



Solano Transportation Authority

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Suisun City, California 94585

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Members:

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



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

10:00 a.m., Wednesday, April 29, 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: Approve the following consent items in one motion.</i> (10:20 – 10:25 a.m.)	
A. Minutes of the Consortium Meeting of March 25, 2009 <i>Recommendation:</i> <i>Approve Consortium Meeting Minutes of March 25, 2009.</i> 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>	<u>Paul Wiese</u>
Benicia Breeze	Dixon Readi-Ride	Fairfield and Suisun Transit (FAST)	Rio Vista Delta Breeze	Vacaville City Coach	Chair Vallejo Transit	County of Solano

VI. ACTION FINANCIAL ITEMS

A. Intercity Transit Funding Agreement FY 2009-10

Elizabeth Richards

Recommendation:

Forward a recommendation to the STA Board to:

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

(10:25 – 10:30 a.m.)

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

Elizabeth Richards

Recommendation:

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

(10:30 – 10:35 a.m.)

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VII. ACTION NON - FINANCIAL ITEMS

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

Daryl Halls

Recommendation:

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

(10:35 – 10:45 a.m.)

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B. Solano Paratransit Transitional Plan

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to:

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

(10:45 – 10:55 p.m.)

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VIII. INFORMATION ITEMS

- A. **Transit Consolidation Study Status** Elizabeth Richards
Informational
(10:55 – 11:10 a.m.)
Pg. 47
- B. **Water Emergency Transportation Authority (WETA)
Transition Plan Status** Elizabeth Richards
Informational
(11:10 – 11:15 a.m.)
Pg. 49
- C. **Bike to Work Week May 11-15, 2009** Judy Leaks
Informational
(11:15 – 11:20 a.m.)
Pg. 67
- D. **Solano Napa Commuter Information (SNCI) Program
Monthly Issues** Judy Leaks
Informational
(11:20 – 11:25 a.m.)
Pg. 71

NO DISCUSSION

- E. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 73

IX. **INTERCITY TRANSIT OPERATIONS DISCUSSION** Group

X. **LOCAL TRANSIT ISSUES** Group

XI. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, May 27, 2009.**

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STA: Liz Niedziela brought to the attention of the Consortium several Planning Grants listed under Agenda Item VII.I, Funding Opportunity Summary reported by Sara Woo.

V. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of February 25, 2009

Recommendation:

Approve Consortium Meeting Minutes of February 25, 2009.

VI. ACTION – NON-FINANCIAL ITEMS

A. Unmet Transit Needs Response for Fiscal Year (FY) 2009-10n

Liz Niedziela distributed and reviewed the Unmet Transit Needs Response for FY 2009-10. She noted that MTC staff who handles the TDA claims may have time constraints handling the Unmet Need Response along with all regional TDA claims which peak in June. She added the streets and roads portion of the TDA claims will be delayed until the Unmet Transit Needs process is complete.

Recommendation:

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

1. The FY 2009-10 Unmet Transit Needs response as specified in Attachment B; and
2. Authorize the Executive Director to submit the FY 2009-10 Unmet Transit Needs response to MTC.

On a motion by Rob Sousa, and a second by Scott Butler, the SolanoExpress Intercity Transit Consortium approved the recommendation.

VII. INFORMATION ITEMS

A. Update on STA's Overall Work Plan

Robert Macaulay stated that the most recently adopted STA Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 is currently being modified for the forthcoming two fiscal years (FY 2009-10 and FY 2010-11). He noted that once updated, the OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

B. Federal Economic Stimulus Status of Solano Transit Projects

Liz Niedziela noted the MTC has specified deadlines to ensure that American Recovery and Reinvestment Act (ARRA) funds not be lost to other states. She added that the FTA Section 5311 ARRA Program of Projects application deadline has been set by MTC by April 10, 2009 and applications submitted to Caltrans is April 17, 2009.

- C. New State Budget Impact on Solano Transit**
Liz Niedziela reviewed the State Budget Impact on Solano Transit Operators. She noted that over \$2 million of STAF funds for Solano were cut in FY 2008-09 as compared to the original State Budget approved in September 2008. She added that when STAF is suspended completely in FY 2009-10, nearly \$3 million in critical transit funds will be eliminated in Solano County.
- D. Transit Consolidation Study Status**
John Harris, STA Project Consultant, reviewed the development of the Transit Consolidation Options. He stated that draft financial and other report sections for each of the operators were distributed to the transit operators for review and comments received would be incorporated into a larger report. He added that since some comments were not received on time, the revised full report will be presented to the Consortium at a later time. He also indicated that the analysis and evaluation of the options will be developed in April in preparation for review by the Transit Consolidation Steering Committee tentatively scheduled to meet in May.
- E. FY 2009-10 Intercity Transit Funding (ITF) Agreement Status**
Liz Niedziela reviewed the task schedule of the ITF agreement for FY 2008-09 and FY 2009-10.
- F. Solano Paratransit Review and Service Alternative Study Status**
Liz Niedziela distributed and reviewed the Solano Paratransit Strategy proposed by HDR. She stated that these strategies will be detailed out and reviewed with Solano Paratransit funding partners at a planning workshop scheduled on Tuesday, March 31st.
- G. SolanoExpress Transit Regional Measure 2 (RM 2) Marketing Plan Update**
Liz Niedziela noted the fund balance remaining in the marketing program for Route 78 must be used by June 30, 2009. She stated that the balance will be used to implement Phase II of the “2 for 1” promotion for Route 78. She added that staff is working with Vallejo and Benicia to provide flyers for “seat drops” on local buses and the ferry with a focus on Benicia-bound ferry riders.
- H. Solano Napa Commuter Information (SNCI) Program Monthly Issues**
Liz Niedziela provided an update to the Consortium on Napa and Solano transit schedule status, marketing, promotions, and events.

NO DISCUSSION

I. Funding Opportunities Summary

IX. INTERCITY TRANSIT OPERATIONS DISCUSSION

The Consortium addressed the potential impact of the State Budget on its transit operations.

X. LOCAL TRANSIT ISSUES

Jeff Matheson reported that Dixon-Readi Ride approved a new fare structure. He stated that they are scheduled to report back to council for more potential fare changes.

XI. ADJOURNMENT

The meeting was adjourned at approximately 11:10 a.m. The next meeting is scheduled for **Wednesday, April 29, 2009 at 10:00 a.m.** in the STA Conference Room.



DATE: April 21, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Funding Agreement Fiscal Year (FY) 2009-10

Background:

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

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. However, rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. Service changes to the intercity route structure and operation were agreed upon and implemented in early FY 2006-07. In the FY 2007-08 ITF Agreement further service changes were proposed and were fully implemented in FY 2008-09.

The FY 2007-08 and FY 2008-09 ITF agreements addressed funding for seven major intercity routes. Meetings have been held to work on the FY 2009-10 ITF Agreement in order to have it in place prior to the beginning of the fiscal year and to guide the preparation of Transportation Development Act (TDA) claims.

Given the projected declining TDA funds in FY 2009-10 and the suspension of State Transit Assistance Funds (STAF) in FY 2009-10 which have helped support intercity routes, concerns were raised about how much intercity transit service the county can afford. As discussed at the January Consortium, service reductions have been made on intercity routes this fiscal year already. Some operators expressed concern about their ability to maintain their level of contribution.

Discussion:

In preparation for the FY 2009-10 Intercity Transit Funding Agreement, STA staff and the transit operators met in March and April 2009. The two intercity transit operators (Fairfield and Vallejo) prepared their Cost Allocations Models and their FY 2008-09 monitoring reports. These have been reviewed by the Intercity Transit Funding Working Group along with the FY 2007-08 year-end data that is used to reconcile that year in conjunction with FY 2009-10.

Overall, the seven routes covered by the agreement are projected to cost \$9,750,239. Passenger fares are projected to cover \$3.3 million of the costs. Other sources of revenue have typically included STAF, but this was eliminated in the February State Budget for FY

2009-10 and resulted in a \$395,000 loss of STAF for the intercity routes. Regional Measure 2 (RM 2) funds (\$1,928,500) remained flat from year to year. The RM 2 funds are recommended to be applied to the RM 2 eligible routes as they were in FY 2008-09 (Attachment A).

Costs increased as did ridership and fare revenue but not to the same level as the cost increases. The saving grace for FY 2009-10 were the new funds from the Federal ARRA (Americans Recovery and Reinvestment Act) for preventive maintenance (PM) received by the intercity transit operators. These were applied proportionally to reduce the TDA contributions required from all the funding partners. In total, the intercity routes benefited from the PM funds by the amount of \$1,153,568. The group recognizes that these are short-term, and not on-going, funds that will stabilize intercity service for now but there remains concern on how the current level of intercity service can be funded in the long-term. The STA and funding partners will continue to monitor the performance of these seven routes under the ITF Agreement. These intercity routes have continued to show strong performance with a 14% increase for the past six months.

Despite the financial gains and losses in FY 2009-10, the local jurisdictions' contributions calculated by this year's cost-sharing formula are fairly equal to last year's contributions. The initial FY 2009-10 contributions are calculated by an agreed upon formula: 20% population share and 80% ridership by residence. The only exception to this is the County which is based on a baseline amount that is indexed by CPI each year. For FY 2009-10, the county contribution is \$138,051. The total contributions for all jurisdictions take into account reconciliation of the FY 2007-08 ITF Agreement. See Attachment B for a summary of the proposed contributions. These have been reflected in the proposed May 2009 TDA matrix in a separate Consortium agenda item.

Fiscal Impact:

The Intercity Transit Funding Agreement will identify funding for major intercity services in FY 2009-10.

Recommendation:

Forward a recommendation to the STA Board to:

1. Approve the RM 2 Funding Plan for FY2009-10 as shown on Attachment A;
2. Approve the FY 2009-10 Cost-Sharing Intercity Transit Funding Agreement as shown on Attachment B; and
3. Authorize the Executive Director to enter into a funding agreement with the six local funding partners.

Attachments:

- A. FY 2009-10 Regional Measure 2 (RM 2) Transit Operating Funding Plan
- B. Proposed FY 2009-10 Intercity Transit Funding Agreement Cost-Sharing

**Solano Transportation Authority
Regional Measure 2 Operating Assistance**

FY 2009-10

Operating Plan

	FAST			Vallejo Transit			Total
	Route 40	Route 90	Total	Route 78	Route 80	Total	
Total Operating Cost	\$ 777,045	\$ 2,087,941	\$ 2,864,986	\$ 1,522,306	\$ 2,940,501	\$ 4,462,807	\$ 14,655,586
– Fare Revenue	\$ 235,411	\$ 941,885	\$ 1,177,296	\$ 304,000	\$ 1,140,000	\$ 1,444,000	\$ 5,242,592
– RM 2 Operating Assistance Request	\$ 184,072	\$ 526,963	\$ 711,035	\$ 600,527	\$ 616,938	\$ 1,217,465	\$ 1,928,500

**SOLANO TRANSPORTATION AUTHORITY
FY 09-10 SOLANO EXPRESS COST SHARING**

Comparison of FY 08-09 and FY 09-10 Funding Contributions

	FY 08-09 Baseline	FY 08-09 Net Due With Reconciliation	FY 09-10 Baseline	FY 09-10 Net Due With Reconciliation
Benicia	\$ 318,653	\$ 307,724	\$ 242,777	\$ (49,151)
Dixon	\$ 104,879	\$ 87,023	\$ 100,382	\$ 87,571
Fairfield	\$ 873,728	\$ 869,786	\$ 768,862	\$ 749,861
Rio Vista	\$ -	\$ -	\$ -	\$ -
Suisun City	\$ 217,678	\$ 217,678	\$ 193,695	\$ 145,323
Vacaville	\$ 548,086	\$ 322,825	\$ 540,743	\$ 452,870
Vallejo	\$ 1,583,654	\$ 1,583,654	\$ 967,955	\$ 945,209
Balance of County	\$ 133,900	\$ 94,173	\$ 138,051	\$ 138,051



DATE: April 21, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – May 2009

Background:

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

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

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

This initial TDA matrix for FY 2009-10 shows local jurisdictions contribution to the STA; the amounts were approved previously. Intercity transit contributions for FY 2009-10 are proposed for action in a separate agenda item are also included.

As TDA is generated from a percentage of sales tax, actual and estimates have been decreasing in the recent past. STA will continue to monitor the estimates, update the matrix accordingly, and bring these updates forward through the committees. 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.

Fiscal Impact:

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

Recommendation:

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

Attachment:

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



DATE: April 21, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Daryl Halls, Executive Director
RE: Adoption of STA Overall Work Plan (OWP) for Fiscal Year (FY) 2009-10 and FY 2010-11

Background:

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority projects. These projects provide the foundation for the STA's overall work plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year overall work plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2008-09 and FY 2009-10 included a list of 40 priority projects, plans and programs.

On March 25, 2009, STA staff provided the Technical Advisory Committee (TAC) with a status and progress report of the current OWP and the initial draft OWP for the forthcoming two fiscal years. At their meeting of March 30, 2009, the STA Board's Executive Committee reviewed the draft OWP and requested that staff reformat the OWP into categories of STA lead projects, co-lead projects, and projects being monitored by STA, rather than divided by department. This revised version of the draft OWP was presented to the STA Board as an informational item on April 8, 2009.

Discussion:

Attached is the revised draft STA Overall Work Plan for FY 2009-10 and FY 2010-11. This draft OWP contains a total of 41 staff recommended projects, plans and programs/services that would cover the range of current and proposed activities of the STA for the next two fiscal years.

SUMMARY OF THE OWP

The draft OWP includes a total of 26 tasks in which STA serves as the lead for the project, program or plan, 10 tasks where STA serves as co-lead with another agency, and 6 tasks where STA serves in a monitoring role. Several of these work tasks are a combination of projects, plans and/or programs and several items contain components in which STA serves as lead, co-lead and/or a monitoring role. In addition, the different work tasks have been identified as projects, plans or programs.

STA LEAD AGENCY TASKS

The draft OWP contains a total of 7 projects, 6 plans and 13 programs with the STA serving in the role of lead agency. The STA serves as lead agency for the following projects:

1. I-80/I-680/SR 12 Interchange
2. North Connector
3. I-80 HOV Lane Projects
4. Express Lanes (HOT Lanes)
5. Jepson Parkway Project
6. SR 12 East Projects
7. I-80 East Bound Cordelia Truck Scales

The Express Lanes (Hot Lanes) project on I-80 is a new project identified by the STA Board earlier this year.

STA serves as the lead agency for the following studies:

8. I-80 Corridor Management Policies
9. Regional Traffic Impact Fee (RTIF) Study
10. SR 113 Major Investment Study Implementation
11. Comprehensive Transportation Plan Update
12. Countywide Transit Consolidation Study
13. Community Based Transportation Planning (CBTP)

The update of the STA's Comprehensive Transportation Plan (CTP) is expected to be a large undertaking with a number of individual studies and plan updates grouped under the CTP.

STA serves as the lead agency for the following programs:

14. Safe Routes to School Program
15. Abandoned Vehicle Abatement Program
16. Congestion Management Program
17. Countywide Traffic Model and Geographic Information System
18. Transportation for Livable Communities (TLC) and T-Plus Programs
19. Implementation of Countywide Bicycle Plan Priority Projects
20. Countywide Pedestrian Plan and Implementation Plan
21. Clean Air Fund Program and Monitoring
22. STA Marketing/Public Information Program
23. Paratransit Coordinating Council
24. Intercity Transit Coordination
25. Lifeline Program Management
26. Solano Napa Commuter Information (SNCI)

The STA partners with Caltrans, the Metropolitan Transportation Commission (MTC) and local agencies project sponsors to develop projects, plans, and funding. STA serves as the co-lead agency for the following projects:

27. Travis AFB Access Improvements
28. SR 12 Jameson Canyon

STA serves as the co-lead for the following plans:

- 29. SR 29 Major Investment Study
- 30. SR 12 Major Investment Study
- 31. Ten Year Transit Capital Funding Plan

STA serves as the co-lead for the following programs:

- 32. Regional Measure (RM) 2 Implementation (Capital)
- 33. Solano Climate Action Program
- 34. SolanoExpress Route Management
- 35. Solano Paratransit Management

The STA serves in a monitoring role for the following projects and programs:

Projects:

- 36. Benicia-Martinez Bridge Project
- 37. I-80 SHOPP Rehabilitation Projects
- 38. Capitol Corridor Rail Stations/Service
- 39. Baylink/WETA Ferry Support and Operational Funds

Programs:

- 40. Monitor Delivery of Local Projects/Allocation of Funds
- 41. Federal Economic Stimulus Project Monitoring

Once adopted, the STA's OWP will guide the development of the STA's budget for FY 2009-10 and FY 2010-11.

Recommendation:

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

Attachment:

- A. STA's Draft Overall Work Plan (Priority Projects) for FY 2009-10 and FY 2010-11 – dated April 2, 2009

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**SOLANO TRANSPORTATION AUTHORITY
PRIORITY PROJECTS FOR
FY 2009-10 & FY 2010-11
Last Updated: April 2, 2009**

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

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Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Projects	1.	<p>I-80/680/SR 12 Interchange</p> <p>A. Interchange EIR/EIS > Alt B and Alt C B. Breakout Logical Components</p> <p>Status: Environmental studies are underway. Draft EIR/EIS to be circulated mid 2009. STA to identify next construction packet for construction. Detailed preliminary engineering and R/W activities to begin for next construction package.</p> <p>Estimated Completion Date (ECD): Draft Environmental Document Late Summer 2009 Final Environmental Document Spring 2010</p>	STA	<p>\$9M TCRP \$50M RM2 \$50.7 M AB 1171</p> <p>Current Shortfall in funding \$1B</p>	X	X	<p>\$9.6 M for EIR/EIS \$12 M Prelim Engineering \$1 B to I.2 B (Capital Cost)</p>	Projects Janet Adams
STA Lead - Projects	2.	<p>North Connector</p> <p>A. East Segment (STA) B. Central Segment (Fairfield) C. West Segment (STA)</p> <p>Status: Advanced Construction package for Chadbourne signals to be completed Spring 2009. Construction East End to begin Summer 2009. STA to develop funding plan for West End.</p> <p>ECD: Plans, Specification & Estimate (PS&E): 8/08 Right-of-Way (R/W): 5/09</p>	<p>STA (East and West Segments)</p> <p>City of Fairfield (Central Segment)</p>	<p>\$3M TCRP (environmental) \$21.3M RM2/STIP East Section \$20M City of Fairfield \$2M County of Solano Central Segment</p> <p>Current Shortfall in funding \$32M</p>	X	X	<p>\$2.7 M EIR \$81.6 M (Capital Cost)</p>	Projects Janet Adams



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 Last Updated: April 2, 2009

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
		Advance Construction Package: 6/08 Construction East Segment: 10/10		West Section				
STA Lead - Projects	3.	<u>I-80 HOV Projects</u> A. <u>Red Top to Air Base Parkway</u> -8.7 miles new HOV Lanes. PA/ED: 4/07 PS&E: 1/08 R/W: None Begin Construction: 6/08 Open HOV Lanes: 9/09 <u>Ramp Metering (HOV Lane Component)</u> PA/ED: 4/07 PS&E: 10/09 R/W: None Begin Construction: 6/2010 B. <u>WB I-80 Carquinez Bridge to SR 29</u> - This project has a completed PSR by Caltrans. Project is currently unfunded (\$20M). C. <u>I-80 HOV (Vallejo)</u> . D. <u>Redwood Interchange- 1-STA</u> LeadPSR completed 3/09. Next step to obtain funding for PA/ED. <u>Air Base Parkway to I-505</u> - This project is Long-Term project #25 and is currently unfunded.	STA	\$9 M RM 2 \$56 M CMIA \$15.4 M Fed Earmark Current Shortfall in funding \$20 M PSR - Fed Demo (\$1 M) Current Shortfall in funding \$85 M Current Shortfall in funding \$111 M	X	X	\$60 M (Capital Cost) \$20 M PSR \$1 M \$85 M (HOV Lanes) \$111 M (Capital Cost)	Projects Janet Adams



SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 Last Updated: April 2, 2009

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Projects	4.	<u>Express Lanes (HOT Lanes)</u> A. I-80 Convert Existing HOV Lanes to Express Lanes B. I-80 Air Base Pkwy to I-505 C. I-80 SR 29 to SR 4 D. I-80 SR 37 to SR 29 Status: Seek funding for PA/ED from MTC/BATA for Priority Express Lanes. Develop Coop with Caltrans.	STA PA/ED Design	Potential: Advance Bridge Tolls	X	X		Projects Janet Adams
STA Lead - Projects	5.	<u>Jenpson Parkway Project</u> A. Vanden Rd. B. Leisure Town Rd C. Walters Rd Status: FEIR March 2009 Board, EIS by Caltrans Spring 2009. STA to work with Partners to develop corridor funding agreement and finalize priority implementation schedule. Design and R/W for priority phase. ECD: PA/ED: 6/09 PS&E: 12/10 R/W: 6/11 Beg Con: 6/11	STA Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local Current Shortfall in funding \$59 Regional \$98 Local	X	X	\$135 M (Capital Costs)	Projects Janet Adams

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SOLANO TRANSPORTATION AUTHORITY
 PRIORITY PROJECTS FOR
 FY 2009-10 & FY 2010-11
 Last Updated: April 2, 2009

STA Lead:	Project# 1 - 25
STA Co Lead:	Project# 26 - 35
STA Monitoring:	Project# 35 - 41

Category	Project #	PRIORITY PROJECTS	LEAD AGENCY	FUND SOURCE	FY 2009-10	FY 2010-11	EST. PROJECT COST	DEPARTMENT LEAD STAFF
STA Lead - Projects	6.	State Route (SR) 12 East A. SR 12/Church Road PSR a. 1-STA Lead, final summer 2009 b. Initiate PA/ED for SR 12/Church Rd. with 2010 SHOPP/STIP B. Rio Vista Bridge Study a. 1-STA Lead, draft study fall 2009 C. \$46 M improvements to begin construction in 2009 (Suisun City to SR 113) D. Shoulder widening near Rio Vista segment to begin construction in 2010. 1-STA Lead	 STA STA CT CT	 STA PSR Funds Rio Vista -- Fed Earmark SHOPP SHOPP Potential STIP	X	X	 \$ 2.5 M - (Capital Cost) \$ TBD - Capital Cost \$ 35 M - Capital Cost	 Projects Janet Adams



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STA Lead Projects	7.	<p><u>I-80 EB Cordelia Truck Scales</u> Awarded Proposition 1B Trade Corridor Improvement Fund (TCIF) funds by California Transportation Commission (CTC) in April 2008.</p> <p>Status: EIR/EA Final expected by Spring 2009. The design and R/W activities will be on-going. Construction planned to begin as early as 2011.</p> <p>ECD: PA/ED 5/09 PS&E 12/10 R/W 6/11 Begin Con 6/11 End Con 12/13</p>	<p>STA</p> <ul style="list-style-type: none"> • PA/ED • Design <p>Caltrans</p> <ul style="list-style-type: none"> • R/W • Con 	<p>\$1.3 M RRM 2 \$49.3 M Bridge Tolls \$49.3 M TCIF</p>	X	X	\$100.9 M	Projects Janet Adams
STA Lead - Studies	8.	<p><u>I-80 Corridor Management Policy(s)</u> This includes, but is not limited to ITS Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features)</p> <p>Status: STA to contract with consultant (Kimley-Horn) for study, draft scheduled for summer 2009.</p>	STA	<p>\$250,000 SP&R \$62,500 STAF Local Match</p>	X	X	N/A	Projects Sam Shelton
STA Lead - Studies	9.	<p><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></p> <ul style="list-style-type: none"> • Public Outreach • Technical Study • Options/Scenarios 	STA	PPM	X	X	\$300,000	Projects Sam Shelton



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STA Lead - Studies	10.	SR 113 Major Investment Study (MIS) Status: Report has been completed, and public comment period has closed. Plan will be adopted by STA Board in May 2009. SHOPP eligible projects need to be added to Solano list. Develop work plan for selecting preferred realignment alternative and advancing projects. ECD: May 2009	STA	Funded - Partnership Planning Grant	X		\$315,000	Planning Robert Guerrero
		STA		X				
		STA/Dixon	Joint STA/Dixon funding needed	X	X			



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STA Lead - Studies	11.	Comprehensive Transportation Plan (CTP) Update	STA	Combination of STIP/STP fund swap and TDA fund swap				Planning Robert Macaulay
		Arterials, Highways and Freeways			X			
		Develop State of the System report			X			
		Update Routes of Regional Significance			X			
		Develop implementing policies, project priority list and performance measures						
		Alternative Modes						
		Alt Fuels Strategy					X	
		Safe Routes to Transit plan					X	
		Update TLC Plan					X	
		Incorporate Safe Routes to School Plan					X	
		Develop State of the System report					X	
		Develop implementing policies, project priority list and performance measures						
		Transit						
		Develop Transit Facilities of Regional Significance Criteria and List					X	
		Develop State of the System report					X	
		Lifeline/Community-Based						
		Update Senior and Disabled Plan						
		Intercity Transit Operations Plan					X	
		Solano Water Passenger Service Study					X	
		Safe Routes to Transit					X	
		Railroad Crossings Study					X	
		Countywide Crossing Survey						
		Dixon Rail Crossing Plan						
Fairfield/Suisun City								
Union/Main Street Connection Study								
Emergency Responders, Disaster Preparedness, Response and Recovery								
Develop implementing policies, project priority list and performance measures								
Status:								
Update approximately 50% complete.								



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STA Lead - Studies	12.	<u>Countywide Transit Consolidation Study</u> Status: A. Phase II, Recommend option(s); B. Implementation of recommended option. ECD: Phase II Recommendation: Summer 2009; Implementation of option - ongoing		TDA	X	X	\$175,000	Transit/Rideshare Elizabeth Richards
STA Lead - Studies	13.	<u>Community Based Transportation Planning (CBTP)</u> A. Vacaville FY 2009-10 B. East Fairfield/TAFB FY 2009-10 Status: . Vacaville and East Fairfield study to be completed in FY 2009-10.	STA/MTC	MTC/CBTP STAF	X X	X X	\$120,000	Transit/Rideshare Liz Niedziela
STA Lead - Programs	14.	<u>Solano Countywide Safe Routes to Schools (SR2S) Program</u> Status: 1. Education 2. Enforcement 3. Encouragement 4. Engineering 5. Funding of Program 6. Update of Plan Status: Programs being initiated. Over \$1 million obtained to date. Three-Year Work Plan approved. STA to continue to seek additional grant funds. SR2S coordinators to be hired.	STA	STP Planning Gas Tax ECMAQ TFCA (pending) Yolo/Solano (pending) BAAQMD (pending)	X	X	Total cost \$32 M Engineering \$1 M/year Encouragement, Education and Enforcement (29 schools out of 100 schools in Plan)	Projects Sam Shelton



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STA Lead - Programs	15.	<u>Abandoned and Vehicle Abatement Program</u> Status: Ongoing - 739 vehicles abated in the first 6 months of FY 2008-09.	STA	DMV	X	X	08/09 \$350,000 county wide distribution	Projects/Finance Susan Furtado
STA Lead - Programs	16.	<u>Congestion Management Program (CMP)</u> A. 2009 CMP bi-annual update	STA	STP Planning	X			Planning Robert Macaulay



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STA Lead - Programs	17.	Countywide Traffic Model and Geographic Information System							
		A. Development of new (2030) model-	STA/ NCTPA	STP-Planning NCTPA					Planning/Projects Robert Macaulay/ Robert Guerrero
		B. Update 2000 and 2030 land uses and create 2010 projected increment	STA	Funded by T-PLUS	X		\$75,000		
		C. Develop 2035 network, land uses and projections	STA, NCTPA			X	\$80,000		
		D. Maintenance of Model, including formalizing Model TAC and creation of Land use subcommittee	STA		X		\$35,000		
E. Develop in-house modeling capacity	STA	T-Plus	X	X	\$25,000	Robert Guerrero			
		Status (Model): New model adopted; existing and 2030 land use review completed; Model TAC MOU drafted and being reviewed by users. Modeling software and hardware acquired.							
		ECD: On-going							
		Status: Funded; county consultant preparing aerial photos							
		ECD: May 2009							

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STA Lead - Programs	19.	Implementation of Countywide Bicycle Plan Priority Projects		TDA-Art 3 TLC STIP CMAQ Regional Bike/Ped. Program	X	X		Planning Robert Guerrero Sara Woo	
		A. Solano Bikeway Phase 2 McGary Road (Vallejo- Hiddenbrook to Fairfield) – funding agreement complete, construction in FY 09.	City of Fairfield						\$2-\$3 M
		B. Jepson Parkway Bikeway (next phase) – Roadway design to include TLC components.	Vacaville/ Fairfield, County, STA						\$3.2M
		C. Benicia Bike Route: State Park/ I-780 – Funding plan complete, construction in FY 09	City of Benicia City of Suisun City	SR2S		X	X		
		D. Central County Bikeway gap closure (Marina Blvd.-Amtrak Station on SR 12 in Suisun City) Construction underway	Solano County STA	TDA Art 3/ Bay Ridge Trail (TBD)		X			\$543,000
		E. Vacaville – Dixon Bike Route Phase 2 - Ongoing	County/STA/Fa irfield						
		F. Jameson Canyon path/trail study; funded and consultant selected; work pending state bond funds		T-PLUS		X			
		G. North Connector TLC elements; Plan adopted, elements incorporated in plans as opportunity arises	STA/ NCTPA/ Ridge Trail			X	X		
	STA/ Fairfield					X			
	Update Solano Bicycle Master Plan	STA				X			
	<u>Status:</u> A and C securing funding; E building in segments; G part of North Connector								
	ECD: Ongoing								



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STA Lead - Programs	20.	<u>Countywide Pedestrian Plan and Implementation Plan</u>	STA Solano County	State TEA Bay Trails TDA-ART3	X		\$3-\$5M (Capital Cost)	Planning Robert Guerrero Sara Woo
		A. Vacaville Creekwalk Extension B. Union-Main Street Pedestrian Enhancement – Funded, Fairfield ready to build. C. Fairfield Linear Park East D. SR 12 Jameson Canyon Trail Study E. Old Town Cordelia Ped Plan F. Develop Ped Project Implementation Plan Status: Update of Ped plan, including PDA and SR2T, planned for end of CY 09. ECD: Vacaville Creekwalk construction in 2009 Ongoing –	Vacaville Fairfield Fairfield STA County County	Regional Bike/Ped Program RM 2 Safe Routes to Transit Bay Ridge Trail Grant (pending)			\$1 million	
STA Lead - Programs	21.	<u>Clean Air Fund Program and 3-Monitoring</u> A. BAAQMD/TFCA B. YSAQMD Five year funding plan and project 3-Monitoring completed for BAAQMD; pending for YSAQMD Status: allocated annually	STA YSAQMD	TFCA Clean Air Funds	X	X	\$300,000 Annually (TFCA) \$420,000 CY2008 (YSAQMD Clean Air)	Planning Robert Macaulay Robert Guerrero

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STA Lead - Programs	22.	<u>STA Marketing/Public Information Program</u> A. Website B. Events C. STATUS D. Project Fact Sheets and Public Outreach 1. I-80 STATUS E. Annual Awards Program F. Legislative Booklets and Lobby Trips G. Legislative Advocacy <u>Status:</u> SR 12 STATUS and STA STATUS Newsletter; individual project sheets published; 2008 annual awards held in Rio Vista; state and federal legislative books prepared and delivered; 2009 lobbying trips conducted; Production of most materials moved in-house. Annual report modified to bi-annual time period	STA	TFCA Gas Tax Sponsors	X	X		Planning Jayne Bauer



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STA Lead - Programs	23.	<u>Paratransit Coordinating Council</u> B. Manage committee & update materials C. Follow up to Senior Summit focused on transportation D. Assist with implementation of Senior and Disabled Transportation Plan update <u>Status:</u> PCC Work Plan was updated and includes making recommendations for 5310 funding, TDA claim review, additional outreach, and other items.	STA	TDA	X	X	\$40,000	Transit/Rideshare Liz Niedziela
STA Lead - Programs	24.	<u>Intercity Transit Coordination</u> A. Multi-year intercity funding agreement B. TDA Fund Coordination C. RM2 Transit Operating Fund Coordination D. Solano Express Intercity Transit Marketing E. Manage Intercity Transit Consortium F. Countywide Ridership Study G. Unmet Transit Needs Coordination & Phase-out plan <u>Status:</u> Annually update funding agreements and Unmet Transit Needs. Developed Working with transit operators to update Intercity Transit Funding agreement.	A-F STA G: MTC/STA	TDA	X X X X X X	X X X X X X		Transit/Rideshare Elizabeth Richards

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STA Lead - Programs	25.	<u>Lifeline Program Management</u> A. Call for Projects B. Project Selection C. Monitor Projects <u>Status:</u> Monitor projects selected in first and second call for projects Fall-2008. Implementation beginning Spring-2009.	STA/MTC	TDA	X	X	\$15,000	Transit/Rideshare Elizabeth Richards
STA Lead - Programs	26.	<u>Solano Napa Commuter Information (SNCI) Program</u> A. Marketing SNCI Program B. Full Incentives Program C. Emergency Ride Home (ERH) Program D. Employer Commute Challenge E. Vanpool Program F. HOV Opening Incentives G. Coordination with Napa H. Campaigns/Events <u>Status:</u> Second year of Employer Commute Challenge implemented. Staffed 23 events in six months. Marketing and Incentives implemented. Updated Bikelinks, Commuter Guide, and other materials.	STA	MTC/RRP TFCA ECMAQ	X	X	\$500,000	Transit/Rideshare Judy Leaks

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STA Co-Lead Projects	27.	<p>Travis Air Force Base Access Improvement Plan (North & South Gates)</p> <p>A. South Gate Access (priority) B. North Gate Access</p> <p>Status: Travis AFB identified the South Gate as the priority gate for improvements. County lead working with STA, City of Suisun City, and Travis AFB for South Gate implementation. Funding agreement pending w/County/STA/Suisun City for South Gate. STA to seek additional federal funds for North Gate Improvements.</p> <p>EDC (South Gate): PA/ED: 6/10 PS&E: 6/10 R/W: 12/11 Beg Con: 4/12</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark</p> <p>South Gate Fully Funded</p> <p>North Gate Funding Short Fall \$5 M</p>	X	X	<p>South Gate \$ 3 M</p> <p>North Gate \$7.6 M</p>	<p>Projects Janet Adams</p>
STA Co-Lead Projects	28.	<p>SR 12 West (Jameson Canyon)</p> <p>Build 4-lane hwy with concrete median barrier from SR 29 to I-80.</p> <p>Status: 1-STA Lead for PS&E. 65% PS&E submitted to CT,</p> <p>ECD: PA/ED: 1/08 PS&E: 6/10 R/W: 9/10 Begin Con 9/10</p>	<p>Caltrans STA NCTPA</p>	<p>\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark</p>			\$139 M	<p>Projects Janet Adams NCTPA Caltrans</p>

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STA Co-Lead Plans	29.	SR 29 MIS Status: t. NCTPA seeking Partnership Planning Grant and MTC support. Target for FY 2010-11	NCTPA	Unfunded – seeking Partnership Planning Grant and MTC funds	X	X	\$650,000	Planning Robert Macaulay
STA Co-Lead Plans	30.	SR 12 MIS Develop MIS for SR 12 corridor (I-80 to I-5); create Corridor Advisory Committee to steer MIS and implementation Coordinate MIS with Rio Vista bridge study	STA SICOG, SACOG, MTC, Caltrans	STP Planning Partnership Planning Grant (SICOG applicant) Caltrans HQ funds	X	X	\$1.0 to \$1.5 million	Planning Robert Macaulay
STA Co-Lead Plans	31.	Ten-Year Transit Capital Funding Plan Status: 10-Year Transit Capital Plan and process for Major, Minor and fleet under development. Over \$900,000 in Prop. 1B Transit Capital funds obtained from MTC as match for 30 bus replacements. Received federal earmark for additional alternative fuel bus, Economic Stimulus/ARRA funds secured as well. Update and prioritize plan.	STA	Prop 1B Transit Capital Federal Earmarks Fed ARRA			\$60m funding shortfall	Transit/Rideshare Elizabeth Richards



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STA Co-Lead Programs	32.	<u>Regional Measure 2 (RM 2) Implementation (Capital)</u> A. Vallejo Station B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park & Ride and Benicia Intermodal) C. Rail Improvements 1. Capital Corridor 2. Fairfield Vacaville Rail Station D. Develop implementation plans with sponsors (Schedule and funding plan) FY 08/09.	STA Fairfield Vallejo Vacaville Benicia CCJPA MTC	RM 2	X	X	\$28 M \$20 M \$25 M	Projects Janet Adams Sam Shelton
STA Co-Lead Programs	33.	<u>Solano Climate Action Program</u> A. <u>Conduct county-wide greenhouse gas emission inventory</u> B. <u>Develop STA-specific GHG emission inventory</u> C. <u>Develop and implement county-wide and agency-specific GHG reduction programs and projects with 4Cs guidance</u>	STA	YSAQMD BAAQMD TFCA Program Manager Funds	X	X	\$60,000 to initiate	Planning Robert Macaulay

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STA Co-Lead Programs	34.	<u>Solano Express Route Management</u> A. Rt. 30/78/90 1. Performance 3-Monitoring 2. Funding Agreement Update B. Countywide Intercity SolanoExpress Marketing & Capital Replacement C. Development of multi-year funding plan Status: STA will work with FAST on proposed service changes for Rt. 30/90 and Vallejo Transit Rt. 78.		TDA RM2 Lifeline	X	X	\$2,200,000	Transit/R Elizabeth Richards Liz Niedziela Comment [ER1]; Keep as STA
STA Co-Lead Programs	35.	<u>Solano Paratransit Management</u> A. Identify and Implement Alternative service models B. Performance 3-Monitoring C. Funding and Service Agreements D. Vehicle Purchase Grant Administration Status: Solano Paratransit funding agreements to be updated. Work with intercity paratransit service providers to respond to customer service issues.	STA	TDA	X	X		Transit/Rideshare Elizabeth Richards Liz Niedziela
STA Monitoring Projects	36.	<u>Benicia-Martinez Bridge Project</u> Status: New Bridge opened. Caltrans under design of landscaping at I-780/I-680 Interchange. ECD: Existing bridge deck rehabilitation work underway. Existing bridge with new bike/pedestrian access expected to be opened late 2009.	Caltrans	RM 1 RM 2	X	X	\$1.2 B	Projects Caltrans



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STA Monitoring Projects	37.	<u>I-80 SHOPP Rehabilitation Projects</u> A. <u>In Vallejo – Tennessee Street to American Canyon</u> – Rehab Rdwy (Completed) B. <u>Near Vallejo – American Canyon to Green Valley Road</u> – Rehab Rdwy (construction) C. <u>Air Base to Leisure Town OC</u> – Rehab Rdwy (construction) D. <u>SR 12 East to Air Base</u> – Rehab Rdwy (start 2009) E. <u>Leisure Town OC to Pedrick</u> – Pursue 2010 SHOPP funds for segment.	Caltrans	SHOPP	X	X	\$124 M	Projects Caltrans



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STA Monitoring Projects	38.	Capitol Corridor Rail Stations/Service Status:		RM2	X	X	\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay Robert Guerrero
		Individual Station Status:		ADPE-STIP				
		A. Fairfield/Vacaville Train Station: approved by Capital Corridor Joint Powers Authority (CCJPA) on 11-16-05. FF developing station specific plan. \$25M included in RM 2 for project.	City of Fairfield	ITIP Local RTIP E. CMAQ YSAQMD Clean Air Funds				
		B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. Dixon proceeding with pedestrian undercrossing.	City of Dixon		X	X		
		C. Update Solano Passenger Rail Station Plan; identify ultimate number and locations of rail stations.	City of Benicia					
		D. Conduct Napa/Solano Rail Feasibility Study:		MTC Rail RoW Program				
		<ul style="list-style-type: none"> Identify right-of-way preservation needs Implement action plan 	STA/ NCTPA			X		
		ECD: Ongoing				X		

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STA Monitoring Projects	39.	<u>Bavlink Ferry Support and Operational Funds</u> A. Vallejo Station B. Maintenance Facility C. Ferry Service D. D. Transition Plan <u>Status:</u> Monitor project schedule and phasing plan for Vallejo Station. Phases I and II of the Maintenance Facility are funded. Former Mayor Intintoli has been appointed to the new WETA Board. STA is supporting Vallejo's efforts on WETA Transit Plan and implementation issues. Support Rt. 200 ferry complementary service and NCTPA VINE's new Ferry Feeder service.	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP Funding Plan TBD	X	X	\$65M \$10.8M \$0.5M	Transit/Rideshare Elizabeth Richards
STA Monitoring - Programs	40.	<u>Monitor Delivery of Local Projects/Allocation of Funds</u> <u>Status:</u> Ongoing activity, STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors. ECD: Ongoing activity.	STA	STIP-PPM STP/STIP Swap	X	X	N/A	Projects Kenny Wan Sam Shelton
STA Monitoring Programs	41.	<u>Federal Economic Stimulus 3-Monitoring</u> Monitor delivery of committed projects. Prepare for Tier 2 Implementation for both roads and transit.	STA Member Agencies Implementing	Federal	X			Projects/Transit Kenny Wan Liz Niedziela



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Completed Work FY 2008-09:

SR 12 West Truck Climbing Lanes Projects – Open to public December 2009

I-80 Red Top Slide Repair – Completed 2008



DATE: April 17, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Solano Paratransit Transition Plan

Background:

The Solano Transportation Authority (STA) provides oversight and Fairfield and Suisun Transit (FAST) operates Solano Paratransit through an agreement with STA. This has been the operating arrangement since the mid-1990s. The Americans for Disabilities Act (ADA) was approved in 1990 and set basic standards on how transit services would accommodate the disabled. In the beginning, countywide intercity paratransit services for the elderly and disabled were operated by a non-profit organization – Solano County Economic Opportunity Council (SCEOC). SCEOC operated this service under contract with the County of Solano when the STA was part of the County. In 1995, SCEOC was suddenly unable to provide the service. The County of Solano/STA maintained the Solano Paratransit service through a contract with Fairfield and Suisun Transit. That same year, Vallejo decided to operate a similar service directly with the City of Benicia and thus Solano Paratransit became a north county intercity paratransit service.

Solano Paratransit is the ADA-Plus (exceeds the service area required by ADA) paratransit service that serves intercity connectivity and the unincorporated areas in the central and eastern portion of Solano County. It currently operates Monday – Saturday providing seamless intercity paratransit service for the disabled between the cities of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated areas. Paratransit has been primarily funded by Transportation Development Act (TDA) funds from the cities of Dixon, Fairfield, Suisun City, Vacaville and the County of Solano as well as Rio Vista until FY 2008-09.

As the countywide transportation agency for Solano County, STA is focused on intercity services. Working with FAST and the funding partners, STA has coordinated the operating and capital funding for Solano Paratransit. Solano Paratransit is operated in conjunction with Fairfield's local paratransit service (DART). STA owns the paratransit vehicles but they are maintained and operated as part of the DART fleet. STA developed the current funding methodology and updates the cost-sharing subsidies annually and monitors the service. Day-to-day operations such as eligibility determinations, dispatching, and vehicle usage are integrated with DART.

The total cost for Solano Paratransit service in FY 2008-09 was budgeted at \$792,849. This was an annual total cost increase of 31% as compared to FY 2007-08 total cost of \$605,397. The increase in cost was a result of a new operator contract and increased fuel and maintenance costs. The higher cost of operating Solano Paratransit has been a concern for the funding partners. The STA Board approved a one-year allocation of \$192,000 of State Transit Assistance Funds

(STAF) towards Solano Paratransit to bring the cost down to the FY 2007-08 level so the funding partners would not be significantly impacted by the substantial increase. With the Solano Paratransit funding partners' concern that costs are increasing at a significant rate (this was the second double digit increase in the past five years), it is becoming increasingly difficult to fund this service within the transit budgets of the local agencies. In July 2008, the STA Board agreed to fund a study to review how Solano Paratransit delivers service and to look at alternative options to provide Solano Paratransit service.

The study was to review options of modifying or reducing service and/or the service area and the consequential impact on ADA passengers, review the option for each city to provide their own paratransit service similar to Solano Paratransit but with transfers of passengers between cities, and review policies and the practice of how services are delivered that may also impact the increasing cost of paratransit service. The funding partners expressed the need for this study to take place as soon as possible to allow time to review the study in order to plan and prepare to make budget adjustments and/or implement a different service before FY 2009-10. The STA Board authorized the selection of a consultant to complete this study.

The primary purpose for this Solano Paratransit Review and Service Delivery Alternatives Study is to review how service is being delivered and evaluate alternative methods of delivery to control or reduce costs while meeting ADA requirements and maximizing mobility for ADA-eligible individuals (See Attachment A Scope of Work). It is anticipated that a new delivery model is needed to deliver consistent, sustainable service to ADA-eligible individuals.

HDR was selected to conduct the study. The STA staff provided the consultant with numerous reports and documents concerning Solano Paratransit in November. In December 2008, HDR met with Solano Paratransit staff to gather information on how the system works and what types of reports may be accessed. HDR also interviewed Dixon, Fairfield, and Vacaville transit managers to discuss the study's objectives and Solano Paratransit's strengths, and shortcomings, as well as to gather suggestions on policy and operational comments and insights.

Discussion:

An important part of this assessment is to gather current passengers' profile to assess their needs for this type of service. HDR distributed a passenger survey on Solano Paratransit buses in January. A driver survey guide designed specifically to gather first hand insight on how Solano Paratransit works was completed last month. Stakeholder interviews were also completed. The outreach element, existing conditions and demand forecast have been drafted. The profile and cost were in the draft stage when STA received a letter from the City of Fairfield notifying the STA that FY 2008-09 is the last year that City of Fairfield will operate and participate in Solano Paratransit due to financial constraints for their transit operations (Attachment B).

The STA staff and the consultant met with the remaining Solano Paratransit participants (City of Dixon, City of Vacaville, and the County of Solano) to discuss a transitional plan during the first week of April. The consultant developed a draft Solano Paratransit Alternatives Summary Report and Initial Transition Plan based upon the discussions in the meeting.

Staff from Fairfield, Vacaville, Dixon, and Vallejo met to discuss transfer of passengers between cities. The agreement among the transit operators is a proposal to deliver required ADA services in their own service area and to discontinue Solano Paratransit. This is consistent

with Alternative 4 in the Transition Plan. This decentralization would mean the end of Solano Paratransit as currently configured. Solano Paratransit's intercity seamless travel will be replaced with each transit agency establishing transfer locations to transfer the ADA passenger from one paratransit system to the next paratransit system. Dixon Redit-Ride will provide service to Vacaville for their residents. Dixon Redit-Ride's new service will be beyond what is required by ADA. Fairfield and Vacaville will continue with the complementary paratransit service servicing only the residents in the ADA required ¾ mile radius of the fixed route system. At the time of this staff report, no affirmative decision has been made of what will transpire with the ADA passengers currently using Solano Paratransit that reside in the unincorporated areas which all appear to be located in, and travel primarily within, the vicinity of Vacaville. Fairfield's ADA residents living outside the ¾ mile service area will not be served.

STA's current Solano Paratransit agreement with FAST expires June 30, 2009. The new arrangement of paratransit services will begin July 1, 2009. STA holds title and is responsible for nine of the vehicles FAST uses for the Solano Paratransit/DART operation. STA will work with the operators to reassign the vehicles to maximize their usage in Solano County

The STA will continue to seek funding opportunities for paratransit services in Solano County, continue to staff the Paratransit Coordinating Council and update the Solano County Senior and Disabled Transit Study.

Fiscal Impact:

This Solano Paratransit Review and Service Delivery Alternatives Study was funded with State Transit Assistance Funds for \$60,000 provided by the STA.

Recommendation:

Forward a recommendation to the STA Board to:

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

Attachments:

- A. Scope of Work
- B. Letter from the City of Fairfield received March 25, 2009
- C. Draft of the Summary of Potential Solano Paratransit Service Strategies and Preliminary Transition Plan (To be provided under separate cover.)

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INTRODUCTION

The Solano Transportation Authority (STA) is a joint powers authority with members including the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo and the County of Solano. The STA serves as the Congestion Management Agency for Solano County and is responsible for countywide transportation planning and programming of State and Federal funding for transportation projects within the county and through its SolanoExpress Intercity Transit Consortium, coordinates the SolanoExpress intercity routes and Solano Paratransit services.

BACKGROUND

Public entities that operate fixed route transportation services for the general public are required by the U.S. Department of Transportation (DOT) regulations implementing the Americans with Disabilities Act of 1990 (ADA) to provide ADA Complementary Paratransit service for persons who, because of their disability, are unable to use the fixed route system. These regulations (49 CFR Parts 27, 37, and 38) include six service criteria, which must be met by ADA Complementary Paratransit service programs.

The intercity paratransit service in northern Solano County is provided by the Solano Transportation Authority through an agreement with Fairfield and Suisun Transit (FAST). STA owns nine wheelchair-lift equipped accessible vans that it leases to FAST to operate the service. This service is known as Solano Paratransit. These vehicles are part of an integrated fleet that also delivers DART (local paratransit service serving Fairfield and Suisun City). The DART fleet consists of five (5) vehicles. FAST contracts with MV Transportation to deliver both DART and Solano Paratransit service.

Solano Paratransit is an intercity origin to destination transportation service for residents of Dixon, Fairfield, Suisun City, Vacaville and the unincorporated county areas surrounding these cities. Until July 2008, Solano Paratransit served Rio Vista residents as well and may in the future if Rio Vista chooses to participate in Solano Paratransit again. Service is provided Monday through Friday from 7:00 am to 7:30 pm and on Saturday from 8:00am to 5:00pm. Service is currently not restricted by the distance of a pick-up relative to fixed-route service. Fixed-route service is provided by FAST in Fairfield and Suisun City, and by Vacaville City Coach in Vacaville. Vacaville City Coach also operates ADA paratransit service (Special Services) for trips within Vacaville. Dixon Read-Ride is a general public dial-a-ride service that operates only within the city limits of Dixon. All three transit services are housed within the local City government. Solano Paratransit annual ridership is approximately 8,500.

The cost of operating Solano Paratransit has increased significantly in the past several years. The primary purpose for this Solano Paratransit Review and Service Delivery Alternatives Study is to review how service is being delivered and evaluate alternative methods of delivery to control or reduce costs while meeting ADA requirements and maximizing mobility for ADA-eligible individuals. It is anticipated that a new delivery model is needed to deliver consistent, sustainable service to ADA-eligible individuals.

WORK TASKS

The purpose of the review is to clarify for the STA and Solano Paratransit funding partners how Solano Paratransit ADA complementary paratransit services meet and exceed requirements and to identify alternative service models to delivery ADA complementary paratransit service. The review shall examine service standards, policies, and practices related to ADA compliance such as geographic area served, paratransit eligibility standards and process, denials, no shows, and other issues associated with ADA requirements.

The work shall be conducted in close coordination with STA and FAST staff. Initial findings will be reviewed with STA staff prior to release of draft documents.

Specifically, the work tasks may include but are not limited to:

1. Finalize Scope of Services and Work Plan

Meet with STA to finalize the scope of services and work plan. Identify data needs, interview requirements, meetings, draft deliverables, and final deliverables. Establish the project schedule and communications protocols.

2. Identify ADA Complementary Paratransit Requirements

Summarize the key requirements that Solano Paratransit must meet under 49 CFR Parts 27, 37, and 38. Identify the standards Solano Paratransit has adopted relative to the ADA requirements. Identify and summarize where Solano Paratransit services meet or exceed the ADA Complementary Paratransit requirements.

3. Collect Data and Conduct Interviews

Determine how many people live beyond the ADA corridor, where they travel, how often, if there are any other transit alternatives for them. Service data showing trips provided, destinations, service hours, and miles.

This information may include but is not limited to:

- Copies of the contract with the service provider
- Interviews with FAST and contractor staff
- Information provided to riders
- Operator handbooks
- Written Policies and Procedures
- Drivers manifests
- Revenue Hours/ Miles Reports
- Service Area Map
- Information about fixed route services in the area
- Passenger Surveys
- Denial and No Show Records and Procedures
- Eligibility List and Procedures
- Solano Paratransit Assessment Study



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CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

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707.428.7395

Vice-Mayor
John Mraz
707.428.6298

Councilmembers
707.428.6298

Chuck Timm

Catherine Moy

Rick Vaccaro

...

City Manager
Sean Quinn
707.428.7400

...

City Attorney
Greg Stepanich
707.428.7419

...

City Clerk
Arleta Cortright
707.428.7384

...

City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Community Services
707.428.7465

...

Finance
707.428.7496

...

Fire
707.428.7375

...

Human Resources
707.428.7394

...

Community
Development
707.428.7461

...

Police
707.428.7551

...

Public Works
707.428.7485

March 19, 2009

Daryl Halls
Solano Transportation Authority
1 Harbor Center, Ste 130
Suisun City, CA 94585

Subject: Paratransit Operating Agreement for FY 2008-2009

Please find enclosed one signed copy of the fiscal year (FY) 2008-2009 "Agreement Between the Solano Transportation Authority and the City of Fairfield Concerning Operation of Paratransit Services in Northern Solano County and the Provision of Paratransit Buses and Other Equipment" including the Exhibit A as submitted. Also enclosed are updated versions of Exhibit B and Exhibit C, which are referenced but not attached to the agreements sent over for signature.

At this time, the City of Fairfield is notifying the Solano Transportation Authority (STA) that FY 08-09 is the last year the City of Fairfield will operate and participate in this service. Reduced State support for transit operations has forced us to reconsider what level of transit operations are sustainable in an economic environment that is not expected to improve significantly for several years.

Solano Paratransit is one of the most expensive and least efficient transit programs in Solano County. Solano Paratransit currently serves only those trips that are outside the legally required Americans with Disabilities Act (ADA) complementary requirement. Because of the extraordinary service area which is above the ADA legal requirement, Solano Paratransit is characterized as "ADA-Plus" service. Unfortunately, the largely rural character of the service area and long, dispersed trips results in a grossly inefficient and expensive service. Current FY 08-09 estimates place the taxpayer subsidy per trip (one way) at \$100.92 or, if expressed as a cost per service hour, \$137.94.

The City of Fairfield' transit operating dollars have been reduced by the State budget that eliminates State Transit Assistance 50% this FY and eliminates the program for the foreseeable future. In addition, the contracting economy has reduced Transportation Development Act funds as well. The City of Fairfield simply cannot afford to dedicate scarce transit operating funds to operate and/or participate in an optional service that costs \$201.84 for a single person to make a single round trip.

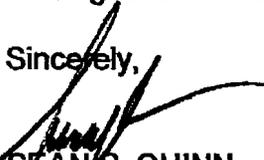
To: Solano Transportation Authority March 19, 2009
Subject: Paratransit Operating Agreement for FY 2008-2009 Page 2

The City of Fairfield would continue to operate our legally required ADA complement paratransit service – DART. The City will also pursue coordinated transfers and transfer agreements with our neighbors to facilitate basic intercity travel.

The City will also continue to support reduced fare taxi service and a volunteer driver program. Both of these services provide more cost effective transportation options for older residents that need assistance when regular fixed route buses cannot meet their needs for mobility and access.

The decision to withdraw from Solano Paratransit is probably only the first of many difficult transportation related decisions jurisdictions in Solano County will have to confront in the near term. Even though federal stimulus funding will provide a needed capital boost for both transit and roads, that funding can not be used for transit operations. State cuts and the poor economy have reduced funding for transit operations and we are faced with these difficult decisions.

Sincerely,



SEAN P. QUINN
City Manager

Enclosures

c: Suzanne Bragdon, City Manager, City of Suisun City
Joseph Tanner, City Manager, City of Vallejo
Laura Kuhn, Interim City Manager, City of Vacaville
Michael Johnson, County Administrator, Solano County
Jim Erickson, City Manager, City of Benicia
Nancy Houston, City Manager, City of Dixon ✓
Hector De La Rosa, City Manager, City of Rio Vista
Gene Cortright, Public Works Director, City of Fairfield
Wayne Lewis, Assistant Public Works Director, City of Fairfield
George Fink, Transit Manager, City of Fairfield



DATE: April 21, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transit Consolidation Study Status

Background:

In Solano County, each City and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American with Disabilities Act (ADA) paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions.

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

Work began in early 2007. The first major endeavor was to conduct an extensive outreach involving interviews with transit operator staff, other city staff, public officials, and others. To gain a broad perspective of issues and concerns, nearly sixty (60) interviews were conducted as well as outreach to transit users.

In May 2007, the consultants presented to the STA Board a summary of their findings from the interviews. The summary represented a set of commonalities, key issues and potential challenges. Board feedback included extending the schedule for the study, completing the interviews, collecting user input, and analyzing the issues associated with preliminary consolidation alternatives prior to the return to the Board.

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

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

The Transit Consolidation Steering Committee first met in October 2007 and provided guidance to Phase II. Phase II is a detailed assessment of the existing transit operators including an analysis of not only their operations but also their financial accounting methodology and forecasting. In addition, several potential consolidation options were to be further analyzed. One of the first consolidation options to be evaluated was a Benicia/Vallejo consolidation.

Separate from the Transit Consolidation Study, the consultant team recently completed an assessment of the Benicia Breeze and the Vallejo Transit systems. Although the Benicia study was primarily conducted for other purposes, this effort assisted with the transit consolidation study.

The STA Board's Transit Consolidation Steering Committee held a second meeting on December 11, 2008. At this meeting, several elements of Phase II Transit Consolidation study were presented for discussion as well as items requested at the last Transit Consolidation Working Committee. The meeting was well attended and there was significant discussion of several items. The Committee directed staff to add Option 2 (Vallejo/Benicia/Fairfield/Suisun City consolidation) to the list of options to evaluate. Direction was also given to review the financial data with operators individually before moving into the evaluation phase.

The consultants and STA staff finished meeting with all of the transit operators individually to review their agency's financial data. Most of those meetings were held January 12, 2009 and the balance was completed by January 29th. Draft financial and other report sections for each of the operators were distributed to the transit operators the last week of February for review and the comments would be incorporated into a larger report. Although most comments have been received, more were expected the week of March 16th which was the mail-out week for the March TAC and Consortium.

Discussion:

The revised full set of transit operator reports were a March TAC and Consortium agenda item; the reports themselves were sent following the meeting. Analysis and evaluation of the Consolidation Options are in development to prepare for review by the Transit Consolidation Steering Committee. The next Transit Consolidation Steering Committee is scheduled for Monday, May 4, 2009.

Recommendation:

Informational.

Attachment:

- A. Transit Consolidation Steering Committee Agenda (under separate cover)
- B. Transit Consolidation Options Evaluation Matrix (under separate cover)



DATE: April 21, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Water Emergency Transportation Authority (WETA) Transition Plan Status

Background:

Senate Bill (SB) 976 was authored by State Senator Tom Torlakson with leadership from State Senator Don Perata and signed by Governor Schwarzenegger on October 15, 2007. SB 976 replaced the Water Transit Authority (WTA) with a new entity, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) effective January 1, 2008. The intention of the bill was to improve the ability of ferries to respond in the event of an emergency. WETA, as a new agency, has authority and control of all public transportation ferries in the Bay Area region, except those owned and operated by the Golden Gate Bridge and Transit District. All existing contracts and funding are to be transferred from WTA, Vallejo Ferry, and Alameda Ferry to WETA.

There were a number of outstanding issues concerning the implementation of SB 976. This bill unintentionally left Vallejo vulnerable to large financial losses, and it did not specifically address the impact on the existing ferry service. The City of Vallejo has invested hundreds of thousands of dollars on redevelopment projects designed around the existing ferry terminals. Under SB 976, these investments may have been compromised. State Senator Wiggins and Assemblymember Evans both represent Vallejo in the Legislature. Senator Wiggins introduced SB 1093 to clarify and expand on the planning, management, and operations responsibilities of the water transportation services vested in the WETA, created by SB 976.

With SB 1093, WETA is required to prepare and adopt a Transition Plan to govern the consolidation of publicly operated ferry services and adopt an emergency water transportation system management plan by July 2009 and to take public comment prior to adoption of these plans.

Discussion:

WETA held three Public Hearings/Special Board Meetings to present and accept verbal input on the Draft Transition Plan and the Draft Emergency Water Transportation System Management Plan. Comments on the draft plans were accepted in writing at the public hearings and will continue to be accepted by mail and via e-mail during the comment period which ends at the close of business on May 18, 2009 (see Attachment A).

The Transition Plan (see Attachment B) will guide the consolidation of the Vallejo Baylink, Alameda/Oakland and Harbor Bay ferries under WETA. Vallejo staff is working closely with WETA on this transition.

The Plan includes the following financially constrained elements.

- A five-year Operating Plan describing existing services and planned service expansions including South San Francisco and Berkeley ferry service
- A five-year Capital Improvement Program identifying all assets required to maintain, and sustain, and expand the system as planned.

The Key Transition Activities include:

- Service Delivery through Existing Contracts
 - Contract Assignment January 2010
- Fare and Transfer Policies
 - Maintain Existing Fares and Transfer Agreements
- Asset Transfers and Use Agreements
 - Vessels and Floats Transferred to WETA
 - Landside Assets Leased to WETA
- System Communication and Marketing
 - Ensure customer awareness
 - System branding
- Management Oversight and Staffing

Fiscal Impact:

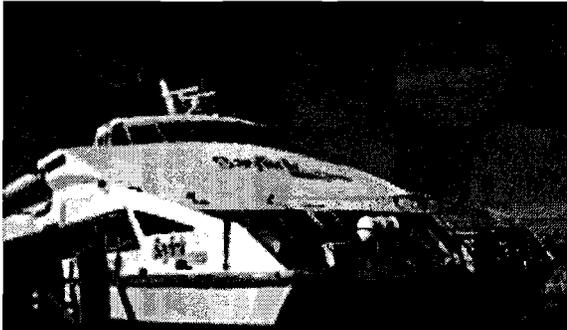
None

Recommendation:

Informational

Attachment:

- A. WETA Public Hearing Brochure
- B. WETA Draft Transition Plan Executive Summary
- C. WETA PowerPoint Presentation



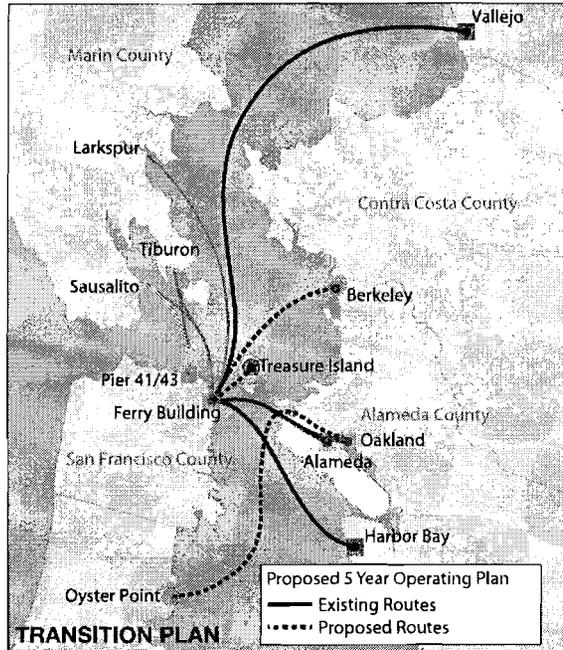
About WETA

Ferries have a long history in the Bay Area of helping to increase regional mobility and providing vital transportation support in the event of a natural or manmade disaster. Effective, January 1, 2008, state law SB 976 dissolved the San Francisco Bay Area Water Transit Authority (WTA), and replaced it with the San Francisco Bay Area Water Emergency Transportation Authority (WETA).

This new regional agency is responsible for consolidating City of Alameda and City of Vallejo ferry services under WETA and operating public ferry services in the Bay Area; planning new service routes; and coordinating the ferry transportation response to emergencies or disasters affecting the Bay Area transportation system.

As WETA assumes the operation of the City of Alameda and City of Vallejo ferry services, it will provide dedicated, focused management of the system, initiate a long-term capital improvement program, and access additional revenue sources such as Regional Measure 2 funds and Proposition 1B funds to support these systems.

In addition, WETA will work to incrementally expand its network of regional ferry services and work in partnership with the cities of Alameda and Vallejo to: ensure continued transit access and connectivity for our patrons; coordinate ferry transit services with local development and emergency response plans; and enhance public awareness of ferry services.



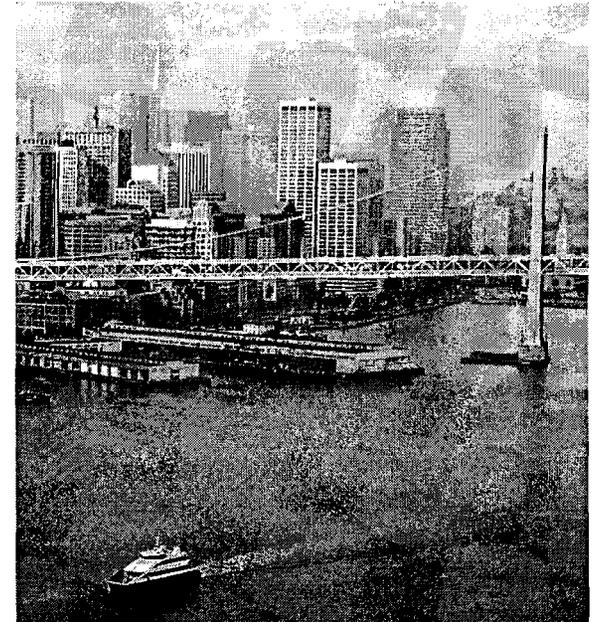
WETA is required to create and adopt the Transition Plan and the Emergency Water Transportation System Management Plan by July 1, 2009 and to take public input prior to adopting the plans.

WETA invites the public to any of three Public Hearings/Special Board Meetings to provide oral input on the Draft Transition Plan and the Draft Emergency Water Transportation System Management Plan. More information may be found at www.watertransit.org

Public Comment Period: April 2-May 18, 2009

The hearings will be accessible to persons with disabilities. If special translation, signing services or other special accommodations are needed, please contact Shirley Douglas at (415) 364-3191 at least 48 hours before the meeting.

Questions may be directed to:
 Shirley Douglas, WETA Manager of Community and Government Relations
 415-364-3191 (office); 415-321-0874 (cell)
 E-Mail: douglas@watertransit.org www.watertransit.org



WETA invites the public to any of three Public Hearings/Special Board Meetings to provide oral input on the Draft Transition Plan and Draft Emergency Water Transportation System Management Plan.

Drafts of both plans can be downloaded beginning April 2 at www.watertransit.org

Transition Plan

The Transition Plan will guide the consolidation of the Vallejo, Alameda/Oakland and Harbor Bay ferries under WETA. The Golden Gate Ferry service will continue to be operated by the Golden Gate Bridge, Highway and Transportation District.

The Plan also includes the following financially constrained elements:

- A five-year Operating Plan describing existing services and planned service expansions including South San Francisco and Berkeley ferry service; and
- A five-year Capital Improvement Program identifying all assets required to maintain, sustain and expand the system as planned.

It is anticipated that during the 5-year Transition Plan period WETA will begin designing new terminals for future use, locating and building maintenance and operations facilities, purchasing a new fleet of modern vessels and continuing to plan activities associated with further expanding regional ferry services beyond the five year period.

52

WETA:
Committed to building
a comprehensive
and sustainable ferry
transportation network
in the San Francisco Bay
that serves everyday
travel and emergency
response needs.

How will these changes affect me?

WETA is committed to ensuring continuity in the programs, services and activities of existing ferry services. You will likely not notice changes to your daily ferry ride as current Vallejo, Alameda/Oakland and Harbor Bay Ferry Services seamlessly transition to WETA by January 2010.



Emergency Water Transportation System Management Plan

WETA is mandated to develop an Emergency Water Transportation System Management Plan (EWTSMP), for the San Francisco Bay Area.

The EWTSMP will complement and reinforce other transportation emergency plans that will enable the Bay Area to restore mobility after a regional disaster. The Plan will set a framework for coordination of response and recovery efforts using passenger ferries. The Plan will provide a detailed definition of WETA's roles and responsibilities for incident planning, response and recovery, and restoration of normal operations.

Comments on the Draft plans will be accepted in writing at the public hearings and by mail and via e-mail during the public comment period from April 2 through the close of business on May 18, 2009. Written comments should be sent to Plan Comments, WETA, Pier 9, Suite 111, The Embarcadero, San Francisco, CA 94111. The public is also invited to provide comments via e-mail to contactus@watertransit.org.

Public Hearings/ Special WETA Board Meetings

SAN FRANCISCO: Wednesday, April 15 Noon
BCDC Offices
50 California Street, Suite 2600
San Francisco

VALLEJO: Wednesday, April 15 6:30pm
Vallejo City Hall
555 Santa Clara Street

ALAMEDA: Thursday, April 16 7:30pm
Alameda City Hall
2263 Santa Clara Avenue



Executive Summary

IN CONJUNCTION WITH:

CITY OF ALAMEDA

CITY OF VALLEJO

METROPOLITAN TRANSPORTATION COMMISSION

Water Emergency Transportation Authority | Draft Transition Plan

4 / 2 / 2009

A Message From the Chair of the WETA Board of Directors

This promises to be a watershed year for ferry transportation on San Francisco Bay, as we cement a partnership of our city-owned water transit agencies, plan for service expansion, and coordinate ferry-based emergency response through the new Bay Area Water Emergency Transportation Authority. It has been a long time coming. Now, a critical public policy goal is within our grasp.

In 1999, the state Legislature created the Bay Area Water Transit Authority (WETA) to plan new and expanded environmentally-friendly ferry service and related ground facilities. An implementation and Operation Plan delivered four years later by the WTA identified seven new potential ferry routes linking Oakland-South San Francisco, Berkeley-San Francisco, Richmond-San Francisco, Hercules-San Francisco, Antioch-San Francisco, Redwood City-San Francisco and Treasure Island-San Francisco.

In 2007, with the aftermath of Hurricane Katrina still fresh, the governor signed SB 976, which created the Bay Area Water Emergency Transportation Authority (WETA) as successor to the WTA. It directed WETA take over ownership of local ferry services (except those operated by the Golden Gate Bridge, Highway and Transportation District) to not only run a consolidated regional ferry system but also prepare the system to respond to a natural or man-made disaster, in particular a major earthquake that disrupts bridge traffic in and out of San Francisco.

"The public interest requires swift action and steadfast resolve to prepare for the coming earthquakes," the legislation stated. It added: "In order to protect the lives and livelihoods of the Bay Area, the Legislature in this act establishes a new governmental entity specifically charged and empowered with responsibility to plan, implement and manage these critical services and facilities, as a matter of utmost urgency."

A year later, responding to the respective concerns of Vallejo and Alameda over the loss of control over the Vallejo Baylink and the Alameda-Oakland and Alameda Harbor Bay Ferry services, the Legislature passed SB 1093, which required that the transfer of the boats, terminals and other equipment and facilities to the WETA be negotiated between the agency and those cities; that it be subject to public hearings and review; and that a transition plan laying out the WETA's plans for operating and financing current and expanded ferry service first be approved by the state.

It is with pride that the Board of Directors of the WETA issues this Transition Plan, which was prepared by WETA staff in a spirit of cooperation with city-owned ferry services to ensure continuity of service and respect for local development goals for ferry terminal property and nearby lands.

Under separate cover, the board also is submitting a mandated Emergency Water Transportation System Management Plan, prepared in cooperation with state emergency officials and the U.S. Coast Guard. It lays out how WETA will prepare for, respond to, and recover from disasters impacting public health, welfare and transportation across the Bay Area.

In accepting responsibility for the city-owned ferry systems, WETA is putting forth commitments to the cities, WETAs new customers and the community at large that it will work to maintain the services as they are today and strive to make improvements as opportunities arise.

Commitment to the cities--WETA will work in partnership to serve its constituents and coordinate ferry transit services with local development and emergency response plans and concerns.

Commitment to the customers--WETA will continue existing service routes through a five-year transition period, retain existing revenue streams to individual services, and seek to bring in additional operating and capital money needed to maintain, sustain and improve existing services at levels that match system demand.

Commitment to the community--WETA will work with surrounding communities to build system partnerships and coordinate service and funding needs. This includes working with connecting local transit providers to coordinate system schedules, transfers and marketing activities; and working with city, county, regional and state agencies to coordinate project funding and emergency response activities and needs.

The expansion of ferry service on San Francisco Bay as envisioned by our predecessor agency the WTA is already under way. Earlier this year, we received two new state-of-the-art ferry vessels that we have chartered to the City of Alameda for use to support its ferry service. Later this year we will break ground on a new ferry terminal in South San Francisco, which will be the first terminal providing ferry transportation to the South Bay. This terminal will support Oakland-to-South San Francisco service beginning in 2011; New Berkeley-to-San Francisco service is scheduled to begin in 2012. Additionally, WETA will continue to partner with interested cities and communities, such as Hercules, Richmond, Redwood City, Antioch and Martinez to plan, develop and seek funds for other new ferry services over the next five years.

As we move forward to implement this transition over the next 12 months, and settle into our new role as service operator over the next five years, we look forward to working with our many stakeholders to build upon this plan and provide a regional ferry service that people can be proud of, can count on to meet their daily needs and that stands at the ready in the event of an emergency.

Sincerely,

Charlene Haught Johnson

Executive Summary

Established in January 2008, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) was created to consolidate public ferry service on San Francisco Bay, plan new ferry service routes and coordinate ferry transit emergency response activities across the region. Consistent with state law, the regional system to be operated by WETA will include the Alameda-Oakland and Harbor Bay services currently managed by the City of Alameda, the Vallejo Baylink system currently managed by the City of Vallejo, and expanded services previously planned for implementation by WETA's predecessor agency, the Water Transit Authority. It excludes the Golden Gate Bridge, Highway and Transportation District's ferry system serving Larkspur and Sausalito.

Pursuant to state legislation passed in 2008, SB 1093, consolidation of city-owned ferry service under WETA management would occur through a negotiated process that would result in asset transfers and lease agreements that respect prior local commitments made by the cities and provide for continued local support by the cities for the services and its passengers into the future.

DESCRIPTION OF EXISTING SERVICES: The Alameda-Oakland and Harbor Bay services to San Francisco and Vallejo Baylink service to San Francisco are owned and managed by the cities of Alameda and Vallejo, respectively. Collectively, they provided 1.36 million passenger trips in FY 2007/08.

Alameda-Oakland initiated in 1989 in response to damage to the Bay Bridge caused by the Loma Prieta Earthquake. Alameda-Oakland ferry service (AOF S) is carried out by private contractor Blue & Gold Fleet under contract to the city of Alameda. Utilizing two 25-knot vessels, AOF S serves four terminals on a daily basis: Main Street in Alameda ("Gateway"), the foot of Clay Street in Oakland, the San Francisco Ferry Building, and Pier 41 at Fisherman's Wharf (during midday and weekends). In addition, limited seasonal service is provided to AT&T Park for selected Giants games and to Angel Island State Park. AOF S patronage has varied from year-to-year over the past ten years, dropping slightly overall, from 479,680 passengers in FY 1998/99 to 466,820 passengers in FY 2007/08. AOF S experienced a 15 percent decline in ridership in the first half of FY 2008/09, likely due to the economic recession. AOF S's FY 2008/09 operating budget is \$4.17 million, funded with 75% fares and other local contributions and 25% regional toll subsidies.

Harbor Bay Begun in 1992, the Alameda Harbor Bay ferry service (AHBF) was launched and initially funded by Harbor Bay Isle Associates, the Master Developer of the Harbor Bay project in Alameda, as a traffic mitigation element for the Harbor Bay development. Today, it is managed by the City of Alameda and operated as a peak-period commutative service under

contract by Harbor Bay Maritime between terminals on Harbor Bay in the southeastern portion of Alameda and the San Francisco Ferry Building. Service is provided with one 25-knot vessel, and one back-up vessel. Annual patronage has increased over the past ten years from 104,040 passengers in FY 1998/99 to 148,600 passengers in FY 2007/08.

Ridership levels increased a slight 2.6% during the first half of FY 2008/09, making AHBF the only route considered for transition that has not experienced ridership decreases in recent months. AHBF's FY 2008/09 operating budget is \$1.68 million, funded with 73% fares and other local contributions and 27% regional toll subsidies.

Vallejo Baylink Started in 1986 by private Red & White Fleet to serve a then newly opened Marine World amusement park, the service was taken over a year later by the City of Vallejo to serve its growing population—and saw a sizeable jump in use following the Loma Prieta Earthquake in October 1989. In 1994, the City of Vallejo purchased its first high-speed ferryboat. Service is provided today with four 34-knot vessels providing 60 minute crossings between the Vallejo Ferry Terminal located at Mare Island Way

and George Street to the San Francisco Ferry Building, with select trips departing Pier 41 adjacent to Fisherman's Wharf. The service is currently operated under contract by Blue & Gold Fleet. Exceeded only by Golden Gate Ferry's Larkspur route, Vallejo Baylink has the second largest ferry transit ridership in the Bay Area. Baylink patronage has increased over the past ten years from 613,080 passengers in FY 1998/99 to 743,480 passengers in FY 2007/08. Baylink ridership dropped almost 20% in the first half of FY 2008/09, likely due to the large fare increase instituted in June 2008 and overall travel reductions associated with the recession. Baylink's FY 2008/09 operating budget is \$14.66 million, funded with 47% fares and other local contributions, 31% regional toll subsidies, 7% federal subsidies and 15% one-time subsidies provided by the Solano County Transportation Authority and WETA. This high operating expense is reflective of the high-speed, long-haul nature of the Vallejo services and the robust operating schedule currently provided.

PUBLIC FERRY SERVICE EXPANSION: WETA's predecessor agency, the San Francisco Bay Area Water Transit Authority (WTA), was charged with preparing and adopting the Implementation and Operations Plan (IOP) for new and expanded water transit and related landside services in the Bay Area. The State approved the IOP in 2003. The document provided a blueprint of how regional ferry service could be expanded beyond the existing services.

Since the adoption of the IOP, WTA and successor WETA aggressively pursued new funding sources to build and operate the recommended new and expanded regional ferry system. Successful passage of Regional

Measure 2 (RM2) in 2004 provided local toll bridge funds for regional ferry system expansion, including \$84 million in capital funds and \$18.3 million in annual operating subsidies. These funds, along with approximately \$20 million federal dollars; \$1.5 million Measure A sales tax funds made available from the San Mateo County Transportation Authority, and the promise of \$250 million Proposition 1B bond, have enabled the following public ferry expansion projects, included in the IOP, to move forward:

- **Spare Vessel Construction:** Two spare vessels have been constructed and funded with RM2 funds. These will be used to augment existing Alameda services and expand emergency response capabilities.
- **South San Francisco Ferry Service:** This project consists of two 199-passenger 20-knot vessels and a new ferry terminal in Oyster Point to provide access to biotech jobs in South San Francisco from the East Bay. It is anticipated that this service will cost \$3.2 million annually (FY 2011/12), funded with 71% RM2 and 29% fare revenues.
- **Berkeley/Albany Ferry Service:** Environmental review of a proposed Berkeley/Albany Ferry terminal (four sites are considered) and service is under way. Service could feature 30-minute peak service and 60-minute mid-day service between Berkeley/Albany and San Francisco, provided with two vessels. It is anticipated that this service will cost approximately \$5.3 million annually, funded with 71% RM 2 and 29% fare revenues.
- **Treasure Island Ferry Service:** The San Francisco Treasure Island Development Authority (TIDA), Mayor's Office of Economic and Workforce Development and the prospective developer are proceeding to develop plans for the Treasure Island redevelopment project, which includes new ferry service between Treasure Island and San Francisco. While WETA would operate the ferry service, the Treasure Island developer would fund the terminal and vessels and the service's operating cost.
- **San Francisco Ferry Building Docking Facility Expansion:** WETA is working closely with the Port of San Francisco to prepare environmental and design documents related to the development of three new ferry-docking facilities at the downtown San Francisco terminal. One of these new terminals is critical to the operation of the Treasure Island service, while the other two would be needed to support other future expansion projects and expanded capacity for emergency response services.

Future Service Expansion Planning To meet its mandate of expansion of water transit services, for both regular commuting and disaster recovery

needs. WETA must also continue to consider and develop projects requiring planning for implementation beyond the five-year period. In support of this effort, WETA will continue preliminary environmental and conceptual design work associated with development of ferry services between San Francisco and the cities of Antioch, Hercules, Martinez, Redwood City and Richmond over the next five years. These services all have varying degrees of financial commitments for construction and operation. However, none have sufficient funding to date to support full implementation, and would require the support of new funding commitments to be fully implemented.

Additional reliable future and ongoing waterfront developments that could support terminals and services are the Alameda Point redevelopment project at the Alameda Navy station, which would supplant the Alameda Main Street terminal once constructed, "Oak-to-SFM", a residential project along the Embarcadero in Oakland, Mission Bay, the San Francisco home to the new UCSF campus, and Port Sorema developments in the North Bay. WETA will continue to monitor these developments and provide support as needed.

SERVICE TRANSITION PLAN: Transitioning to Regional Management.

WETA's approach to system consolidation and transition emphasizes a commitment to ensure continuity in programs, services and activities of the existing ferry services. As WETA moves from a planning to an operating agency, it will assume responsibility for existing services and associated contracts, and management and maintenance functions. The changeover will be carried out so existing services continue as they've been operated and patrons see no discernable differences or disruptions. Key transition elements include:

- WETA to continue service provision through contract operators. Initial contract transfer scheduled for January 1, 2010, with a new single operating contract to be awarded and in effect January 1, 2011;
- Existing fare structures to be adopted by WETA to ensure continuity for passengers and system;
- WETA to secure similar passenger transfer discount agreements with connecting transit systems;
- WETA support staff and contractors to be secured to manage system operation, maintenance and administration activities;
- Emergency response training and coordination activities to continue, and all staff to participate;
- Marketing plan and branding efforts to be initiated to ensure customer awareness;
- Capital asset transfer, use and compensation agreements to be finalized between cities and WETA, with vessels, waterside terminals

and related spare parts transferring to WETA and landside terminal and maintenance facilities being made available through lease agreements;

- Ongoing city participation as a system partner, providing landside planning and management support and advocating for local funds to support system needs.

Five-Year Financial Plan The five-year financial plan is required in order to ensure that WETA can both maintain and sustain existing services and fund planned expansion within its existing system revenues. A key component of the five year financial plan is the establishment of an operating reserve to support core WTA business functions. This reserve would serve to ensure that sufficient funds are available to WETA to float cash flow needs associated with operating and construction projects, support emergency response needs as they arise, and weather sharp, unexpected increases in operating costs, such as was experienced in 2008, when fuel prices spiked.

The budget is expected to support five services--Alameda-Oakland, Harbor Bay, Vallejo Baylink and Berkeley to San Francisco routes, and South San Francisco to East Bay service--with a fleet of 14 vessels providing 94 ferry trips per weekday and carrying 1.73 million passengers per year by Year 5. Although WETA projects balanced budgets through the five-year transition, culminating in a Year Five operating budget of \$36.3 million, and total spending over the period of \$155.2 million, this projection is based upon several factors that may change as the transition is implemented, as discussed in the body of the plan. These include:

- Current local funding subsidies provided by the City of Alameda and Port of Oakland, which are under discussion and may be phased out over time;
- Potential fare revenue reducers associated with ridership losses seen over the past year;
- Potential future costs for the Vallejo services as the result of new expenses associated with the long-standing Vallejo Station Project, which will replace existing surface parking spaces with an underground garage that will require new levels of operating and maintenance subsidies by the City;
- Development of final asset transfer and lease agreements with the cities.

It should also be noted that by Year 5, annual operating expenses are almost on par with annual revenues, indicating a need to consider options for reducing expenses or raising revenues. WETA should plan to proactively review service levels, local subsidies and system performance and take actions to address this shortfall in advance of its arrival.

Capital Improvement Plan A five-year program of capital improvements running from FY 2009/10 through FY 2013/14, the CIP supports WETA's regional public transit and emergency response service through one-time expansion and cyclical rehabilitation and replacement programs prepared in consultation with cities of Alameda and Vallejo.

Over five years, total CIP spending on vessel maintenance and acquisition; ferry facility rehabilitation, replacement and dredging; and new construction of terminals and maintenance and operations facilities is \$218.4 million.

Highlights include acquisition of four vessels--two a piece for Berkeley and South San Francisco service--and corresponding new terminals. And two new operations and maintenance facilities are proposed for the North and Central Bay.

A variety of federal, state and local funding sources are programmed and available to support the CIP, including the Regional Measure 2 levy on state-owned bridges in the Bay Area approved by voters in 2004, Federal formula funds for rehabilitation projects and Ferry Boat Discretionary funds for expansion projects, Proposition 1B, the state Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act, approved by voters in 2006, and the San Mateo sales tax approved by county voters in 2004.

NEXT STEPS: Following the adoption of the Transition Plan, WETA will have six months to complete a number of work activities associated with service transition in the following areas:

- Developing service delivery contracts
- Developing asset transfer and use agreements with cities, funding agencies and regulators;
- Preparing fare policies and securing passenger transfer agreements with connecting operators;
- Developing ticketing and fare collection agreements;
- Developing and implementing marketing and communications plan;
- Instituting management oversight plans and programs; and
- Securing additional staff to support system management.

With the support of the cities, this work will be completed in December and service transition will take place as planned on January 1, 2010.

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Water Emergency Transportation Authority Draft Transition Plan

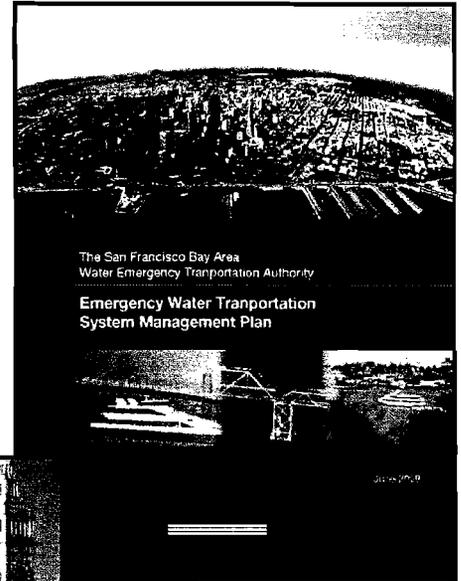


WETA Public Hearings April 2009



WTA Transitions to WETA

- Senate Bill 976, January 2008
- Senate Bill 1093, January 2009



Transition Plan Purpose

- Provide a mechanism for an open and collaborative transition process
- Identify key transition components and work efforts required
- Provide a financially constrained operating/business plan for existing and expansion services given existing funding



Existing Ferry Services

- **Alameda/Oakland Service**

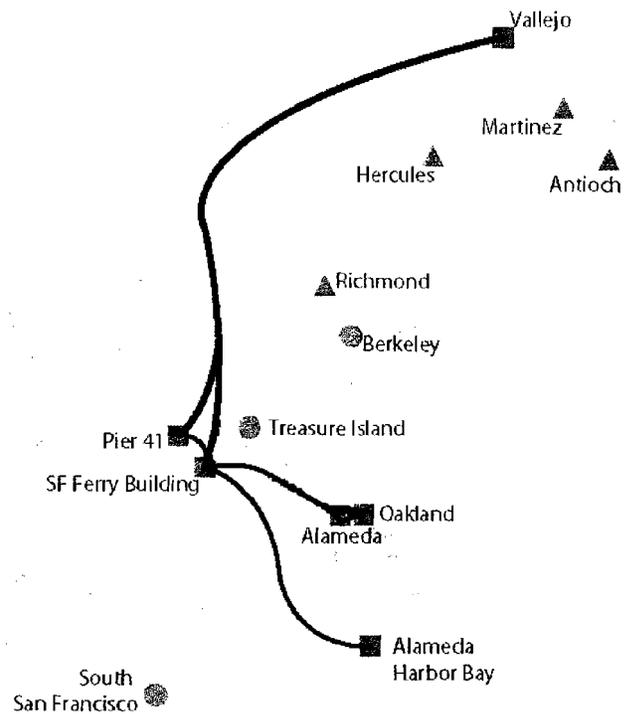
- Since 1989 - Loma Prieta
- 450,000 passenger trips
- \$4.2 million annually
- 25 minutes/25 knots

- **Alameda Harbor Bay Service**

- Since 1992
- 148,000 passenger trips
- \$1.7 million annually
- 25 minutes/25 knots

- **Vallejo Baylink Service**

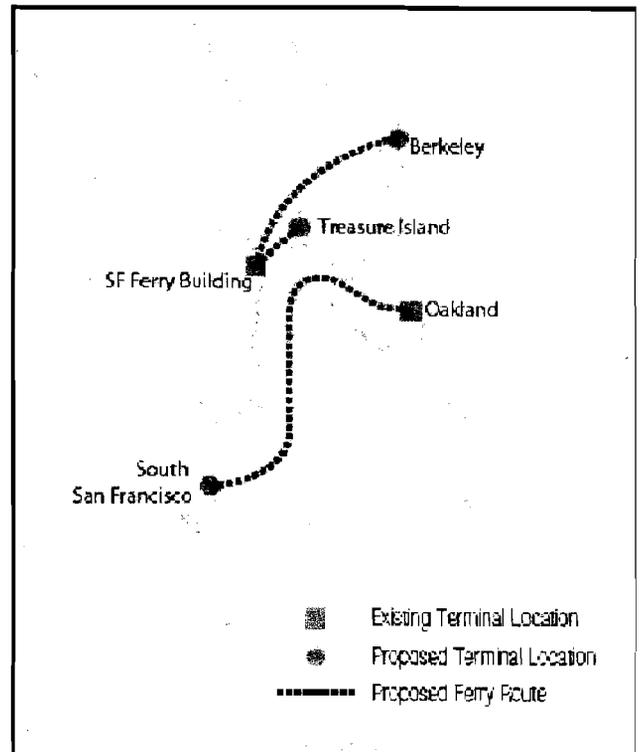
- Since 1986
- 743,000 passenger trips
- \$14.7 million annually
- 60 minutes/34 knots



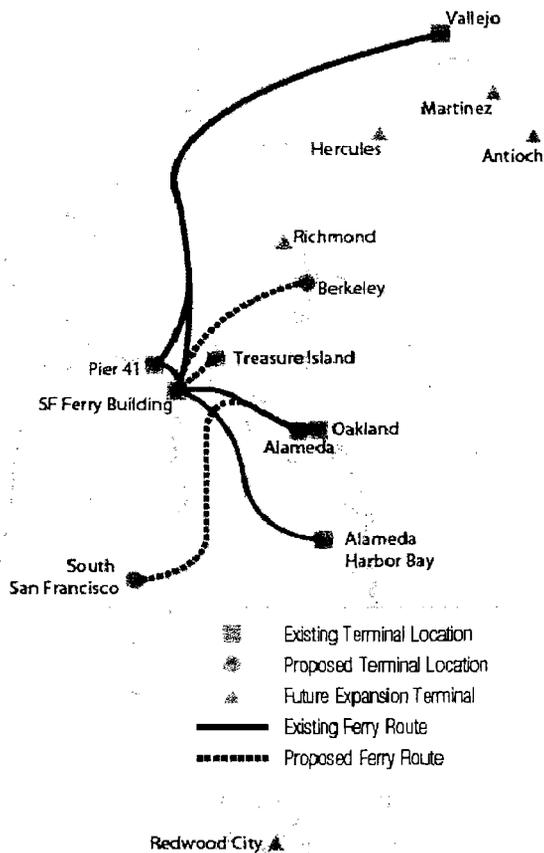
WATER EMERGENCY TRANSPORTATION AUTHORITY

Expansion Services

- WTA IOP - 7 new routes
- New Service Implementation
 - South San Francisco to Oakland
 - Berkeley/Albany to San Francisco
 - Treasure Island-to-San Francisco
- Service Planning & Development
 - Environmental Review for Antioch, Hercules, Martinez, Richmond, Redwood City
 - Investigation of other terminal sites



WETA's Regional System



- 5 Routes (+ Treasure Island)
- 14 Vessels
- 94 ferry trips per weekday
- 1.7 m passenger trips per year

Five Year Financial Plan

- **Balanced and Sustainable Over Five Years**
 - \$36.3 m annual operating cost by Year 5
 - Funded with 46% fares and local contributions, 54% Bridge Tolls
- **Key Assumptions Under Discussion**
 - No new service cost items
 - Local fund contributions remain with services
 - Establishment of an operating reserve

Capital Improvement Plan

\$218.4 Million Total

- **Rehabilitation and Replacement - \$35.4 million**
 - Vessel -Rehabilitation, Refurbishment and Repowers
 - Facilities - Dredging, Floats, Gangways and Terminals Rehabilitation and Replacement
- **Expansion - \$183 million**
 - Vessels - Spares, SSF and Berkeley Vessels
 - Facilities – SSF, Berkeley and Downtown SF Terminals, Maintenance and Operations Facilities
 - Other – Expansion Studies and Equipment

WATER EMERGENCY TRANSPORTATION AUTHORITY



DATE: April 20, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: Bike to Work Week May 11-15, 2009

Background:

May 11-15, 2009 marks the fifteenth (15th) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day is Thursday, May 14th. The goal of this campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards are just some of the methods of encouragement. Last year over 1,100 individuals participated in BTW in Solano and Napa Counties.

In addition the Energizer Stations on Bike to Work Day, there are two additional activities to honor cyclists. The Team Bike Challenge is a competition where teams compete to see who can travel the most days by bicycling during the month of May. The team with the most points wins a grand prize. The Bike Commuter of the Year Award honors a resident from each county who is committed to biking. This person epitomizes the health, environmental, social, and economic benefits of bicycling.

STA's Solano Napa Commuter Information (SNCI) staff is organizing the campaign in Solano and Napa counties. Staff has been participating in regional Bike to Work Technical Advisory Committee meetings and coordinating locally with the Solano County Bicycle Advisory Committee and the Napa County Bicycle Coalition.

Discussion:

To increase awareness about the BTW campaign, staff outreaches to employers, the bicycle community, and the general public. Regional materials and prizes are being incorporated and localized as needed.

A mailing of BTW campaign materials was sent mid-April to major employers in Napa and Solano Counties. BTW pledge forms are distributed by mail, events, displays, and are available online. Posters are being distributed throughout the community. Web pages were updated on the STA's website so that individuals may register on-line as well as learn where energizer stations will be located. Articles and advertisements for this event will be placed in several community publications.

Staff expanded the sponsorship program from soliciting prizes for our local drawing to a formal sponsorship program. Based on the level of support, sponsors could have their logos printed on coupon books, event posters, local print ads, musette bags and t-shirts. Sponsorship could be in any form, including products and services for our local prizes as well as financial contributions.

2009 Sponsors

Platinum Sponsor - \$1000	Napa Redevelopment Partners
Gold Sponsors - \$500	Authorized Bicycle Shop Bardessono Resort Fisk's Cyclery The Gaia Hotel & Spa Jelly Belly Napa River Velo Ray's Cycle Rockville Bike
Silver Sponsors - \$300	Balzac Communications Bicycle Works The Hub Napa County Office of Education-Safe Routes 2 School Napa Valley Adventure Tours St. Helena Cyclery
Bronze Sponsor - \$100	Calistoga Bike Shop

Team Bike Challenge/Bike Commuter of the Year

The Team Bike Challenge is where teams compete to see who can travel by bicycle the most days during the month of May (which is National Bike Month). Participants in the Team Bike Challenge form teams consisting of 2 to 5 individuals. Six (6) teams from Solano County registered last year, doubling the number of teams that participated the previous year. Our 2009 goal for Solano County is to increase the number of teams by 20% to 8 teams. Staff will encourage employers and the community to promote the Team Bike Challenge during follow-up calls and face-to-face meetings. The SNCI program requested nominations from Solano and Napa Counties for the Bicycle Commuter of the Year. There is a winner selected from each county. All winners are recognized throughout the Bay Area. Nominations were accepted through April 20.

Energizer Stations

Each year SNCI hosts Energizer Stations on Bike to Work Day. These are usually a mix of traditional Energizer Stations operating from 7:00 am to 9:00 am to accommodate bicyclists on their way to work, and local bike shops that are open for business 10:00 am to closing. Bicyclists who stop by an Energizer Station will receive a musette bag (containing a BikeLinks map, Clif Bar, some kind of giveaway like last year's "blink light," and a coupon book for local bike shops) and refreshments that may include a bottle of water, fruit and a muffin. SNCI staff ensures that each Station is stocked to provide these items or will reimburse up to \$75 the "host" of the station for the purchase of refreshments. This year there will be ten (10) Energizer Stations in Solano and at least one in every city.

Solano County Energizer Stations – May 14, 2009

City	Location
Benicia	City Hall
Dixon	Fisk's Cyclery
Fairfield	Ray's Cycle
Fairfield	Solano County Government Center Plaza
Fairfield	Fairfield Transportation Center

Rio Vista	Town Hall
Suisun City	Amtrak Station
Vacaville	Ray's Cycle
Vacaville	VacaValley Pkwy (2 stations)
Vallejo	Vallejo Ferry Terminal

Recommendation:
Informational.

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DATE: April 22, 2009
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

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

Discussion:

Transit Schedules:

The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of April 20. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions:

The Bike to Work (BTW) promotion is underway. A BTW Employer Toolkit has been sent to nearly 400 major employers in Solano and Napa counties. Posters are being distributed to local businesses and public places. Benicia Breeze and the VINE have offered to post flyers and posters on some of their buses. If there are any bicycle issues related to transit (bus bike racks, lockers at Park and Ride lots, etc) that a transit operator would like promoted or addressed as part of the campaign, please advise SNCI.

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

Events:

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Staff attended the all-day Solano County employees Health and Benefits Fair earlier this month. They also distributed transit and ridesharing information at the Fairfield and Napa Valley College Job Fairs, the Napa Valley Business Expo, and at Six Flags Discovery Kingdom in Vallejo. Staff will attend Earth Day celebrations in Napa and Fairfield and is preparing for the summer Farmers Markets season at this time.

Recommendation:

Informational.

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DATE: April 20, 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
American Recovery and Reinvestment Act (ARRA) – National Clean Diesel Funding Assistance Program*	Leslie T. Rogers, U.S. DOT (415) 744-3133	April 28, 2009 ¹
American Recovery and Reinvestment Act (ARRA) – Transit Investments for Greenhouse Gas Energy Reduction*	None available. All questions <i>must</i> be submitted in writing via email to: cleandiesel@epa.gov .	May 22, 2009 ¹
Federal Transit Administration (FTA) Grant Program – 5310 Elderly and Disabled Specialized Transit Program*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 424-6075 -and- Kristen Mazur, MTC (510) 817-5789	May 20, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009

Fund Source	Application Available From	Application Due
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FTA Grant Program – 5317 New Freedom Program <i>for Small Urban Projects*</i>	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects*</i>	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	September 25, 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://www.dot.gov/recovery/>, 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)
National Clean Diesel Funding Assistance Program
Application Due April 28, 2009

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

This summary of the ARRA National Clean Diesel Funding Assistance 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: Regional, state, local, tribal or port agencies with jurisdiction over transportation or air quality.

Program Description: Funding must be used to achieve significant reductions in diesel emissions in terms of: (1) tons of pollution produced; (2) diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas; and (3) the ability to maximize job preservation and creation.

Funding Available: Approximately \$156 million is available nationwide. Award floor is \$250,000 and award ceiling is \$10 million. Expected number of awards is 150.

Eligible Projects: Eligible projects must include one or more of the following diesel emissions reduction solutions: verified emission control technologies including retrofit devices, cleaner fuels, and engine upgrades, idle reduction technologies; certified engine repowers; and/or certified vehicle or equipment replacement.

Further Details: <http://epa.gov/otaq/eparecovery/prognational.htm>
<http://www.westcoastdiesel.org/>

Program Contact Person: None available. All questions *must* be submitted in writing via email to: cleandiesel@epa.gov.

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



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

Transit Investments for Greenhouse Gas and Energy Reduction

Anticipated Application Deadline is May 22, 2009

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

This summary of the ARRA Transit Investments for Greenhouse Gas and Energy Reduction 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.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of their public transit agencies.

Funding Available: Approximately \$100 million is available nationwide. Minimum proposal is \$2 million. Award ceiling is \$100 million. Expected number of awards is 150.

Eligible Projects: Examples:

- compact fluorescents/solar panels for reduction of energy use in bus maintenance facility
- replacing 10 buses in a 100 vehicle bus fleet with more energy-efficient buses

Further Details: <http://www07.grants.gov/search/search.do?&mode=VIEW&flag2006=false&oppId=45906>

Program Contact Person: 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

Federal Transit Administration (FTA) Grant

FTA 5310 Elderly and Disabled Specialized Transit Program

Application Due May 20, 2009

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

This summary of the FTA 5310 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 corporations or public agencies where no private nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.
- Program Description: The FTA 5310 Program is designed for meeting the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. **Note:** the application for this program is due both to the appropriate County Paratransit Coordinating Council (PCC) and MTC by 5:00 p.m. May 20, 2009.
- Funding Available: Approximately \$12.6 million is available in the federal fiscal year 2009.
- Eligible Projects: The program allows for the procurement of accessible vans and buses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants.
- Further Details: <http://www.dot.ca.gov/hq/MassTrans/5310.html>
- Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789 kmazur@mtc.ca.gov
- STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com
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FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Small Urban Projects

Application Due June 26, 2009

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

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

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

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

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

Eligible Projects:

<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 transit routes• Demand-responsive service• Ridesharing/carpooling activities	<ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities
Voucher programs	

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

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

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Small Urban Projects

Application Due June 26, 2009

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

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

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

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

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

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

Eligible Projects:

<p><u>Operating:</u></p> <ul style="list-style-type: none">• 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: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Rural Projects

Application Due September 25, 2009

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

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

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

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

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

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• 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: 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 September 25, 2009

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

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

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

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

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

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

- Eligible Projects:**
- | | |
|---|--|
| <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 |
|---|--|

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

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