano County has the highest rate of vanpooling in the Bay Area. Nearly 200 commuter vanpools operate in Solano County daily; and a dozen operate in Napa County. These are primarily owner-operated and privately leased vanpools. Most of these vanpools originate in Solano and travel to San Francisco, South San Francisco, and the Oakland area. Additional vanpools travel to Sacramento, from Sacramento to the Bay Area with pick-up points in Solano, and a variety of other locations.

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program supports existing vanpools and assists new vanpool start ups that travel from, through and to Solano and Napa counties. With an average of 12 passengers per vanpool, the vanpools carry 2400 individuals a day (equivalent to 4800 trips/day) and are an important component of Solano's transportation system. Currently SNCI administers two vanpool incentives, the Vanpool Start-up Subsidy and the Back-up Driver Incentive. The objective of these incentives is to encourage formation and continuity of vanpools.

The Vanpool Start-up Subsidy is designed to encourage the formation of vanpools and help get them on the road. Vanpool drivers/coordinators are offered a subsidy in the form of gas cards during the first four months, while their van is at least 70% full and they are actively recruiting new passengers. Vans can receive \$100 worth of gas cards per empty seat during the first eligible month, \$75 during the second month, \$50 during the third month, and \$25 during the fourth and final month of the incentive program.

The Back-up Driver Incentive is designed to keep active vanpools on the road by encouraging passengers to become back-up drivers to avoid driver burn out. Back-up drivers are vital to vanpool longevity. Back-up drivers are offered \$100 in gas cards over two months after demonstrating that they have driven at least 5 times each month.

Discussion:

With the opening of the first high occupancy vehicle (HOV) lane in Solano along I-80 in FY 2009-10, this is an opportune time to review the current vanpool incentive program. Although Solano has a high rate of vanpooling, the number of new vanpool starts in Solano has been decreasing in recent years. During FY 2008-09, only eight new vanpools were formed with destinations in Solano and Napa counties.

To promote vanpooling with the added advantage of the new HOV lanes and to encourage the formation of new vanpools, staff is proposing to add two new vanpool incentives. One incentive encourages individuals to become the primary drivers of new vanpools and the other would recognize the efforts of long-term vanpool drivers while collecting information about the vanpools through a survey.

The **New Driver Incentive** would encourage the formation of new vanpools to Solano and Napa counties by encouraging new drivers. Many commuters are interested in being vanpool passengers. Convincing commuters to commit to being a primary vanpool driver is often difficult. With this new incentive, primary drivers of new vanpools travelling to Solano and Napa counties could receive up to \$300 in gas cards for starting a new vanpool. New drivers, starting after July 1, 2009, would receive \$100 each month for the first 3 months. The incentive would be awarded to only one primary driver per new vanpool. Before qualifying as a vanpool driver, the person must first meet driving record standards and clear a medical examination as defined in the California Vehicle Code. Once these criteria have been met, a new primary vanpool driver would complete a “New Vanpool Driver Incentive Registration,” and the first month’s incentive would be released along with two “free gas” incentive vouchers. After each subsequent month on the road for the next two months the driver would submit a voucher and receive \$100 each month in gas cards.

The stability of the vanpools traveling to, from, and through Solano and Napa counties is critical to easing commuter congestion. The **Van Driver Recognition Incentive** would recognize long-term vanpool drivers annually with a nominal (\$10) gift card. Staff would use this opportunity to obtain information about the vanpools through a survey and enter those vanpool drivers who return the completed survey in a prize drawing. The recognition mailing would also remind drivers to renew their Motor Vehicle Records (MVR) and medical exams. With current vanpool information, SNCI can deliver better service to all clients interested in vanpooling.

Recommendation:
Informational.



DATE: August 26, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
SUBJECT: Lifeline Program Fiscal Year (FY) 2008-09 Status

Background:

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

MTC delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The STA selected the Solano Lifeline projects for funding and submitted these projects to MTC for approval. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA is administering the program with a revised reduce amount of \$2.9 million of Lifeline Funds provided by the MTC for Solano County over a three year period. The STAF funding was reduced after the State budget was finalized and further reductions were made with the suspension of STAF funds. While the additional cuts to STAF affected Tier 1 of the Lifeline Program, the suspension of STAF funds eliminated Tier 2 completely.

The final amount of available from each fund source is reflected as follows:

\$1,044,776: State Transit Assistance Funds (STAF)
\$1,457,414: Proposition 1B funds
\$ 416,834: Jobs Access Reverse Commute (JARC)
\$2,919,024 TOTAL

Priority projects identified through the Community Based Transportation Planning process or the 2002 Countywide Welfare to Work Transportation Plan were eligible for Lifeline funding. Priority for the limited Lifeline funds was given to Solano transit operators that were out of the Unmet Transit Needs process. As part of the Call for Projects, applicants were asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects.

The Lifeline Committee evaluated and prioritized the projects and developed a consensus recommendation (see Attachment A). With anticipated further cuts by the State to the STAF funds, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first. Projects were evaluated and ranked based on project

need, their consistency with the priorities of the Community Based or Welfare to Work Transportation Plans, cost-effectiveness, implementation plan, budget, coordination and outreach and approved by the Board on September and December 2008. The STA staff forwarded the applications to MTC. MTC certified that the projects were derived from the Coordinated Public Transit/Human Service Transportation Plan, and then forwarded the required applications for final approval and allocation to Caltrans.

Discussion:

Caltrans has submitted Lifeline JARC funding applications to the Federal Transit Administration (FTA) and is in the process of several reviews. Caltrans will be sending out agreements to the grant recipients. The Lifeline JARC projects awarded were to Vallejo Transit's Route 5 to Solano Community College/Vallejo campus, Fairfield and Suisun Transit for installation of bike racks on express buses, and Travis Air Force Base shuttle, and Benicia Community Action Council for the DRIVES/CARS Program.

STAF funds are currently available. Vallejo Transit has utilized this Lifeline funding to sustain the Solano Express Intercity Route 85 and their local Route 1. Dixon Redit-Ride will utilize the funding to continue with Saturday service which is a continuation of a Lifeline project awarded from the previous cycle. Transit operators can claim these funds directly through the TDA/STAF claim process by contacting MTC. The funds need to be spent the fiscal year in which they are claimed. While the STAF process is the simplest way to receive Lifeline funds, there is not an easy way to monitor the progress/performance of the projects because there is no official agreement with MTC. MTC intends to require a progress report that will be due on an annual basis before the project sponsor can claim the funding for the next fiscal year. The report will likely be similar to the reporting requirement included in the JARC funding agreements.

Proposition 1B funds have been released for the Tier 1 Lifeline Program. One of the major projects funded under Lifeline Prop. 1B were bus shelter/stop improvement programs. Vallejo Transit and Vacaville City Coach have already received Prop 1B funding in July to upgrade existing bus stops/shelters and install new shelters. Fairfield and Suisun Transit has not received the funds yet for the bus shelters. Fairfield's bus shelter project was one of several regional projects pushed to the second cycle of funding. The Cities of Dixon and Fairfield receive Lifeline Prop 1B funding for the bus projects. Dixon received funding for two bus replacements and Fairfield received funding for one bus replacement and a downtown shuttle service. Caltrans administers the Prop 1B funds and anticipates the second cycle of funding to be released sometime in the Fall. To encourage these funds be directed to deliver consistent, quality passenger amenities, the STA Board directed the STA to facilitate coordination among these transit operators on the bus stop/shelters projects and to report back to the STA Board as these projects are implemented. Prop 1B recipients are required to submit quarterly reports to Caltrans on the progress of the projects.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Lifeline Funding Tier 1

LIFELINE FUNDING TIER 1

Funding Source	Grant Recipient	Operating Funds	Project Description	Total
JARC	Vallejo Transit	2 Years	Extending Route 5 to serve Vallejo campus of Solano Community College	\$250,000
JARC	Benicia CAC	2 Years	DRIVES/CARS - Assisting low income families to acquire car to commute to work	\$30,000
JARC	FAST		Installation of Bike Racks onto MCI express route buses	\$45,000
JARC	FAST	1 Year	Route 2 Frequency for Travis AFB Shuttle	\$91,834
TOTAL JARC				\$416,834
STAF	Vallejo Transit	3 Years	Route 85 - Sustaining Service	\$ 375,000
STAF	Vallejo Transit	3 Years	Route 1 - Sustaining Service	\$ 600,000
STAF	Dixon Read-Ride	3 Years	Saturday Service continued	\$ 69,776
TOTAL STAF				\$ 1,044,776
Prop 1B	Dixon Read-Ride		Bus Replacement	\$ 60,000
Prop 1B	FAST		Bus Stop and Shelter Improvements	\$ 410,000
Prop 1B	Vallejo Transit		Bus Shelters	\$ 761,014
Prop 1B	Vacaville City Coach		Bus Shelters	\$ 109,800
Prop 1B	Dixon Read-Ride		Bus (local match)	\$ 15,000
Prop 1B	FAST		Replacement Vehicle	\$ 41,600
Prop 1B	FAST		Downtown Flex Shuttle	\$ 60,000
TOTAL PROP 1B				\$ 1,457,414
TOTAL Lifeline Funds Awarded				\$ 2,919,024

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DATE: August 10, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Call for Projects – Jobs Access Reverse Commute (JARC), New Freedom,
and Transportation for Clean Air (TFCA)

Background/Discussion:

Caltrans announced a Call for Projects for Federal Transit Administration (FTA) Section 5316 JARC and FTA Section 5317 New Freedom in March 2009. The application and information is posted on Caltrans' website and Solano Transportation Authority (STA) posted an announcement, information, and link to Caltrans on STA's website. The same application can be used for JARC and New Freedom. Caltrans has revised the application twice and the current version was updated July 21, 2009. Applicants are encouraged to be sure to use the most current version of the application.

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, particularly to suburban and rural job locations. Projects will be awarded through a statewide competitive selection process. JARC funding is available in two categories:

- Approximately \$3 million for JARC small-urban projects
- Approximately \$1.4 million for JARC rural projects

The Metropolitan Transportation Commission (MTC), through an MOU with Caltrans, delegated the scoring of the JARC applications to the Lifeline Administrators for the small urbanized areas. The small-urban area in Solano County includes Benicia, Fairfield, Vacaville, and Vallejo. Due to the revisions of the application, Caltrans has extended the deadline for submitting applications. JARC applications are currently due to the Solano Transportation Authority (STA) **by August 31, 2009**. STA's Lifeline Committee will invite the applications to be present their projects. After scoring the application, STA staff will present the Lifeline Committee recommendation to the STA Board for approval. The scores and applications will then be submitted to MTC where they will be certified that the projects are in the region's Coordinated Plan and obtain approval from MTC Commission before submitting the projects to Caltrans. The JARC for the rural projects are due directly to Caltrans by October 31, 2009.

The New Freedom Program provides grants for new capital and operational projects aimed at reducing, beyond the requirements of the Americans with Disabilities Act of 1990 (ADA), transportation barriers faced by individuals with disabilities. Projects will be awarded through a statewide competitive selection process. New Freedom funding is available in two categories:

- Approximately \$1.6 million for New Freedom small-urban projects
- Approximately \$.7 million for New Freedom rural projects

The deadline for submitting applications to Caltrans is **October 31, 2009**.

Transportation Fund for Clean Air (TFCA) is administered by the Bay Area Air Quality Management District (BAAQMD). BAAQMD announced a call for projects for a new funding program in July 2009 - Shuttle/Feeder Bus Service. The basic requirements are as follows:

- Route to or from a rail station, airport, or ferry terminal and be coordinated with connecting rail or ferry schedules
- Service may be provided by a public transit agency or another agency that has demonstrated that the proposed service does not duplicate or conflict with existing service
- Service vehicles:
 - Must meet California Air Resources Board (CARB) standard for public transit fleets
 - Be alternative fuel or hybrid-electric vehicles; post 1997 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (retrofit) or post-1989 gasoline-fueled vehicle.
- Cost-effectiveness of \$125,000/ton during the first two years of operation
- Defined route that is at least 70% unique (new)
- Provide documentation to support new service and plan for financing the service in the future

The applications are due to BAAQMD by **August 31, 2009** and can be found on BAAQMD website at <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Transportation-Fund-for-Clean-Air/~media/AED74C09715C4F36A65E70831FE3A822.ashx> A resolution is required but may be submitted 30 days after the application. There is a total of \$4 million available for carpool, shuttle, and rideshare programs this cycle. If awarded, the project is required to be implemented in 2010.

STA staff recommends the Consortium serve as the forum for STA and the transit operators to discuss what type of projects are being considered or could potentially be a good match for these funding opportunities. Given the limited statewide and regional funding for the programs above, developing grant applications that are mutually supporting one another in the county would be strategically advantageous.

Fiscal Impact:

None

Recommendation:

Informational.



DATE: August 13, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Monthly Issues

Background:

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

Discussion:

Transit Schedules:

The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of August 17. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions:

The 2009 Solano Commute Challenge (SCC) is underway. The SCC is a targeted outreach campaign involving employers and the local business community. Participants will receive incentive rewards by using transit, carpools, vanpools, bikes and walking at least 30 times from August-October. A mailing, that included a poster, employer registration form and a sample employee registration brochure, was sent out to targeted employers in July. Currently 42 employers have registered and nearly 400 employees have signed up.

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 sent a significant number of schedules 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 Safety Fair events at Kaiser Permanente Medical Offices in Vacaville, Fairfield and Napa, a Suisun City Library Summer Music Series event, and Job Fairs in Vacaville and Suisun City. The summer Farmers Markets season, where transit and ridesharing information is distributed, continues. Staff attended farmers markets in Fairfield, Vacaville, Vallejo, Napa and St Helena.

Recommendation:

Informational.

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DATE: August 6, 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 Update:

The Governor signed the state budget package on July 28th that addressed a deficit of more than \$23 billion. Local government and transportation are impacted as follows:

- Suspension of Proposition 1A (voter approved protection of local government budgets), a \$6 billion reduction to Proposition 98 (funding for K-12 and community colleges), \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems.
- NO suspension of Proposition 42 gas tax funds. Rather, 1st and 2nd quarter payments for cities and counties suspended until the 3rd quarter (March 2010).
- NO diversion of approximately \$1 billion in gas tax revenue for local streets and roads funding (HUTA funds).
- Over \$336 million in “spillover revenue” that is projected to accrue in 2009-10 to fund transit bond debt service diverted for General Fund purposes.
- Full funding to the High Speed Rail Authority (\$139 million) from Proposition 1A bond funds.

Attachment B is a memo from our State legislative advocacy firm outlining more details to the State budget.

Federal Update:

Reauthorization:

Attachment C is a memo from our Federal legislative advocacy firm summarizing the July 23rd hearing of the House Ways and Means Subcommittee on financing options for the Highway Trust Fund (reauthorization). The House and Senate passed legislation infusing \$7 billion into the fund to hold it over until September 30th, when it is due to expire. After Labor Day, the House and Senate will reconvene after summer recess and make a decision on the long-term financing of the Fund.

Sen. Dianne Feinstein has requested \$45 million in funding for the I-80/I-680/SR 12 Interchange Improvements in the reauthorization bill. This is a critical initial step toward obtaining funding, but does not guarantee the project will be included in the final bill, or the amount of funding. It is significant, however, because Senator Feinstein requested funding for only 33 projects statewide, ranging from \$2 million to \$354 million.

Rep. George Miller also requested \$45 million in reauthorization funds for the I-80/I-680/SR 12 Interchange Improvements, as well as \$2 million for the purchase of alternative fuel buses. Additionally, he requested \$1.5 million for the City of Vacaville to make improvements to the intermodal station and \$5 million for Solano County to make improvements in the Solano County Fairgrounds area of Vallejo. As in the Senate, a member's request for funding does not guarantee either the funding level or that it will be included in the final bill.

Appropriations:

The July 23rd House markup of the Fiscal Year (FY) 2010 Appropriations bill included two earmarks secured by Congressman George Miller:

- Alternative Fuel SolanoExpress Bus Replacement - \$500,000
- Vacaville Intermodal Station, Phase 2 - \$500,000

The Senate marked up the FY 2010 Appropriations bill at the end of July and there were no earmarks for Solano County. There was a significant decrease in overall Senate earmarks this year from previous years.

Recommendation:

Informational.

Attachments:

- A. STA Legislative Matrix
- B. State Budget Update Memo
- C. Memo re House Ways and Means Subcommittee Hearing on Long-Term Financing Options for the Highway Trust Fund



Solano Transportation Authority

LEGISLATIVE MATRIX

2009-2010 State and Federal Legislative Session

August 12, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City CA 94585-2427

Telephone: 707-424-6075

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

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
<u>AB 277</u> <u>Ammiano (D)</u> Transportation: local retail transaction and use taxes: Bay Area.	Enrolled 07/21/09	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.	Watch
<u>AB 744</u> <u>Torrice (D)</u> Transportation: Bay Area high-occupancy vehicle network.	SEN Approps. 08/17/09	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.	Support
<u>AB 1219</u> <u>Evans (D)</u> Public transportation: Solano Transportation Authority.	Chaptered (# 143) 08/06/09	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.	Sponsor and support

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Bill Number/Topic	Location	Summary	Position
<p><u>AB 1414</u> Hill (D)</p> <p>Transportation planning: Health & Safety: Controlled Substances</p>	<p>Amended 04/30/09 to irrelevant subject.</p>	<p>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.</p>	
<p><u>ACA 9</u> Huffman (D)</p> <p>Local government bonds: special taxes: voter approval.</p>	<p>ASM Com. On Appr. Suspend File</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>Support</p>
<p><u>ACA 10</u> Torlakson (D)</p> <p>Taxation: Education Finance District: special tax</p>	<p>To ASM Third reading 07/23/09</p>	<p>Would amend the California Constitution to lower the constitutional vote requirement for approval of a special tax to be levied by an education finance district from two-thirds to a majority of the district voters. It is supported by several within the education community. The California Association of Realtors and California Taxpayers' Association are in opposition.</p>	
<p><u>ACA 15</u> Arambula (D)</p> <p>Local government transportation projects: special taxes: voter approval</p>	<p>ASM inactive file 07/23/09</p>	<p>Would lower the constitutional vote requirement for approval of a special tax to provide funding for local transportation projects from two-thirds to a 55% majority. The CA State Association of Counties, CA Transit Association, Sacramento Regional Transit District, Santa Clara Valley Transportation Authority, and Self-Help Counties Coalition are in support. The California Association of Realtors, Cal-Tax, and Howard Jarvis Taxpayers Association are in opposition.</p>	<p>Support 06/10/09</p>

Bill Number/Topic	Location	Summary	Position
<p>SB 205 Hancock (D)</p> <p>Traffic congestion: motor vehicle registration fees.</p>	<p>ASM Approps. 07/13/09</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>Support</p>
<p>SCA 6 Simitian (D)</p> <p>Taxation: educational entities: parcel tax.</p>	<p>SEN third reading 07/23/09</p>	<p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for school districts to enact parcel taxes. This is a companion measure to ACA 10. It is supported by several within the education community. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>	
<p>SCA 12 Kehoe (D)</p> <p>Public safety services: local government.</p>	<p>SEN third reading 07/23/09</p>	<p>The bill would lower from 2/3 to 55% the threshold of voter approval necessary for special taxes and bonded indebtedness for specified fire protection and public safety purposes. The California Professional Firefighters, California State Association of Counties, California Department of Forestry Firefighters, among others are in support. The California Taxpayers' Association and California Association of Realtors are in opposition.</p>	
<p>SB 716 Wolk (D)</p> <p>Local transportation funds.</p>	<p>ASM third reading. 07/23/09</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>Watch</p>

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<p>HR 1571 Tauscher (D-CA)</p> <p>Private investment in Commuter Vanpooling Act of 2009</p>	<p>Referred to HOUSE SUBCOMMITTEE ON HWYS & TRANSIT 03/18/09</p>	<p>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.</p>	
<p>HR 2454 Waxman (D-CA)</p> <p>American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i></p>	<p>7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.</p>	<p>To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.</p>	
<p>S 1156 Harkin (D-IA)</p> <p>Safe Routes to School Program Reauthorization Act</p>	<p>05/21/09 Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.</p>	<p>This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.</p>	

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July 31, 2009

TO: Board Members, Solano Transportation Authority

FROM: Gus Khouri, Legislative Advocate
Shaw/Yoder, Inc.

RE: STATE LEGISLATIVE UPDATE- JULY

2009-10 Budget

Anticipating the dismal prospects of the May Special Election, Governor Schwarzenegger unveiled his May Revision on May 14th to the 2009-10 State Budget to illustrate the state's looming deficit shortfall. 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. That budget assumed the passage of Propositions 1A, 1B, 1C, 1D, and 1E on the May 19th ballot. Failure of these measures added an additional \$5.8 billion deficit, which translated into a \$21.2 billion gap for 2009-10. All five of the measures failed passage by more than a 2 to 1 margin. The Governor cited 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.

On July 24th, the legislature voted on a package that addressed a deficit of more than \$23 billion. The Governor signed the package on July 28th. Local government and transportation are impacted as follows:

- Suspension of Proposition 1A (repayment must occur within 3 years with interest), a \$6 billion reduction to Proposition 98, \$1 billion cut to Medi-Cal, \$1 billion reduction to the University of California and California State University systems.
- The Governor did not propose a suspension of Proposition 42. Rather, 1st and 2nd quarter payments for cities and counties will be suspended until the 3rd quarter (March 2010).
- A plan to divert approximately \$1 billion of gas tax revenue for local streets and roads funding (HUTA funds) was defeated at the eleventh hour.

- Over \$336 million in “spillover revenue” that is projected to accrue in 2009-10 to fund transit bond debt service is diverted for General Fund purposes.
- Provides full funding to the High Speed Rail Authority (\$139 million) from Proposition 1A bond funds.

According to the Governor, California’s budget situation is likely to remain challenging for some time for two reasons. First, while the economic forecast projects that a recovery from the recession will begin next year, the recovery is not expected to be as robust as in past years. Second, some of the solutions to the budget crisis are one-time, or of limited duration. This is to be expected in the face of such a severe fiscal crisis. It would simply not have been possible to have balanced the budget entirely with permanent tax increases and ongoing spending cuts, given federal, constitutional and other limitations. Preliminary projections for the coming fiscal year suggest that the state will face a significant budget shortfall; perhaps in the \$7 to \$8 billion range (the newest projections suggest a \$15 billion deficit for 2010-11), with even larger shortfalls projected in out-years.

State Legislative Update

AB 1219 (Evans) is an STA–sponsored bill which would streamline the Transportation Development Act (TDA) by authorizing the Solano County Transportation Authority (STA) 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.

This bill has successfully made it through the process and is awaiting the Governor’s signature.

**AKIN GUMP
STRAUSS HAUER & FELD LLP**

Attorneys at Law

MEMORANDUM

July 27, 2009

To: Solano Transportation Authority

From: Akin Gump Strauss Hauer & Feld LLP

Re: House Ways and Means Subcommittee Hearing on Long-Term Financing Options for the Highway Trust Fund

On July 23, 2009, **Chairman Richard Neal (D-MA)** convened a hearing before the House Ways and Means Committee's Subcommittee on Select Revenue Measures to examine long-term financing options for the Highway Trust Fund. The Subcommittee heard testimony from four panels of witnesses, including members of Congress, regulators and the public sector.

Members of the House Transportation and Infrastructure Committee

House Transportation and Oversight Committee Chairman James Oberstar (D-MN) called for Congress to pass a six-year authorization to provide over \$450 billion for surface transportation programs before the September 30 expiration of SAFETEA-LU. He stated that while the Administration had requested an 18-month extension of current law, he would move forward with his bill to reform the program and create a performance-based framework for multi-modal investment. He included safety improvements, transit choices, reduced congestion, freight mobility, improvements to the environment and public health, and development of livable communities, among the goals of the bill. He noted that both the National Surface Transportation Policy and Revenue Study Commission and the National Surface Transportation Financing Commission had recommended that the gasoline and diesel user fees be increased and concluded that this would provide a stable, reliable, and dedicated revenue stream for surface transportation programs.

Chairman Oberstar also recommended that Congress approve the transfer of \$3 billion from the general treasury to the highway trust fund, estimating a deficit of \$1.9 billion by the end of September. The Administration had requested a larger transfer of \$20 million to allow Congress more extensive consideration on how to finance and improve the transportation programs.

Rep. John Mica (R-FL), the Ranking Member, also endorsed a six-year reauthorization. He stated that the gas tax used to fund the Trust Fund is "dead" and recommended replacing it with a flat sales tax that would include a cap. He suggested that reforms to speed up the approval and permitting process would result in significant saving and allow the funds already dedicated to the program to be spent more efficiently. He also recommended creation of both state and national infrastructure banks and an increase in funding for TIFIA loans to increase investment in transportation projects.

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Transit and Highways Subcommittee Chairman Peter DeFazio (D-OR), offered three recommendations for raising revenues to support transportation programs: 1) indexing the gas tax to construction costs and dedicating the increased revenue to repayment of a ten-year bond to generate revenue for the first years of the six-year bill; 2) imposing a per-barrel fee on imported domestic and imported crude oil and an equivalent fee on imported refined gasoline and diesel; and placing a transaction tax on speculative crude oil trading.

Members of Congress

Rep. Ken Calvert (R-CA) recommended a program to support dedicated funding for designated freight corridors. He stated that although his district is 50 miles from the Ports of Los Angeles and Long Beach, his constituents see and feel the impact of trade and goods movement every day. Under the ON TIME Act (*The Our Nation's Trade, Infrastructure, Mobility, and Efficiency Act*, H.R. 947), the revenue from a .075 ad valorem fee on freight would support transportation projects within National Trade Gateway Corridors, extending from ports of entry into the United States along freight routes. He explained that projects would be limited to surface transportation projects, such as highway improvements, truck climbing lanes, truck bypasses grade separations and interchanges on key freight routes, as well as publicly-owned intermodal freight transfer facilities and improvements to the transportation linkages out of port facilities within the boundaries of a port terminal.

A few members proposed legislation to promote investment in railroads. **Rep. Kendrick Meek (D-FL)** urged the Subcommittee to support the Freight Rail Infrastructure Capacity Expansion Act (H.R. 1806), which would provide incentives for capital investment in rail infrastructure. The bill would allow a 25% tax credit for infrastructure investments in new track, intermodal facilities, yards, locomotives and other projects that expand rail capacity. He explained that any and all businesses that make capacity-enhancing investments would be eligible for the credit, including shippers. The bill would also allow expensing of all qualifying rail infrastructure capital expenditures. **Rep. Corrine Brown (D-FL)** also advocated providing incentives for rail investment, attempting to advance a similar proposal, *The Comprehensive Rail Infrastructure Investment Act* (H.R. 1789). **Rep. Jerry Moran (R-KS)** spoke in support of the extension of the short line tax credit, would provide a tax credit of 50 cents for every dollar the railroad spends on track improvements.

Government and Private Sector Witnesses

Roy Kienitz, Department of Transportation Under Secretary of Policy, would not endorse an increase to, or indexing of the gas tax, or any other of Rep. DeFazio's proposals. When Rep. Mike Thompson (D-CA) asked him why he would not support a fee based on VMT, Kienitz replied that the state of the economy would not allow the tax increases at this time.

July 27, 2009

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Some of the witnesses representing interest groups endorsed an increase in gasoline and diesel taxes. **Janet Kavinoky, Transportation Infrastructure Congressional & Public Affairs Director, United States Chamber of Commerce**, stated that the Chamber would support an increase in user fees if the Congress would adopt legislation that would provide a strong federal role in transportation policy, adopt reforms emphasizing accountability and performance measures, provide access to public financing, limit earmarks and non-transportation spending, and provide sustainability. **President and Chief Executive Officer Robert Darbelnet** also stated that AAA would support a gas tax increase with program reforms, asserting that it remains the best way to generate significant amounts of revenue. Testifying on behalf of the Associated General Contractors of America, **Don Weaver, Vice President, Weaver-Bailey Contractors**, recommended raising the federal gasoline tax by 18 cents to account for the effects of inflation.

Ways and Means Committee Members

Only a handful of members attended and participated in the hearing. **Chairman Neal** spoke in support of a six-year reauthorization bill, but made no statement concerning Ways and Means Committee consideration of the bill.

Rep. Earl Blumenauer (D-OR) recommended expanding Oregon's pilot VMT program nationally. He introduced legislation on July 23 to provide funding for the expansion and evaluation of the program.

Rep. Patrick Tiberi (R-OH) expressed concern regarding the looming deficit in the trust fund, particularly that he had received a wide range of estimates on the total amount necessary to bail out the fund. He observed that the shortfall might be between \$3 billion to \$7 billion between now and the end of September and will be "plugged" by another transfer from the General Fund of the U.S. Treasury, currently at more than \$1 Trillion in the red for the year. He also objected that the Oberstar bill did not correct the issue of donor/non-donor states.

Rep. Kevin Brady (R-TX) recommended sun-setting the trust fund within two and a half years to pressure Congress into finding a resolution to transportation funding. He recommended reforming the existing system before raising revenue for expansion of the federal program.

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DATE: August 10, 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: TigerTeam@dot.gov .	N/A ¹
Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)*	Gary A. Bailey, Sacramento Metropolitan Air Quality Management District (916) 874-4893	None. Projects will be selected for funding on a first-come, first-served basis.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)*	Anthony Fournier, BAAQMD (415) 749-4961	None. Projects will be selected for funding on a first-come, first-served basis.
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for small urbanized areas</i>	Liz Niedziela STA (707) 399-3217	August 31, 2009

Bicycle Facility Program*	Avra Goldman, Bay Area Air Quality Management District (BAAQMD) (415) 749-5093	September 14, 2009
Caltrans Highway Safety Improvement Program (HSIP)*	Sylvia Fung, Caltrans (510) 286-5226	October 8, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects</i>	Tracey Frost, Caltrans (916) 654-8222	October 31, 2009
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects</i>	Tracey Frost, Caltrans (916) 654-8222	October 31, 2009
FTA Grant Program – 5317 New Freedom Program for <i>small urbanized areas</i>	Tracey Frost, Caltrans (916) 654-8222	October 31, 2009

* New funding opportunity

¹Note 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



FUNDING OPPORTUNITY
Carl Moyer Off-road Equipment Replacement Program
For Sacramento Metropolitan Area
Application Due On First-Come, First-Served Basis

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

This summary of the Carl Moyer Off-road Equipment Replacement 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 non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.

Funding Available: Approximately \$10 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.airquality.org/mobile/moyererp/index.shtml>

Program Contact Person: Gary A. Bailey, Sacramento Metropolitan Air Quality Management District,
(916) 874-4893
gbailey@airquality.org

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



FUNDING OPPORTUNITY
Carl Moyer Memorial Air Quality Standards Attainment Program
For San Francisco Bay Area
Application Due On First-Come, First-Served Basis

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

This summary of the Carl Moyer Air Quality Standards Attainment 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 non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment and other sources of pollution providing early or extra emission reductions. Eligible projects include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

Funding Available: Approximately \$20 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx>

Program Contact Person: Anthony Fournier, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-4961, afournier@baaqmd.gov

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Small Urbanized Area

Application Due August 31, 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 non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

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 \$3 million is available.

Eligible Projects:

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

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

Program Contact Person: Liz Niedziela, STA
(707) 399-3217
eniedziela@sta-snci.com

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



FUNDING OPPORTUNITY
Bicycle Facilities Program
Application Due September 14, 2009

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

This summary of the Carl Moyer Air Quality Standards Attainment Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public transportation agencies and operators of public transportation services, including private operators of public transportation services.

Program Description: The Bicycle Facility Program (BFP) is a grant program that provides funding to reduce motor vehicle emissions through the implementation of new bicycle facilities in the San Francisco Bay Area.

Funding Available: A total amount of \$600,000 will be available for distribution via the BFP in FY 2009/2010. The minimum BFP grant for a single project is \$10,000 and the maximum grant is \$120,000.

- Eligible Projects: Examples:
- Class I – Bicycle Paths
 - Class II – Bicycle Lanes
 - Class III – Bicycle Routes
 - Bicycle Lockers and Racks
 - Secure Bicycle Parking
 - Bicycle Racks on Public Transportation Vehicles

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Bicycle-Facility-Program.aspx>

Program Contact Person: Avra Goldman, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-5093, agoldman@baaqmd.gov

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



FUNDING OPPORTUNITY

Highway Safety Improvement Program (HSIP)

Application Due October 8, 2009

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

This summary of the Highway Safety Improvement Program (HSIP) 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: The applicant for HSIP funds is an agency that assumes responsibility and accountability for the use and expenditure of federal-aid highway funds. The applicant must be a city or a county within the State of California. Exceptions to this requirement will be reviewed by the Department of Transportation (Caltrans), Headquarters - Division of Local Assistance (HQ-DLA) on a case-by-case basis.

Program Description: HSIP funds are eligible for work on any publicly-owned roadway or bicycle/pedestrian pathway or trail that corrects or improves the safety for its users.

Funding Available: Approximately \$50 million statewide is available for HSIP projects.

Eligible Projects: Examples (not limited to):

- An intersection safety improvement
- Pavement and shoulder widening (including addition of a passing lane to remedy an unsafe condition)
- Installation of rumble strips or other warning devices
- Improvement for pedestrian or bicyclist safety or for safety of persons with disabilities
- Conducting road safety audits
- Construction of a traffic calming feature
- Transportation safety planning
- Improvement of highway signage and pavement markings

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans),
(510) 286-5226
sylvia_fung@dot.ca.gov

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant
 FTA 5316 Job Access and Reverse Commute Program for Rural Projects
 Application Due October 31, 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 \$1.4 million is available for JARC rural projects.

Eligible Projects:

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

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 Rural Projects
 Application Due October 31, 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:

<p><u>Operating:</u></p> <ul style="list-style-type: none"> • Expansion of hours for paratransit service • Enhancement of services • Voucher programs • Volunteer driver programs 	<p><u>Capital:</u></p> <ul style="list-style-type: none"> • Acquisition of accessibility equipment beyond ADA requirements • Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs • Mobility management activities
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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,
 (707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant
 FTA 5317 New Freedom Program for Small Urbanized Area
Application Due October 31, 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 \$1.6 million is available for New Freedom Small Urbanized Area 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"> • Expansion of hours for paratransit service • Enhancement of services • Voucher programs • Volunteer driver programs 	<p><u>Capital:</u></p> <ul style="list-style-type: none"> • Acquisition of accessibility equipment beyond ADA requirements • Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs • Mobility management activities
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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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eniedziela@sta-snci.com