



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**10:00 a.m., Wednesday, January 27, 2010
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. ELECTION OF CHAIR AND VICE CHAIR FOR 2010	
III. APPROVAL OF AGENDA (10:05 – 10:10 a.m.)	
IV. OPPORTUNITY FOR PUBLIC COMMENT (10:10 – 10:15 a.m.)	
V. REPORTS FROM STA STAFF AND OTHER AGENCIES (10:15 – 10:45 a.m.)	
• Presentation by MTC on Regional Transit Sustainability Study	Alix Bockelman, MTC
VI. CONSENT CALENDAR	
<i>Recommendation: Approve the following consent items in one motion.</i> (10:45 – 10:50 a.m.)	
A. Minutes of the Consortium Meeting of December 16, 2010	Johanna Masielat
<i>Recommendation:</i> <i>Approve Consortium Meeting Minutes of December 16, 2010.</i> Pg. 1	

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	Dixon	Fairfield and Suisun	Rio Vista	Vacaville	Chair	County of
Breeze	Readi-Ride	Transit (FAST)	Delta Breeze	City Coach	Vallejo	Solano
					Transit	

The complete Consortium packet is available on STA's website: www.solanolinks.com

VII. ACTION – FINANCIAL ITEMS

- A. **Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – February 2010** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.
(10:50 – 10:55 a.m.)
Pg. 5

VIII. ACTION – NON-FINANCIAL ITEMS

- A. **SolanoExpress Intercity Transit Consortium 2010 Draft Work Plan** Elizabeth Richards
Recommendation:
Review and comment on draft SolanoExpress Intercity Transit Consortium 2010 Work Plan.
(10:55 – 11:00 a.m.)
Pg. 9
- B. **Support of Local Taxpayer, Public Safety and Transportation Protection Act of 2010** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to adopt a Resolution in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010.
(11:00 – 11:05 a.m.)
Pg. 11

IX. INFORMATIONAL ITEMS

- A. **Commute Profile 2010 Study** Elizabeth Richards
Informational
(11:05 – 11:10 a.m.)
Pg. 45
- B. **Intercity Transit Ridership Survey 2009 Status** Elizabeth Richards
Informational
(11:10 – 11:15 a.m.)
Pg. 49
- C. **Support for Federal Urban Circulator and Livability Initiative Programs Funds** Liz Niedziela
Informational
(11:15 – 11:20 a.m.)
Pg. 51

- D. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2010-11** Liz Niedziela
Informational
(11:25 – 11:30 a.m.)
Pg. 67
- E. MTC Draft Transit Coordination Implementation Plan (Res. 3866) Comment Period** Liz Niedziela
Informational
(11:30 – 11:35 a.m.)
Pg. 73
- F. Solano Napa Commuter Information (SNCI) Program Monthly Issues** Judy Leaks
Informational
(11:35 – 11:40 a.m.)
Pg. 75

NO DISCUSSION

- G. Comprehensive Transportation Plan (CTP) Plan Update** Robert Macaulay
Informational
Pg. 77
- H. Funding Opportunities Summary** Sara Woo
Informational
Pg. 99
- X. INTERCITY TRANSIT OPERATIONS DISCUSSION** Group
- XI. LOCAL TRANSIT ISSUES**
- XII. ADJOURNMENT**
The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, February 24, 2010.**

THIS PAGE LEFT INTENTIONALLY BLANK.



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
December 16, 2009

I. CALL TO ORDER

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

Consortium Present: Crystal Odum Ford (Arrived the meeting at 10:25 a.m.) Vallejo Transit, Chair
Jeff Matheson Dixon Read-Ride, Vice Chair
George Fink Fairfield and Suisun Transit
John Andoh (By Phone) Rio Vista Delta Breeze
Brian McLean Vacaville City Coach

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

Others Present: *(In Alphabetical Order by Last Name)*
Bill Morris AC Transit
Jeanine Wooley Vallejo Transit

II. APPROVAL OF AGENDA

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

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Staff reported on the following:

1. Unmet Transit Needs Public Hearing held December 7, 2009 (presented by Liz Niedziela);
2. Senior and Disabled Transportation Guide (presented by Jayne Bauer);
3. Development of STA's 10-Year Investment Plan for Major Capital Projects (presented by Elizabeth Richards; and
4. Development of STA's Comprehensive Transportation Plan (CTP) (presented by Robert Macaulay).

Others: AC Transit's Bill Morris provided an overview on the Bay Area Transit Safety Coordination.

V. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of September 30, 2009

Recommendation:

Approve Consortium Meeting Minutes of September 30, 2009.

VI. ACTION ITEMS

None.

VIII. INFORMATION ITEMS

A. STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County

Robert Macaulay provided an overview of the steps being taken by the STA and the County of Solano to reduce traffic congestion and emissions of Greenhouse Gasses (GHG) to promote community health. He noted that the STA has been tasked by the City County Coordinating Council to work with the County to develop a Countywide Sustainable Communities Strategy (SCS) for SB 375. He added that at the December Board Meeting, staff will seek feedback on STA's development of SCS for Solano County.

B. Regional Disaster Planning – Mass Transportation and Evacuation

Robert Macaulay reviewed the development of the Regional Catastrophic Planning Grant Program (RCPGP) emergency plan and the October table top exercise regarding the countywide coordination of transit services during a major disaster. He indicated that the STA plans to meet with the Solano Office of Emergency Services (OES) to discuss specific needs and responsibilities prior to bringing this issue back to the Consortium, TAC and Solano City Manager for further review and discussion prior to agendaing for the STA Board.

- C. Senior and Disabled Transportation Advisory Committee**
Elizabeth Richards reviewed the process of developing a new STA Board Advisory Committee consisting of a variety of stakeholders in the senior and disabled community. She noted that the Committee's purpose would be to provide a countywide forum for coordination and funding of senior and disabled transportation services.
- D. Toll Increase Options for the Seven State-owned Bay Area Bridges**
Elizabeth Richards listed the major reasons for the need for a toll increase. She summarized several Toll Revenue Options being considered aimed to generate \$165 million annually. She continued by stating that staff is recommending to submit priority projects should revenues become available.
- E. MTC Draft Transit Coordination Implementation Plan (Res. 3866) Comment Period**
Liz Niedziela identified the MTC's implementation requirements which transit operators must comply for updating the region's Transit Coordination Implementation Plan. She noted that MTC's deadline for receiving comments is Wednesday, December 23, 2009.
- F. SolanoExpress 2008-2009 Annual Ridership Report**
Liz Niedziela reviewed some of the adjustments and enhancements to improve service and efficiency to the intercity routes for FY 2008-09. She provided a brief timeline of the changes that took place last fiscal year.
- G. Transit Passenger Comment Cards Summary FY 2008-09**
Liz Niedziela reviewed the analysis and tracking system of passengers' comment cards received by mail, email, or phone from transit operators for FY 2008-09. She stated that the passengers' feedback provides the transit operators another avenue to monitor their transit system.
- H. Benicia Vallejo Transit Consolidation Status**
Elizabeth Richards provided a status report on the development of a transition plan for a transit consolidation. She mentioned that a Joint Powers Agreement (JPA) has been under development to create the new agency along with a Business Plan that would define the new organization. She added that at the request of Benicia members of the South Solano Transit Coordinating Committee (SSCTCC), an outreach to the public will be conducted in Benicia in December to identify and address concerns and issues of a potential consolidation.
- I. Intercity Transit Ridership Survey Status**
Elizabeth Richards provided a status report on this year's ridership survey. She reported that the data input from Quantum Marketing Research (QMR) is underway and that draft reports are expected in January 2010.
- J. Solano Napa Commuter Information (SNCI) Program Monthly Issues**
Judy Leaks provided an update to the Consortium on transit schedule status, marketing, promotions, and events.

NO DISCUSSION

K. Funding Opportunities Summary

IX. INTERCITY TRANSIT OPERATIONS DISCUSSION

X. LOCAL TRANSIT ISSUES

Brian McLean provided an update on the development of a new Intercity Taxi Scrip Program.

XI. ADJOURNMENT

The meeting was adjourned at approximately 11:35 a.m. The next meeting is scheduled for **Wednesday, January 27, 2009 at 10:00 a.m.** in the STA Conference Room.



DATE: January 19, 2010
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 – February 2010

Background:

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

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

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies have been authorized to "claim" a portion of another agency's TDA for shared service, 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.

The attached matrix (Attachment A) includes the updated TDA revenue estimates approved by MTC for FY 2009-10 in July. This includes reductions in the amount of funds estimated to be carried over from FY 2008-09 as well as the new TDA revenue that is expected to be generated. Combined, these create the TDA funds available for allocation for each jurisdiction. In total, \$18.1 million is available for allocation in FY 2009-10, \$14.5 million new and \$3.5 million carryover. The July 2009 estimate of \$18.1 million is \$1.8 million lower than the February 2009 estimate – a 10% reduction to the county overall.

In October, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions' contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, and Dixon, Fairfield-Suisun, Rio Vista, Vacaville, Vallejo, and the County of Solano FY 2009-10 TDA claims. A FY 2009-10 TDA claim remains outstanding from the City of Benicia.

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

Discussion:

For the past several months, Solano's transit operators have been developing a subsidized intercity taxi program for ambulatory American Disabilities Act (ADA) eligible Solano residents. Although grants have been submitted to fund this new program, to implement the program in February, TDA funds will be used. Each City will pay for the cost of the service to their residents using TDA funds. The City of Vacaville will be coordinating the centralized purchasing of the new taxi program's scrip which involves claiming the TDA funds from the other jurisdictions. The amounts to be claimed by Vacaville on the behalf of others have been agreed to among these organizations. The February 2010 TDA matrix update includes these amounts to inform MTC, who will process the Vacaville TDA claim amendment, that Vacaville is authorized to make these claims against others.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.

Attachment: (An enlarged color copy has been provided to the TAC members under separate enclosure.)

- A. February 2010 Solano TDA Article 4/8 Matrix for FY 2009-10

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: January 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Intercity Transit Consortium 2010 Draft Work Plan

Background:

The Consortium has regularly prepared an annual Work Plan. In 2010, there are a number of key local and regional transit planning activities and projects that the Consortium is interested in being involved in. These range from transit service and funding to planning and marketing.

Discussion:

STA staff is presenting a draft SolanoExpress Intercity Transit Consortium Work Plan for the Consortium's review in January. The Consortium members are encouraged to review the draft Work Plan and offer some modifications to the attached version (Attachment A). In February, the revised Work Plan will be returned to the Consortium and TAC for review and recommended approval of the SolanoExpress Intercity Transit Consortium Work Plan for 2010.

Recommendation:

Review and comment on draft SolanoExpress Intercity Transit Consortium 2010 Work Plan.

Attachments:

- A. Draft SolanoExpress Intercity Transit Consortium 2010 Work Plan

DRAFT
2010 SolanoExpress Intercity Transit Consortium
Work Plan

(January 2010)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Implement new intercity ADA paratransit services

Transit Planning

- Conduct Community Based Transportation Planning studies in Vacaville.
- Update countywide Senior and Disabled Transportation Plan
- Complete Intercity Ridership Survey
- Implement recommendations of Phase II of the Transit Consolidation Study including consolidation of Benicia and Vallejo transit services
- Update countywide transit capital inventory
- Provide input into Comprehensive Transportation Plan update and other county and regional transit planning efforts
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage and coordinate with Safe Routes to Transit study
- Conduct Commute Profile

Funding

- Monitor the implementation of the FY2008-09 Intercity Transit Funding Agreement
- Develop the FY2010-2011 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: January 15, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Support of Local Taxpayer, Public Safety and Transportation Protection Act of 2010

Background:

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On November 18, 2009, the STA Board adopted its 2010 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2010.

Discussion:

California voters have repeatedly approved ballot measures to dedicate local funding sources to essential local services and to prevent the legislature and governor from shifting or raiding local government, transit, and transportation funds. Despite this, the State recently passed a budget that borrows and takes nearly \$5 billion in city, county, transit, and transportation funds this past year. These continued raids are jeopardizing many of the transportation services provided by local government.

The League of California Cities has joined with local government, and transit and transportation advocates to craft a constitutional amendment that could be placed on the November 2010 ballot. This ballot measure (Attachments A and B) is known as the "Local Taxpayer, Public Safety, and Transportation Protection Act of 2010".

Approval of this ballot initiative by the populace will close loopholes and change the California Constitution to further prevent the State of California's voters from seizing, diverting, shifting, borrowing, transferring, suspending, or otherwise taking or interfering with tax revenues dedicated to funding local government services including:

- Prohibit the State from taking, borrowing or redirecting local taxpayer funds dedicated to public safety, emergency response and other vital local government services;
- Revoke the State's authority to borrow local government property tax funds or divert local redevelopment funds;
- Prevent the State borrowing, taking or redirecting of the State sales tax on gasoline (Prop 42 funds) and Highway User Tax on gasoline (HUTA) funds that are dedicated to transportation maintenance and improvements and would prevent the State from redirecting or taking public transit funds;
- Reform State government and enhance fiscal accountability.

The League of California Cities is asking city councils and special districts throughout California to adopt a resolution (Attachment C) endorsing the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 and to authorize the listing of the Solano Transportation Authority in support of this measure. Similar resolutions were approved by the City of Suisun City (Attachment D) and the City of Vacaville (Attachment E), member agencies of the STA. This measure is consistent with STA 2010 Legislative Priority #12 (*Support efforts to protect and preserve funding in Public Transportation Account base, Prop. 42 and secure spillover funds to transportation*).

The Governor's Proposed 2010-11 State Budget released on January 8th paints an even bleaker picture for transportation, as summarized by STA's State Legislative Advocate (Attachment G). 60% of STA's currently funded priority projects rely on State funds, which may not be available in the next budget for current or future projects. Further efforts to protect transportation funding are critical to the STA for providing transportation services, plans, programs and projects in Solano County.

Fiscal Impact:

There would be no direct fiscal impact should the Board choose to adopt this resolution. However, passage of this initiative could provide a significant measure of ongoing fiscal stability to the STA and our member agencies.

Recommendation:

Forward a recommendation to the STA Board to adopt a Resolution in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010.

Attachments:

- A. Local Taxpayer, Public Safety and Transportation Act of 2010 Title and Summary
- B. Local Taxpayer, Public Safety and Transportation Act of 2010 Full Text
- C. STA Resolution No. 2010-01 in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010
- D. City of Suisun City Resolution No. 2010-__ in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010
- E. City of Vacaville Resolution No. 2010-__ in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010
- F. State Legislative Update – December (Shaw/Yoder/Antwih)
- G. Proposed State Budget Memo (Shaw/Yoder/Antwih)
- H. Federal Legislative Update – December (Akin Gump)

Date: December 16, 2009
Initiative 09-0063 (Amdt. #1-NS.)

The Attorney General of California has prepared the following title and summary of the chief purpose and points of the proposed measure:

**PROHIBITS THE STATE FROM TAKING FUNDS USED FOR TRANSPORTATION
OR LOCAL GOVERNMENT PROJECTS AND SERVICES. INITIATIVE**

CONSTITUTIONAL AMENDMENT. Prohibits the State from shifting, taking, borrowing, or restricting the use of tax revenues dedicated by law to fund local government services, community redevelopment projects, or transportation projects and services. Prohibits the State from delaying the distribution of tax revenues for these purposes even when the Governor deems it necessary due to a severe state fiscal hardship. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: Significant constraints on state authority over city, county, special district, and redevelopment agency funds. As a result, higher and more stable local resources, potentially affecting billions of dollars in some years. Commensurate reductions in state resources, resulting in major decreases in state spending and/or increases in state revenues. (09-0063.)

Section One. Title.

This act shall be known and may be cited as the "Local Taxpayer, Public Safety, and Transportation Protection Act of 2010."

Section Two. Findings and Declarations.

The people of the State of California find and declare that:

(a) In order to maintain local control over local taxpayer funds and protect vital services like local fire protection and 9-1-1 emergency response, law enforcement, emergency room care, public transit, and transportation improvements, California voters have repeatedly and overwhelmingly voted to restrict state politicians in Sacramento from taking revenues dedicated to funding local government services and dedicated to funding transportation improvement projects and services.

(b) By taking these actions, voters have acknowledged the critical importance of preventing State raids of revenues dedicated to funding vital local government services and transportation improvement projects and services.

(c) Despite the fact that voters have repeatedly passed measures to prevent the State from taking these revenues dedicated to funding local government services and transportation improvement projects and services, state politicians in Sacramento have seized and borrowed billions of dollars in local government and transportation funds.

(d) In recent years, state politicians in Sacramento have specifically:

(1) Borrowed billions of dollars in local property tax revenues that would otherwise be used to fund local police, fire and paramedic response and other vital local services;

(2) Sought to take and borrow billions of dollars in gas tax revenues that voters have dedicated to on-going transportation projects and tried to use them for non-transportation purposes;

(3) Taken local community redevelopment funds on numerous occasions and used them for unrelated purposes;

(4) Taken billions of dollars from local public transit like bus, shuttle, light-rail and regional commuter rail, and used these funds for unrelated state purposes.

(e) The continued raiding and borrowing of revenues dedicated to funding local government services and dedicated to funding transportation improvement projects can cause

severe consequences, such as layoffs of police, fire and paramedic first responders, fire station closures, healthcare cutbacks, delays in road safety improvements, public transit fare increases and cutbacks in public transit services.

(f) State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when state politicians take or borrow these dedicated funds.

(g) It is hereby resolved, that with approval of this ballot initiative, state politicians in Sacramento shall be prohibited from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with tax revenues dedicated to funding local government services or dedicated to transportation improvement projects and services.

Section Two. Statement of Purpose.

The purpose of this measure is to conclusively and completely prohibit state politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with revenues that are dedicated to funding services provided by local government or funds dedicated to transportation improvement projects and services.

Section Three. Section 24 of Article XIII of the California Constitution is hereby amended to read as follows:

(a) The Legislature may not impose taxes for local purposes but may authorize local governments to impose them.

(b) The Legislature may not reallocate, transfer, borrow, appropriate, restrict the use of, or otherwise use the proceeds of any tax imposed or levied by a local government solely for the local government's purposes.

(c) Money appropriated from state funds to a local government for its local purposes may be used as provided by law.

(d) Money subvented to a local government under Section 25 may be used for state or local purposes.

Section Four. Section 25.5 of Article XIII of the California Constitution is hereby amended to read as follows:

SEC. 25.5. (a) On or after November 3, 2004, the Legislature shall not enact a statute to do any of the following:

(1) (A) Except as otherwise provided in subparagraph (B), modify the manner in which ad valorem property tax revenues are allocated in accordance with subdivision (a) of Section 1 of Article XIII A so as to reduce for any fiscal year the percentage of the total amount of ad valorem property tax revenues in a county that is allocated among all of the local agencies in that county below the percentage of the total amount of those revenues that would be allocated among those agencies for the same fiscal year under the statutes in effect on November 3, 2004. For purposes of this subparagraph, "percentage" does not include any property tax revenues referenced in paragraph (2).

(B) ~~Beginning with the 2008-09~~ In the 2009-10 fiscal year only, and except as otherwise provided in subparagraph (C), subparagraph (A) may be suspended for a that fiscal year if all of the following conditions are met:

(i) The Governor issues a proclamation that declares that, due to a severe state fiscal hardship, the suspension of subparagraph (A) is necessary.

(ii) The Legislature enacts an urgency statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, that contains a suspension of subparagraph (A) for that fiscal year and does not contain any other provision.

(iii) No later than the effective date of the statute described in clause (ii), a statute is enacted that provides for the full repayment to local agencies of the total amount of revenue losses, including interest as provided by law, resulting from the modification of ad valorem property tax revenue allocations to local agencies. This full repayment shall be made not later than the end of the third fiscal year immediately following the fiscal year to which the modification applies.

~~(C)(i) Subparagraph (A) shall not be suspended for more than two fiscal years during any period of 10 consecutive fiscal years, which period begins with the first fiscal year for which subparagraph (A) is suspended.~~

~~(ii) Subparagraph (A) shall not be suspended during any fiscal year if the full repayment required by a statute enacted in accordance with clause (iii) of subparagraph (B) has not yet been completed.~~

~~(iii) Subparagraph (A) shall not be suspended during any fiscal year if the amount that was required to be paid to cities, counties, and cities and counties under Section 10754.11 of the Revenue and Taxation Code, as that section read on November 3, 2004, has not been paid in full prior to the effective date of the statute providing for that suspension as described in clause (ii) of subparagraph (B).~~

~~(iv)~~ (C) A suspension of subparagraph (A) shall not result in a total ad valorem property tax revenue loss to all local agencies within a county that exceeds 8 percent of the total amount of ad valorem property tax revenues that were allocated among all local agencies within that county for the fiscal year immediately preceding the fiscal year for which subparagraph (A) is suspended.

(2)(A) Except as otherwise provided in subparagraphs (B) and (C), restrict the authority of a city, county, or city and county to impose a tax rate under, or change the method of distributing revenues derived under, the Bradley-Burns Uniform Local Sales and Use Tax Law set forth in Part 1.5 (commencing with Section 7200) of Division 2 of the Revenue and Taxation Code, as that law read on November 3, 2004. The restriction imposed by this subparagraph also applies to the entitlement of a city, county, or city and county to the change in tax rate resulting from the end of the revenue exchange period, as defined in Section 7203.1 of the Revenue and Taxation Code as that section read on November 3, 2004.

(B) The Legislature may change by statute the method of distributing the revenues derived under a use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law to allow the State to participate in an interstate compact or to comply with federal law.

(C) The Legislature may authorize by statute two or more specifically identified local agencies within a county, with the approval of the governing body of each of those agencies, to enter into a contract to exchange allocations of ad valorem property tax revenues for revenues derived from a tax rate imposed under the Bradley-Burns Uniform Local Sales and Use Tax Law. The exchange under this subparagraph of revenues derived from a tax rate imposed under that law shall not require voter approval for the continued imposition of any portion of an existing tax rate from which those revenues are derived.

(3) Except as otherwise provided in subparagraph (C) of paragraph (2), change for any fiscal year the pro rata shares in which ad valorem property tax revenues are allocated among local agencies in a county other than pursuant to a bill passed in each house of the Legislature by roll call vote entered in the journal, two-thirds of the membership concurring. The Legislature shall not change the pro rata shares of ad valorem property tax pursuant to this paragraph, nor change the allocation of the revenues described in Section 15 of Article XI, to reimburse a local government when the Legislature or any state agency mandates a new program or higher level of service on that local government.

(4) Extend beyond the revenue exchange period, as defined in Section 7203.1 of the Revenue and Taxation Code as that section read on November 3, 2004, the suspension of the authority, set forth in that section on that date, of a city, county, or city and county to impose a sales and use tax rate under the Bradley-Burns Uniform Local Sales and Use Tax Law.

(5) Reduce, during any period in which the rate authority suspension described in paragraph (4) is operative, the payments to a city, county, or city and county that are required by Section 97.68 of the Revenue and Taxation Code, as that section read on November 3, 2004.

(6) Restrict the authority of a local entity to impose a transactions and use tax rate in accordance with the Transactions and Use Tax Law (Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code), or change the method for distributing revenues derived under a transaction and use tax rate imposed under that law, as it read on November 3, 2004.

(7) Require a community redevelopment agency (A) to pay, remit, loan or otherwise transfer, directly or indirectly, taxes on ad valorem real property and tangible personal property allocated to the agency pursuant to Section 16 of Article XVI to or for the benefit of the State, any agency of the State, or any jurisdiction; or (B) to use, restrict, or assign a particular purpose for such taxes for the benefit of the State, any agency of the State, or any jurisdiction, other than (i) for making payments to affected taxing agencies pursuant to Sections 33607.5 and 33607.7 of Health and Safety Code or similar statutes requiring such payments, as those statutes read on January 1, 2008; or (ii) for the purpose of increasing, improving, and preserving the supply of low and moderate income housing available at affordable housing cost.

(b) For purposes of this section, the following definitions apply:

(1) "Ad valorem property tax revenues" means all revenues derived from the tax collected by a county under subdivision (a) of Section 1 of Article XIII A, regardless of any of this revenue being otherwise classified by statute.

(2) "Local agency" has the same meaning as specified in Section 95 of the Revenue and Taxation Code as that section read on November 3, 2004.

(3) "Jurisdiction" has the same meaning as specified in Section 95 of the Revenue and Taxation Code as that section read on November 3, 2004.

Section Five. Article XIX of the California Constitution is hereby amended to read as follows:

SECTION 1. The Legislature shall not borrow revenue from the Highway Users Tax Account, or its successor, and shall not use these revenues for purposes, or in ways, other than those specifically permitted by this article.

SEC. 2. Revenues from taxes imposed by the State on motor vehicle fuels for use in motor vehicles upon public streets and highways, over and above the costs of collection and any refunds authorized by law, shall be deposited into the Highway Users Tax Account (Section 2100 of the Streets and Highways Code) or its successor, which is hereby declared to be a trust

fund, and shall be allocated monthly in accordance with Section 4, and shall used solely for the following purposes:

(a) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for nonmotorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, and the administrative costs necessarily incurred in the foregoing purposes.

(b) The research, planning, construction, and improvement of exclusive public mass transit guideways (and their related fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for such purposes, the administrative costs necessarily incurred in the foregoing purposes, and the maintenance of the structures and the immediate right-of-way for the public mass transit guideways, but excluding the maintenance and operating costs for mass transit power systems and mass transit passenger facilities, vehicles, equipment, and services.

~~SEC. 2.~~ SEC. 3. Revenues from fees and taxes imposed by the State upon vehicles or their use or operation, over and above the costs of collection and any refunds authorized by law, shall be used for the following purposes:

(a) The state administration and enforcement of laws regulating the use, operation, or registration of vehicles used upon the public streets and highways of this State, including the enforcement of traffic and vehicle laws by state agencies and the mitigation of the environmental effects of motor vehicle operation due to air and sound emissions.

(b) The purposes specified in Section ~~1~~ 2 of this article.

~~SEC. 3.~~ SEC. 4. (a) Except as provided in subdivision (b), The Legislature shall provide for the allocation of the revenues to be used for the purposes specified in Section 1 of this article in a manner which ensures the continuance of existing statutory allocation formulas in effect on June 30, 2009 which allocate the revenues described in Section 2 to for cities, counties, and areas of the State shall remain in effect.

(b) The Legislature shall not modify the statutory allocations in effect on June 30, 2009 unless and until both of the following have occurred:

(1) ~~if~~ The Legislature determines in accordance with this subdivision that another basis for an equitable, geographical, and jurisdictional distribution exists; provided that, until such determination is made, any use of such revenues for purposes specified in subdivision (b) of Section 1 of this article by or in a city, county, or area of the State shall be included within the existing statutory allocations to, or for expenditure in, that city, county, or area. Any future statutory revisions shall (A) provide for the allocation of these revenues, together with other

similar revenues, in a manner which gives equal consideration to the transportation needs of all areas of the State and all segments of the population; and (B) be consistent with the orderly achievement of the adopted local, regional, and statewide goals for ground transportation in local general plans, regional transportation plans, and the California Transportation Plan;

(2) The process described in subdivision (c) has been completed.

(c) The Legislature shall not modify the statutory allocation pursuant to subdivision (b) until all of the following have occurred:

(1) The California Transportation Commission has held no less than four public hearings in different parts of the State to receive public input about the local and regional goals for ground transportation in that part of the State;

(2) The California Transportation Commission has published a report describing the input received at the public hearings and how the modification to the statutory allocation is consistent with the orderly achievement of local, regional, and statewide goals for ground transportation in local general plans, regional transportation plans, and the California Transportation Plan; and

(3) Ninety days have passed since the publication of the report by the California Transportation Commission.

(d) A statute enacted by the Legislature modifying the statutory allocations must be by a bill passed in each house of the Legislature by roll call vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision.

(e) The revenues allocated by statute to cities, counties, and areas of the State pursuant to this article may be used solely by the entity to which they are allocated, and solely for the purposes described in Sections 2, 5, or 6 of this article.

(f) The Legislature may not take any action which permanently or temporarily does any of the following: (1) changes the status of the Highway Users Tax Account as a trust fund; (2) borrows, diverts, or appropriates these revenues for purposes other than those described in subdivision (e); or (3) delays, defers, suspends, or otherwise interrupts the payment, allocation, distribution, disbursement, or transfer of revenues from taxes described in Section 2 to cities, counties, and areas of the State pursuant to the procedures in effect on June 30, 2009.

~~SEC. 4.~~ SEC. 5. Revenues allocated pursuant to Section ~~3~~ 4 may not be expended for the purposes specified in subdivision (b) of Section ~~1~~ 2, except for research and planning, until such use is approved by a majority of the votes cast on the proposition authorizing such use of

such revenues in an election held throughout the county or counties, or a specified area of a county or counties, within which the revenues are to be expended. The Legislature may authorize the revenues approved for allocation or expenditure under this section to be pledged or used for the payment of principal and interest on voter-approved bonds issued for the purposes specified in subdivision (b) of Section ~~1~~ 2.

~~SEC. 5. SEC. 6. (a) The Legislature may authorize Up to 25 percent of the revenues available for expenditure by any city or county, or by the State, allocated to the State pursuant to Section 4 for the purposes specified in subdivision (a) of Section ~~1~~ 2 of this article may be pledged or used by the State, upon approval by the voters and appropriation by the Legislature, for the payment of principal and interest on voter-approved bonds for such purposes issued by the State on and after November 2, 2010 for such purposes.~~

(b) Up to 25 percent of the revenues allocated to any city or county pursuant to Section 4 for the purposes specified in subdivision (a) of Section 2 of this article may be pledged or used only by any city or county for the payment of principal and interest on voter-approved bonds issued by that city or county for such purposes.

~~SEC. 6. The tax revenues designated under this article may be loaned to the General Fund only if one of the following conditions is imposed:~~

~~(a) That any amount loaned is to be repaid in full to the fund from which it was borrowed during the same fiscal year in which the loan was made, except that repayment may be delayed until a date not more than 30 days after the date of enactment of the budget bill for the subsequent fiscal year.~~

~~(b) That any amount loaned is to be repaid in full to the fund from which it was borrowed within three fiscal years from the date on which the loan was made and one of the following has occurred:~~

~~(1) The Governor has proclaimed a state of emergency and declares that the emergency will result in a significant negative fiscal impact to the General Fund.~~

~~(2) The aggregate amount of General Fund revenues for the current fiscal year, as projected by the Governor in a report to the Legislature in May of the current fiscal year, is less than the aggregate amount of General Fund revenues for the previous fiscal year, adjusted for the change in the cost of living and the change in population, as specified in the budget submitted by the Governor pursuant to Section 12 of Article IV in the current fiscal year.~~

~~(c) Nothing in this section prohibits the Legislature from authorizing, by statute, loans to local transportation agencies, cities, counties, or cities and counties, from funds that are subject to this article, for the purposes authorized under this article. Any loan authorized as~~

~~described by this subdivision shall be repaid, with interest at the rate paid on money in the Pooled Money Investment Account, or any successor to that account, during the period of time that the money is loaned, to the fund from which it was borrowed, not later than four years after the date on which the loan was made.~~

SEC. 7. If the Legislature reduces or repeals the taxes described in Section 2 and adopts an alternative source of revenue to replace the moneys derived from those taxes, the replacement revenue shall be deposited into the Highway Users Tax Account, dedicated to the purposes listed in Section 2, and allocated to cities, counties, and areas of the State pursuant to Section 4. All other provisions of this article shall apply to any revenues adopted by the Legislature to replace the moneys derived from the taxes described in Section 2.

~~SEC. 7.~~ SEC. 8. This article shall not affect or apply to fees or taxes imposed pursuant to the Sales and Use Tax Law or the Vehicle License Fee Law, and all amendments and additions now or hereafter made to such statutes.

~~SEC. 8.~~ SEC. 9. Notwithstanding Sections ~~1 and 2 and 3~~ of this article, any real property acquired by the expenditure of the designated tax revenues by an entity other than the State for the purposes authorized in those sections, but no longer required for such purposes, may be used for local public park and recreational purposes.

~~SEC. 9.~~ SEC. 10. Notwithstanding any other provision of this Constitution, the Legislature, by statute, with respect to surplus state property acquired by the expenditure of tax revenues designated in Sections ~~1 and 2 and 3~~ and located in the coastal zone, may authorize the transfer of such property, for a consideration at least equal to the acquisition cost paid by the ~~s~~State to acquire the property, to the Department of Parks and Recreation for state park purposes, or to the Department of Fish and Game for the protection and preservation of fish and wildlife habitat, or to the Wildlife Conservation Board for purposes of the Wildlife Conservation Law of 1947, or to the State Coastal Conservancy for the preservation of agricultural lands.

As used in this section, "coastal zone" means "coastal zone" as defined by Section 30103 of the Public Resources Code as such zone is described on January 1, 1977.

Section Six. Article XIX A of the California Constitution is hereby amended to read as follows:

SECTION 1. (a) The Legislature shall not borrow revenues from the Public Transportation Account, or any successor account, and shall not use these revenues for purposes, or in ways, other than those specifically permitted by this article.

(b) The ~~funds in the~~ Public Transportation Account in the State Transportation Fund, or any successor account, is a trust fund. The Legislature may not change the status of the Public Transportation Account as a trust fund. Funds in the Public Transportation Account may

not be loaned or otherwise transferred to the General Fund or any other fund or account in the State Treasury. may be loaned to the General Fund only if one of the following conditions is imposed:

(c) All revenues specified in paragraphs (1) through (3), inclusive, of subdivision (a) of Section 7102 of the Revenue and Taxation Code, as that section read on June 1, 2001, shall be deposited no less than quarterly into the Public Transportation Account (Section 99310 of the Public Utilities Code), or its successor. The Legislature may not take any action which temporarily or permanently diverts or appropriates these revenues for purposes other than those described in subdivision (d), or delays, defers, suspends, or otherwise interrupts the quarterly deposit of these funds into the Public Transportation Account.

(d) Funds in the Public Transportation Account may only be used for transportation planning and mass transportation purposes. The revenues described in subdivision (c) are hereby continuously appropriated to the Controller without regard to fiscal years for allocation as follows:

(1) Fifty percent pursuant to subdivisions (a) through (f), inclusive, of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(2) Twenty-five percent pursuant to subdivision (b) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.

(3) Twenty-five percent pursuant to subdivision (c) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009.

~~(a) That any amount loaned is to be repaid in full to the account during the same fiscal year in which the loan was made, except that repayment may be delayed until a date not more than 30 days after the date of enactment of the budget bill for the subsequent fiscal year.~~

~~(b) That any amount loaned is to be repaid in full to the account within three fiscal years from the date on which the loan was made and one of the following has occurred:~~

~~(1) The Governor has proclaimed a state of emergency and declares that the emergency will result in a significant negative fiscal impact to the General Fund.~~

~~(2) The aggregate amount of General Fund revenues for the current fiscal year, as projected by the Governor in a report to the Legislature in May of the current fiscal year, is less than the aggregate amount of General Fund revenues for the previous fiscal year, as specified in the budget submitted by the Governor pursuant to Section 12 of Article IV in the current fiscal year.~~

(e) For purposes of paragraph (1) of subdivision (d), "transportation planning" means only the purposes described in subdivisions (c) through (f), inclusive, of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(f) For purposes of this article, "mass transportation," "public transit," and "mass transit" have the same meaning as "public transportation." "Public transportation" means:

(1)(A) Surface transportation service provided to the general public, complementary paratransit service provided to persons with disabilities as required by 42 U.S.C. 12143, or similar transportation provided to people with disabilities or the elderly; (B) operated by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis; (C) generally for which a fare is charged; and (D) provided by any transit district, included transit district, municipal operator, included municipal operator, eligible municipal operator, or transit development board, as those terms were defined in Article 1 of Chapter 4 of Part 11 of Division 10 of the Public Utilities Code on January 1, 2009, a joint powers authority formed to provide mass transportation services, an agency described in subdivision (f) of Section 15975 of the Government Code, as that section read on January 1, 2009, any recipient of funds under Sections 99260, 99260.7, 99275, or subdivision (c) of Section 99400 of the Public Utilities Code, as those sections read on January 1, 2009, or a consolidated agency as defined in Section 132353.1 of the Public Utilities Code, as that section read on January 1, 2009.

(2) Surface transportation service provided by the Department of Transportation pursuant to subdivision (a) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(3) Public transit capital improvement projects, including those identified in subdivision (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

SEC. 2. (a) As used in this section, a "local transportation fund" is a fund created under Section 29530 of the Government Code, or any successor to that statute.

(b) All local transportation funds are hereby designated trust funds. The Legislature may not change the status of local transportation funds as trust funds.

(c) A local transportation fund that has been created pursuant to law may not be abolished.

(d) Money in a local transportation fund shall be allocated only by the local government that created the fund, and only for the purposes authorized under Article 11 (commencing with Section 29530) of Chapter 2 of Division 3 of Title 3 of the Government Code and Chapter 4 (commencing with Section 99200) of Part 11 of Division 10 of the Public Utilities Code, as those provisions existed on October 1, 1997. Neither the county nor the Legislature

may authorize the expenditure of money in a local transportation fund for purposes other than those specified in this subdivision.

(e) This section constitutes the sole method of allocating, distributing, and using the revenues in a local transportation fund. The purposes described in subdivision (d) are the sole purposes for which the revenues in a local transportation fund may be used. The Legislature may not enact a statute or take any other action which, permanently or temporarily, does any of the following:

(1) Transfers, diverts, or appropriates the revenues in a local transportation fund for any other purpose than those described in subdivision (d);

(2) Authorizes the expenditures of the revenue in a local transportation fund for any other purpose than those described in subdivision (d);

(3) Borrows or loans the revenues in a local transportation fund, regardless of whether these revenues remain in the Retail Sales Tax Fund in the State Treasury or are transferred to another fund or account.

(f) The percentage of the tax imposed pursuant to section 7202 of the Revenue and Taxation Code allocated to local transportation funds shall not be reduced below the percentage that was transmitted to such funds during the 2008 calendar year. Revenues allocated to local transportation funds shall be transmitted in accordance with Section 7204 of the Revenue and Taxation Code and deposited into local transportation funds in accordance with Section 29530 of the Government Code, as those sections read on June 30, 2009.

Section Seven. Article XIX B of the California Constitution is hereby amended to read as follows:

SECTION 1. The Legislature shall not borrow revenues from the Transportation Investment Fund, or its successor, and shall not use these revenues for purposes, or in ways, other than those specifically permitted by this article.

SEC. 2. (a) For the 2003-04 fiscal year and each fiscal year thereafter, all ~~moneys~~ revenues that are collected during the fiscal year from taxes under the Sales and Use Tax Law (Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code), or any successor to that law, upon the sale, storage, use, or other consumption in this State of motor vehicle fuel, as defined for purposes of the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code), and that are deposited in the General Fund of the State pursuant to that law, shall be transferred to deposited into the Transportation Investment Fund or its successor, which is hereby created in

the State Treasury and which is hereby declared to be a trust fund. The Legislature may not change the status of the Transportation Investment Fund as a trust fund.

(b)(1) For the 2003-04 to 2007-08 fiscal years, inclusive, moneys in the Transportation Investment Fund shall be allocated, upon appropriation by the Legislature, in accordance with Section 7104 of the Revenue and Taxation Code as that section read on March 6, 2002.

(2) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund shall be allocated solely for the following purposes:

(A) Public transit and mass transportation. Moneys appropriated for public transit and mass transportation shall be allocated as follows: (i) Twenty-five percent pursuant to subdivision (b) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009; (ii) Twenty-five percent pursuant to subdivision (c) of Section 99312 of the Public Utilities Code, as that section read on July 30, 2009; and (iii) Fifty percent for the purposes of subdivisions (a) and (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(B) Transportation capital improvement projects, subject to the laws governing the State Transportation Improvement Program, or any successor to that program.

(C) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by cities, including a city and county.

(D) Street and highway maintenance, rehabilitation, reconstruction, or storm damage repair conducted by counties, including a city and county.

(c) For the 2008-09 fiscal year and each fiscal year thereafter, moneys in the Transportation Investment Fund are hereby continuously appropriated to the Controller without regard to fiscal years, which shall be allocated, ~~upon appropriation by the Legislature,~~ as follows:

(A) Twenty percent of the moneys for the purposes set forth in subparagraph (A) of paragraph (2) of subdivision (b).

(B) Forty percent of the moneys for the purposes set forth in subparagraph (B) of paragraph (2) of subdivision (b).

(C) Twenty percent of the moneys for the purposes set forth in subparagraph (C) of paragraph (2) of subdivision (b).

(D) Twenty percent of the moneys for the purposes set forth in subparagraph (D) of paragraph (2) of subdivision (b).

~~(d) (1) Except as otherwise provided by paragraph (2), the transfer of revenues from the General Fund of the State to the Transportation Investment Fund pursuant to subdivision (a) may be suspended, in whole or in part, for a fiscal year if all of the following conditions are met:~~

~~(A) The Governor issues a proclamation that declares that, due to a severe state fiscal hardship, the suspension of the transfer of revenues required by subdivision (a) is necessary.~~

~~(B) The Legislature enacts by statute, pursuant to a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, a suspension for that fiscal year of the transfer of revenues required by subdivision (a) and the bill does not contain any other unrelated provision.~~

~~(C) No later than the effective date of the statute described in subparagraph (B), a separate statute is enacted that provides for the full repayment to the Transportation Investment Fund of the total amount of revenue that was not transferred to that fund as a result of the suspension, including interest as provided by law. This full repayment shall be made not later than the end of the third fiscal year immediately following the fiscal year to which the suspension applies.~~

~~(2) (A) The transfer required by subdivision (a) shall not be suspended for more than two fiscal years during any period of 10 consecutive fiscal years, which period begins with the first fiscal year commencing on or after July 1, 2007, for which the transfer required by subdivision (a) is suspended.~~

~~(B) The transfer required by subdivision (a) shall not be suspended during any fiscal year if a full repayment required by a statute enacted in accordance with subparagraph (C) of paragraph (1) has not yet been completed.~~

~~(e) (d) The Legislature may not enact a statute that modifies the percentage shares set forth in subdivision (c) by a bill passed in each house of the Legislature by rollcall vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the moneys described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b) until all of the following have occurred:~~

~~(1) The California Transportation Commission has held no less than four public hearings in different parts of the State to receive public input about the need for public transit, mass transportation, transportation capital improvement projects, and street and highway maintenance;~~

~~(2) The California Transportation Commission has published a report describing the input received at the public hearings and how the modification to the statutory allocation is~~

consistent with the orderly achievement of local, regional and statewide goals for public transit, mass transportation, transportation capital improvements, and street and highway maintenance in a manner that is consistent with local general plans, regional transportation plans, and the California Transportation Plan;

(3) Ninety days have passed since the publication of the report by the California Transportation Commission.

(4) The statute enacted by the Legislature pursuant to this subdivision must be by a bill passed in each house of the Legislature by roll call vote entered in the journal, two-thirds of the membership concurring, provided that the bill does not contain any other unrelated provision and that the revenues described in subdivision (a) are expended solely for the purposes set forth in paragraph (2) of subdivision (b).

(f)(1) An amount equivalent to the total amount of revenues that were not transferred from the General Fund of the State to the Transportation Investment Fund, as of July 1, 2007, because of a suspension of transfer of revenues pursuant to this section as it read on January 1, 2006, but excluding the amount to be paid to the Transportation Deferred Investment Fund pursuant to Section 63048.65 of the Government Code, shall be transferred from the General Fund to the Transportation Investment Fund no later than June 30, 2016. Until this total amount has been transferred, the amount of transfer payments to be made in each fiscal year shall not be less than one-tenth of the total amount required to be transferred by June 30, 2016. The transferred revenues shall be allocated solely for the purposes set forth in this section as if they had been received in the absence of a suspension of transfer of revenues.

(2) The Legislature may provide by statute for the issuance of bonds by the state or local agencies, as applicable, that are secured by the minimum transfer payments required by paragraph (1). Proceeds from the sale of those bonds shall be allocated solely for the purposes set forth in this section as if they were revenues subject to allocation pursuant to paragraph (2) of subdivision (b).

(g) This section constitutes the sole method of allocating, distributing, and using the revenues described in subdivision (a). The purposes described in paragraph (2) of subdivision (b) are the sole purposes for which the revenues described in subdivision (a) may be used. The Legislature may not enact a statute or take any other action which, permanently or temporarily, does any of the following:

(1) Transfers, diverts, or appropriates the revenues described in subdivision (a) for any other purposes than those described in paragraph (2) of subdivision (b);

(2) Authorizes the expenditures of the revenues described in subdivision (a) for any other purposes than those described in paragraph (2) of subdivision (b) or;

(3) Borrows or loans the revenues described in subdivision (a), regardless of whether these revenues remain in the Transportation Investment Fund or are transferred to another fund or account such as the Public Transportation Account, a trust fund in the State Transportation Fund.

(h) For purposes of this article, "mass transportation," "public transit" and "mass transit" have the same meanings as "public transportation." "Public transportation" means:

(1)(A) Surface transportation service provided to the general public, complementary paratransit service provided to persons with disabilities as required by 42 U.S.C. 12143, or similar transportation provided to people with disabilities or the elderly; (B) operated by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis; (C) generally for which a fare is charged; and (D) provided by any transit district, included transit district, municipal operator, included municipal operator, eligible municipal operator, or transit development board, as those terms were defined in Article 1 of Chapter 4 of Part 11 of Division 10 of the Public Utilities Code on January 1, 2009, a joint powers authority formed to provide mass transportation services, an agency described in subdivision (f) of Section 15975 of the Government Code, as that section read on January 1, 2009, any recipient of funds under Sections 99260, 99260.7, 99275, or subdivision (c) of Section 99400 of the Public Utilities Code, as those sections read on January 1, 2009, or a consolidated agency as defined in Section 132353.1 of the Public Utilities Code, as that section read on January 1, 2009.

(2) Surface transportation service provided by the Department of Transportation pursuant to subdivision (a) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(3) Public transit capital improvement projects, including those identified in subdivision (b) of Section 99315 of the Public Utilities Code, as that section read on July 30, 2009.

(i) If the Legislature reduces or repeals the taxes described in subdivision (a) and adopts an alternative source of revenue to replace the moneys derived from those taxes, the replacement revenue shall be deposited into the Transportation Investment Fund, dedicated to the purposes listed in paragraph (2) of subdivision (b), and allocated pursuant to subdivision (c). All other provisions of this article shall apply to any revenues adopted by the Legislature to replace the moneys derived from the taxes described in subdivision (a).

Section Eight. Article XIX C is hereby added to the Constitution to read as follows:

SECTION 1. If any challenge to invalidate an action that violates Articles XIX, XIX A, or XIX B of the California Constitution is successful either by way of a final judgment, settlement,

or resolution by administrative or legislative action, there is hereby continuously appropriated from the General Fund to the Controller, without regard to fiscal years, that amount of revenue necessary to restore the fund or account from which the revenues were unlawfully taken or diverted to its financial status had the unlawful action not been taken.

SEC. 2. If any challenge to invalidate an action that violates Section 24 or Section 25.5 of Article XIII of this Constitution is successful either by way of a final judgment, settlement, or resolution by administrative or legislative action, there is hereby continuously appropriated from the General Fund to the local government an amount of revenue equal to the amount of revenue unlawfully taken or diverted.

SEC. 3. Interest calculated at the Pooled Money Investment Fund rate from the date or dates the revenues were unlawfully taken or diverted shall accrue to the amounts required to be restored pursuant to this section. Within thirty days from the date a challenge is successful, the Controller shall make the transfer required by the continuous appropriation and issue a notice to the parties that the transfer has been completed.

SEC. 4. If in any challenge brought pursuant to this section a restraining order or preliminary injunction is issued, the plaintiffs or petitioners shall not be required to post a bond obligating the plaintiffs or petitioners to indemnify the government defendants or the State of California for any damage the restraining order or preliminary injunction may cause.

Section Nine.

Section 16 of Article XVI of the Constitution requires that a specified portion of the taxes levied upon the taxable property in a redevelopment project each year be allocated to the redevelopment agency to repay indebtedness incurred for the purpose of eliminating blight within the redevelopment project area. Section 16 of Article XVI prohibits the Legislature from reallocating some or that entire specified portion of the taxes to the State, an agency of the State, or any other taxing jurisdiction, instead of to the redevelopment agency. The Legislature has been illegally circumventing Section 16 of Article XVI in recent years by requiring redevelopment agencies to transfer a portion of those taxes for purposes other than the financing of redevelopment projects. A purpose of the amendments made by this measure is to prohibit the Legislature from requiring, after the taxes have been allocated to a redevelopment agency, that the redevelopment agency transfer some or all of those taxes to the State, an agency of the State, or a jurisdiction; or use some or all of those taxes for the benefit of the State, an agency of the State, or a jurisdiction.

Section Ten. Continuous Appropriations.

The provisions of Sections 6, 7, and 8 of this Act that require a continuous appropriation to the Controller without regard to fiscal year are intended to be "appropriations made by law" within the meaning of Section 7 of Article XVI of the California Constitution.

Section Eleven. Liberal Construction.

The provisions of this Act shall be liberally construed in order to effectuate its purposes.

Section Twelve. Conflicting Statutes.

Any statute passed by the Legislature between October 21, 2009 and the effective date of this measure, that would have been prohibited if this measure were in effect on the date it was enacted, is hereby repealed.

Section Thirteen. Conflicting Ballot Measures.

In the event that this measure and another measure or measures relating to the direction or redirection of revenues dedicated to funding services provided by local governments and/or transportation projects or services appear on the same statewide election ballot, the provisions of the other measure or measures shall be deemed to be in conflict with this measure. In the event that this measure shall receive a greater number of affirmative votes, the provisions of this measure shall prevail in their entirety, and the provisions of the other measure or measures shall be null and void.

Section Fourteen. Severability.

It is the intent of the People that the provisions of this Act are severable and that if any provision of this Act or the application thereof to any person or circumstance, is held invalid, such invalidity shall not affect any other provision or application of this Act which can be given effect without the invalid provision or application.

THIS PAGE LEFT INTENTIONALLY BLANK.

RESOLUTION No. 2010-01

**A RESOLUTION OF THE BOARD OF THE SOLANO TRANSPORTATION
AUTHORITY IN SUPPORT OF THE LOCAL TAXPAYER, PUBLIC SAFETY AND
TRANSPORTATION PROTECTION ACT OF 2010**

WHEREAS, California voters have repeatedly and overwhelmingly passed separate ballot measures to stop State raids of local government funds, and to dedicate the taxes on gasoline to fund local and state transportation improvement projects; and

WHEREAS, these local government funds are critical to provide the police and fire, emergency response, parks, libraries, and other vital local services that residents rely upon every day, and gas tax funds are vital to maintain and improve local streets and roads, to make road safety improvements, relieve traffic congestion, and provide mass transit; and

WHEREAS, despite the fact that voters have repeatedly passed measures to prevent the State from taking these revenues dedicated to funding local government services and transportation improvement projects, the State Legislature has seized and borrowed billions of dollars in local government and transportation funds in the past few years; and

WHEREAS, this year's borrowing and raids of local government, redevelopment and transit funds, as well as previous, ongoing raids of local government and transportation funds have lead to severe consequences, such as layoffs of police, fire and paramedic first responders, fire station closures, stalled economic development, healthcare cutbacks, delays in road safety improvements, public transit fare increases and cutbacks in public transit services; and

WHEREAS, State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when state politicians take or borrow these locally-dedicated funds; and

WHEREAS, a coalition of local government, transportation and transit advocates recently filed a constitutional amendment with the California Attorney General, called the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010, for potential placement on California's November 2010 statewide ballot; and

WHEREAS, approval of this ballot initiative would close loopholes and change the constitution to further prevent State politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking or interfering with tax revenues dedicated to funding local government services, including redevelopment, or dedicated to transportation improvement projects and mass transit.

NOW, THEREFORE, BE IT RESOLVED that the Board of the Solano Transportation Authority formally endorses the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, a proposed constitutional amendment.

BE IT FURTHER RESOLVED that the STA Board hereby authorizes the listing of Solano Transportation Authority in support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 and instructs staff to fax a copy of this resolution to campaign offices at 916.442.3510.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Board of Directors of the Solano Transportation Authority, County of Solano, State of California, at a regular meeting of the Board held on the 10th day of February, 2010 by the following vote:

Pete Sanchez, Chair
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the special meeting thereof held this day of February 10, 2010.

Daryl K. Halls, Executive Director
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of February 2010 by the following vote:

Ayes: _____
Nos: _____
Absent: _____
Abstain: _____

Attest: _____
Johanna Masiclat
Clerk of the Board

RESOLUTION NO. 2010-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUISUN CITY IN SUPPORT OF THE LOCAL TAXPAYER, PUBLIC SAFETY AND TRANSPORTATION PROTECTION ACT OF 2010

WHEREAS, California voters have repeatedly and overwhelmingly passed separate ballot measures to stop State raids of local government funds; and

WHEREAS, these local government funds are critical to provide the police and fire, emergency response, parks, libraries, and other vital local services that residents rely upon everyday; and

WHEREAS, despite the fact that voters have repeatedly passed measures to prevent the State from taking local government funds, the State Legislature has seized and borrowed billions of dollars in local government and transportation funds in the past few years; and

WHEREAS, State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when State politicians take or borrow these locally-dedicated funds; and

WHEREAS, a coalition of local government, transportation and transit advocates recently filed a constitutional amendment with the California Attorney General, called the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010, for potential placement of California's November 2010 statewide ballot; and

WHEREAS, approval of this ballot initiative would close loopholes and change the constitution to further prevent State politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking of local government funds.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Suisun City formally endorses the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, a proposed constitutional amendment.

BE IT FURTHER RESOLVED, that the Council hereby authorizes the listing of the City of Suisun City as being in support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, and instructs staff to fax a copy of this Resolution to campaign offices at 916.442.3510.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Suisun City held on Tuesday the 5th day of January 2010 by the following vote:

AYES:	Councilmembers:	_____
NOES:	Councilmembers:	_____
ABSENT:	Councilmembers:	_____
ABSTAIN:	Councilmembers:	_____

WITNESS my hand and the seal of said City this 5th day of January 2010.

Linda Hobson, CMC
City Clerk

**RESOLUTION NO. 2010-
RESOLUTION NO. RD 2010-**

**JOINT RESOLUTION OF THE CITY OF VACAVILLE AND REDEVELOPMENT AGENCY OF THE
CITY OF VACAVILLE IN SUPPORT OF THE LOCAL TAXPAYER, PUBLIC SAFETY AND
TRANSPORTATION PROTECTION ACT OF 2010**

WHEREAS, California voters have repeatedly and overwhelmingly passed separate ballot measures to stop State raids of local government funds; and

WHEREAS, these local government funds are critical to provide the police and fire, emergency response, parks, libraries, and other vital local services that residents rely upon everyday; and

WHEREAS, despite the fact that voters have repeatedly passed measures to prevent the State from taking local government funds, the State Legislature has seized and borrowed billions of dollars in local government and transportation funds in the past few years; and

WHEREAS, State politicians in Sacramento have continued to ignore the will of the voters, and current law provides no penalties when State politicians take or borrow these locally-dedicated funds; and

WHEREAS, a coalition of local government, transportation and transit advocates recently filed a constitutional amendment with the California Attorney General, called the Local Taxpayer, Public Safety, and Transportation Protection Act of 2010, for potential placement of California's November 2010 statewide ballot; and

WHEREAS, approval of this ballot initiative would close loopholes and change the constitution to further prevent State politicians in Sacramento from seizing, diverting, shifting, borrowing, transferring, suspending or otherwise taking of local government funds.

NOW, THEREFORE, BE IT RESOLVED that the City of Vacaville and the Redevelopment Agency of the City of Vacaville formally endorses the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, a proposed constitutional amendment.

BE IT FURTHER RESOLVED, that the City of Vacaville and the Redevelopment Agency of the City of Vacaville hereby authorizes the listing of the City and Redevelopment Agency as being in support of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, and instructs staff to fax a copy of this Resolution to campaign offices at 916.442.3510.

PASSED AND ADOPTED at a regular meeting of the City of Vacaville and Redevelopment Agency of the City of Vacaville held on Tuesday, the 12th of January, 2010, by the following vote:

AYES:

NOES:

ABSENT:

ATTEST:

Michelle A. Thornbrugh
City Clerk/Recording Secretary



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

January 4, 2010

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate, Shaw / Yoder / Antwih, Inc.

RE: STATE LEGISLATIVE UPDATE- DECEMBER

The legislature convened today from its Fall Recess today to continue the 2009-10 Session. Its priority will be to address yet another budget shortfall which is expected to be pegged at \$21 billion when the Governor introduces his 2010-11 budget proposal on January 8th as well as dispense with bills in the house of origin.

As you may recall, the Legislative Analyst's Office (LAO) released its report on November 18th titled "The 2010-11 Budget: California's Fiscal Outlook", which provides a prognostication of the state's fiscal condition. The LAO forecasts that the legislature will have to address a state General Fund deficit of \$20.7 billion by June 30th of 2011. This amount consists of a \$6.3 billion projected deficit for 2009-10 and a \$14.4 billion gap between projected revenues and spending in 2010-11. Escalating costs to prison health care reform, the failure to sell the State Compensation Insurance Fund (\$1 billion), an increase in the Proposition 98 guarantee to K-14 education, and the state's loss of a court case, *Shaw v. Chiang*, (\$800 million) are cited as the primary reasons for the current year deficit. The deficit is expected to grow to at least \$23 billion in 2012-13 due to the repayment of the Proposition 1A loan that the legislature must repay to local governments. Furthermore, the one-time infusion of federal economic stimulus money and the sunset of the 1% increase in the state sales tax will make balancing a budget more difficult for 2010-11.

The LAO recommends taking early action, focusing on multi-year solutions, making additional cuts to programs, and adding additional revenues. An extension of the vehicle license fee is cited as an option since LAO believes a good policy case can be made to tax vehicles at a rate similar to all other property. While the LAO does not recommend further stressing the economy with additional tax rate increases above their current levels, they acknowledge that the Legislature is unlikely to bring the budget into balance without adding revenues to the mix. Finally, the Lao suggests aggressively pursuing additional federal assistance and going to the ballot to ask voters to amend redirecting revenues away from Proposition 10 (early childhood development), Proposition 49 (after school programs), and Proposition 63 (mental health).

Potential Hit to Transportation

We are hearing rumors that the administration may introduce a "revenue-neutral" proposal which eliminates the sales tax on gasoline and diesel and raises the excise tax by a like amount. Again, this is a rumor that has not been substantiated but if it's true, it will have a dire impact on funding for public transportation and possibly local governments. We will provide additional information to the Board upon the release on the Governor's budget later this week.

THIS PAGE LEFT INTENTIONALLY BLANK.



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

January 8, 2010

TO: Board Members, Solano Transportation Authority
 FROM: Gus Khouri, Legislative Advocate
 Shaw / Yoder / Antwih, Inc.

RE: GOVERNOR'S PROPOSED 2010-11 STATE BUDGET

On January 8th, Governor Schwarzenegger released his proposed 2010-11 State Budget. The projected 18-month deficit is \$19.9 billion, which includes a current year shortfall of \$6.6 billion and a \$1 billion reserve. The Governor cites reduced revenue estimates (\$3.4 billion) federal and state court decisions costs (\$4.9 billion), erosions of previous solutions (\$2.3 billion) and population and caseload growth (\$1.4 billion) as the main factors in comprising the deficit. As a result, the governor has declared a fiscal emergency and has called the Legislature into Special Session to address the problem. According to the Governor, the budget proposes solutions for action in the Special Session that will close \$8.9 billion of the budget gap. Delays in the adoption of these proposals until the enactment of the 2010-11 budget would result in the loss of up to \$2.4 billion in budgetary solutions and thereby necessitate even deeper cuts in 2010-11.

Proposed reductions include program eliminations, further reductions to various health and human services programs, a reduction to the anticipated level of funding for Proposition 98, substantial changes to employee compensation, and reductions to the Department of Corrections and Rehabilitation.

The Governor is also pursuing structural changes in the federal and state relationship in order to provide additional resources to address California's cash flow problem. These program reforms and recoupment of federal funding, which include reimbursements for health programs (Medical, Medicare, Medicaid), foster care, special education, are estimated to provide \$6.9 billion in solutions to address next year's shortfall and help reduce projected deficits into the future. The Governor states that if the federal flexibility and funding do not materialize, then additional spending reductions, delays in tax cuts and continued suspension or reduction of tax credits must go into effect.

Impact on Transportation

Transportation Funding "Swap" – Eliminate Sales Tax on Gas / Increase Gas Tax

The Governor proposes to eliminate the sales tax on gasoline and the sales tax on diesel fuel. At the same time, he proposes to increase the excise tax on gas by 10.8 cents per gallon. This will result in a total reduction of an estimated \$2.844 billion in sales taxes in 2010-11, of which \$1.573 billion is categorized by the Governor as "General Fund revenue." An estimated \$1.868 billion of excise taxes on fuels will be raised by increasing the per-gallon rate from 18 cents to 28.8 cents to replace funding on highways and roads currently funded from the sales tax on gasoline and provide funding to offset highway bond debt service. This results in a net reduction of \$976 million, or nearly 6 cents per gallon at the pump.

Governor's Rationale for the Tax Swap Proposal

The Governor states the following as reasons for introducing the "tax swap" proposal:

"Existing state revenues for transportation programs are raised primarily by an 18-cent excise tax on motor vehicle fuels and the state sales taxes on those fuels. In recent years, with the increase in gasoline and diesel prices outstripping the prices of other taxable goods, these sales tax revenues have dramatically increased, by almost a billion dollars since 2004-05... The increase in gas prices has in part shifted consumer spending on taxable goods to gasoline, and has contributed to relative decreases in General Fund sales tax revenues. In recent budgets, much of these increases have been used to fund the General Fund costs of transit bonds, school transportation, and transportation of the developmentally disabled. The use of these revenues to pay for costs otherwise borne by the General Fund has been done in part because the decision made in the early 1970s to dedicate these funds did not anticipate current high gas prices and the level of funding for local public transportation that statutory formulas would have otherwise provided. A recent court decision determined that most of the use of sales tax on gas to fund public transportation costs otherwise borne by the General Fund is invalid. Based on this decision, \$958 million of 2009-10 General Fund budget solutions cannot be obtained. Because these funds cannot be used as budgeted, they are being retained in the Public Transportation Account (PTA), which thus has a growing balance.

The Governor's Budget proposes to achieve \$1.8 billion in General Fund savings while continuing to fund transportation programs at the level anticipated in the 2009 Budget Act. To achieve this goal, the budget proposes to eliminate the sales tax on fuel and increase the excise tax on gasoline by 10.8 cents to partially replace these revenues, thereby maintaining funding for transportation programs while reducing net taxes paid by consumers by \$976 million.

Under current law, the sales tax on fuel provides the revenues that fund Proposition 42. Revenues from the excise tax on gasoline have substantial constitutional protections; however they are not subject to the same legal restrictions as the sales taxes on fuels are. Under Article XIX of the Constitution, excise tax revenues cannot be used for most transit purposes. Given the goal to provide the same level of funding for transportation as was anticipated in the 2009 Budget Act, the Governor's Budget proposes the replacement revenues to be distributed as follows: \$629 million for local streets and roads and \$629 million for the State Transportation Improvement Program (STIP). This distribution is the same as would have been provided under Proposition 42. The General Fund benefits from this proposal as follows:

- \$603 million in new excise tax revenue will be used to reimburse the General Fund for highway bond debt service costs in 2010-11. In future years, the excise taxes will be adjusted to allow the increasing amount of debt service cost associated with Proposition 1B bonds to be offset. However, the rate will never exceed the current effective per-gallon rate. Additionally, \$72 million in miscellaneous Caltrans revenues transferred to the PTA under prior law will instead be retained in the State Highway Account to offset a portion of Proposition 116 rail bond debt service.
- From the revenue received in the PTA in 2009-10, \$57 million in 2009-10 and \$254 million in 2010-11 will be used to fund transit programs' bond debt service costs, as allowed under the recent court decision.

This results in an overall decrease in taxes on motorists of about five cents per gallon. In the future, state tax revenues will no longer increase from spikes in gasoline

prices. Since the revenues that flowed to Proposition 42 were General Fund revenues, the elimination of these revenues reduces the Proposition 98 guarantee, which provides an \$836 million budget solution...

Intercity Rail and some transportation planning costs will continue to be funded from the PTA until those funds are exhausted in 2011-12. At that time, it will become necessary to fund these activities from the General Fund or other funding sources.”

This proposal, which would eliminate funding for the Public Transportation Account, is clearly designed to respond to the California Transit Association’s litigation against the 2007-08 State Budget, *Shaw v. Chiang*, and as upheld by the California Supreme Court -- requiring the spillover revenues to be deposited in the PTA, and for those revenues to be spent on mass transportation purposes. As much as the law requires those revenues to be spent on transit *IF* those revenues materialize, state law cannot force those tax revenues to be collected; the Governor proposes eliminating the tax source so he doesn’t have to spend them on transit.

Proposition 42

The proposal eliminates not only the core PTA revenues, but also eliminates the underlying revenue dedicated by Proposition 42 – what would otherwise be approximately \$1.4 billion this year -- to transportation and transit programs. The revenues that historically would have gone to the State Transportation Improvement Program (STIP), county roads, and city streets, would be replaced by the increased gas tax revenues. The 20% of Proposition 42 revenues historically dedicated to the Public Transportation Account would be eliminated completely.

STIP & Local Streets and Roads

The Governor’s tax swap proposes the replacement revenues to be distributed as follows: \$629 million for local streets and roads and \$629 million for the State Transportation Improvement Program (STIP). He states that this distribution is the same as would have been provided under Proposition 42.

PTA and State Transit Assistance Program

This proposal completely eliminates the core tax revenues historically funding the transit programs supported by the Public Transportation Account. Because the proposed sales tax / gas tax swap eliminates the underlying PTA revenues, the Governor proposes NO State Transit Assistance Program in FY 2010-11 or beyond. From the revenue received in the PTA in 2009-10, \$57 million in 2009-10 and \$254 million in 2010-11 will be used to fund transit programs’ bond debt service costs, as allowed under the recent court decision.

Transit Capital Projects in the STIP or ITIP

Because the proposed sales tax / gas tax swap eliminates the underlying PTA revenues, the Governor proposes NO resources for programming transit capital projects through the State Transportation Improvement Program or the Interregional Transportation Program in 2010-11.

Intercity Rail

The budget would fund the intercity rail program at \$131 million.

High Speed Rail

The budget proposes \$581.4 million in Safe, Reliable High-Speed Passenger Train Bond Act bond funding (Proposition 1A), \$375 million in Federal ARRA funding, and 25.7 positions to continue environmental planning and preliminary engineering, and to begin purchasing land on which portions of the high-speed rail system will be built. Funding will be focused

primarily on the Los Angeles-to-Anaheim, San Francisco-to-San Jose, and Fresno-to-Bakersfield segments on which grade separations, electrification, and maintenance and testing facilities will be started in 2011-12 using ARRA funding.

Public Private Partnerships (P3)

The Governor proposes an increase of \$3.45 billion to be spent over the next 30 years (\$115 million per year) to attract private partners and investors in comprehensive development lease agreements for transportation projects.

Proposition 1B Allocations

The Governor's 2010-11 State Budget proposes \$4.1 billion in allocations to the various programs within Proposition 1B. We are working to ascertain a list of the funding for each program.

AKIN GUMP
STRAUSS HAUER & FELD LLP
Attorneys at Law

MEMORANDUM

January 4, 2010

To: Solano Transportation Authority
From: Akin Gump Strauss Hauer & Feld LLP
Re: December Report

In December, Congress enacted a fiscal year 2010 omnibus appropriations bill, which includes funding for the Department of Transportation and a provision extending SAFETEA-LU through February 28, 2010. The House also passed a “jobs bill”, which includes an additional \$27.5 billion in highway funding and \$8.4 billion in transit funding for fiscal year 2010. The Senate likely will consider a similar bill early this year.

Fiscal Year 2010 Appropriations

On December 16, President Obama signed the Consolidated Appropriations Act (PL 111-117), which includes \$41.8 billion in highway funding and \$10.7 billion in transit funding. The bill includes funding for two STA projects -- \$500,000 for the alternative fuel bus replacement and \$500,000 for Phase 2 construction of the Vacaville Intermodal Station. Both earmarks were sponsored by Congressman George Miller.

Of the \$10.7 billion in transit funding, \$8.3 billion is for the urban and rural formula programs, \$75 million is for competitive grants to assist transit agencies in reducing greenhouse gas emissions (TIGGER grants), \$2 billion is for capital investment grants (new starts and small starts) and \$2 billion is for the High Speed and Intercity Rail program. The bill also includes \$600 million for a competitive multimodal transportation infrastructure grant program for projects of regional or national significance. (DOT should issue a notice in the Federal Register shortly with more details on the program.) The bill does not include funding for a national infrastructure bank as proposed by the House.

Surface Transportation Extension

The fiscal year 2010 Defense appropriations bill (PL 111-118), signed by the President on December 19, extended SAFETEA-LU through February 28, 2010 at fiscal year 2009 levels. SAFETEA-LU has been extended through a series of continuing resolutions since it expired on September 30. The most recent extension allows the Senate to consider the House proposal for a one-year extension contained in the House-passed jobs legislation.

Solano Transportation Authority
January 4, 2010
Page 2

The House Jobs Bill

On December 16, the House approved The Jobs for Main Street Act (H.R. 2847), a \$75 billion bill intended to preserve and expand employment through federal investment and expanded benefits. The cost of infrastructure spending would be offset by a reduction in TARP borrowing authority.

The bill would provide \$48.3 billion for infrastructure investment, including \$27.5 billion for highway and \$8.4 billion for transit programs. Of the transit funds, \$6.15 billion would be distributed under the urban and rural formula programs, \$1.75 billion would be for rail modernization and \$500 million would be for new starts and small starts. The distribution process and spending requirements in the House bill are similar to those in the American Recovery and Reinvestment Act (ARRA). Projects would not require a local match and transit operators could use up to 10 percent of funding on operating costs.

The House bill requires that funds be obligated within 90 days versus 120 days under ARRA. The bill also imposes additional requirements on project sponsors regarding the Buy America Act and requires the Secretary of Transportation to consider additional issues before issuing public interest waivers. The bill applies Buy America requirements to all bridge projects, preventing segmentation of projects to avoid the requirements.

The House bill also extends SAFTEA-LU for one year - through September 2010 - at fiscal year 2009 levels before the rescission that took effect at the end of SAFETEA-LU. Funding that had been made available for High Priority Projects, Transportation Improvements, Magelev and highway-bridge program earmarks would be included in the total formula allocation; however, the House bill would make the FTA bus and bus facilities, Projects of National and Regional Significance and National Corridor Infrastructure Improvement programs competitive programs. This provision is opposed by the Senate and would result in less money for California.

States could opt-out of contributing the cost-share for most highway and transit projects with the exception of new starts projects and fiscal year 2010 highway earmarks. The bill would pay for the extension by transferring \$14.7 million to the Highway Trust Fund and \$4.8 billion to the Mass Transit Account from the general treasury and would allow the Trust Funds to earn interest on future balances.

The Senate will likely offer an alternative to the House-proposed extension of SAFETEA-LU when it takes up its jobs bill early this year.



DATE: January 27, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Commute Profile 2010 Study

Background:

From 1992 until 2005, the Metropolitan Transportation Commission (MTC) conducted annual Commute Profile reports through the regional rideshare program. These reports collected a variety of quantitative and attitudinal data at county and regional level that was used for a range of purposes. Commute characteristics were captured: commute mode splits, average travel distance, time, speed, locations. Commute attitudes were measured: has a respondent's commute improved or deteriorated? Why was one mode selected over another? Programs were evaluated: Did an employer's commute incentives motivate a switch to a non-drive alone mode? How much time does the High Occupancy Vehicle (HOV) lane save a commuter? Has a commuter used 511 or a local rideshare program and were these programs useful? These are just a few examples of the type of data that has been collected through the Commute Profile reports.

The data from the Commute Profile reports have been used for various purposes. It is from this source that Solano's commuter characteristics such as its long commutes and high percentage of car/vanpoolers have been measured. These are used in grant applications, Congestion Management Plan updates and various documents. Although each annual update of the Commute Profile did not always include county level data, Solano's data was consistent thanks to local funding of a Solano specific survey.

When MTC stopped funding the Commute Profile, it languished for a few years. In 2008, Valerie Brock Consulting and BART staff led an effort to begin producing these reports again. Valerie Brock and a member of BART staff were the primary researchers who had conducted and prepared the Commute Profile since 1992. During that time there was great consistency between the data collection methodology and reports from year to year. Data was collected at the same time each year (in the spring), for instance, so that comparisons between years could be reasonably made. There were consistent core questions while also room for flexibility for county specific questions to deal with specific issues of interest. The 2010 study will be consistent with the 2005 study and those of previous years.

Discussion:

Since MTC stopped funding the Commute Profile in 2005, STA staff has discussed conducting a similar study for Solano and Napa Counties, the two Counties served by Solano Napa Commuter Information. Other priorities have deferred this intended plan these past few years. In 2008, four counties (Contra Costa, San Francisco, San Mateo and Santa Clara) participated in Commute Profile.

STA was approached to participate in the 2010 Commute Profile (Attachment A). To participate, each county is being requested to commit \$13,000. This covers the cost of data collection through phone surveys, data entry and compilation and report writing. Four hundred (400) phone surveys of Solano residents will be completed and while commuters' city of residence is collected, the data collected is statistically significant at the county level. Although there were varying levels of interest to participate in Commute Profile 2010 by the nine Bay Area counties, it has resulted in a study consisting of Napa, San Mateo, and Solano Counties.

At their January 2010 Board meeting, the STA approved to participate in the 2010 Commute Profile. The survey will be conducted in the months of March/April 2010. Survey design begins in January and will need to conclude in February. The survey will include core questions that have been used over several years, but there will also be room for specific questions by county.

Fiscal Impact:

This survey will be funded with \$26,000 of State Transit Assistance funds (STAF) that were incorporated into the FY 2009-10 mid-year budget that the STA Board approved at their meeting on January 13, 2010.

Recommendation:

Informational.

Attachments:

- A. Commute Profile 2010 Proposal and Schedule

Valerie Brock Consulting

Valerie Brock

Oakland, CA

Commute Profile 2010- Proposal

Why We Need Commute Profile 2010

The most recent transportation information available for most counties, and for the region, is from 2005. Not only is this information not current, it's not specific enough. The closest survey, State of the System, uses information from the US Census and the American Community Survey. One can't drill down below the county level and have significant numbers of respondents.

The other information missing includes:

1. Home zipcode
2. Work zipcode (home and work zipcode data can be merged with previous CP data to find commute patterns and trends among 2008 participants)
3. Commute distance and time (and derived average travel speed)
4. Commute mode (primary, connecting, combined, occasional)
5. Incentives for carpooling/vanpooling
6. Awareness and use of ridesharing organizations
7. Factors that influence commute mode
8. Incentives offered by employer or others
9. Disincentives, such as parking fees
10. Sources of travel information.
11. Carpool lane use and minutes saved
12. Telecommuting

Some employer-based surveys generate some of this information. However, most people work at small employers, not the large ones who typically participate in transportation surveys. To reach these people, the only method is a residence-based, telephone survey.

Many transportation agencies like the Peninsula Traffic Congestion Relief Alliance conduct community-based outreach in addition to the employer-based outreach. As with employees of small employers, the only way to measure changes in awareness is through residence-based surveys.

Proposed Methodology

As with previous Commute Profiles, we would conduct 400 telephone interviews in each county. This number provides a statistically valid sample, as the phone interviews are random. Each resident of the county has an equally likely chance of being called, so we can extrapolate from the 400 sample to the general county population at the 95% confidence level. This

means that if we interviewed a different 400 people, there is 95% probability that the results would be within +/-5% of this survey.

We had hoped to have all counties participate in 2010 so we could prepare a regional report. However, largely due to funding issues, not all counties can participate. As in 2008, we will prepare reports on a countywide level for those participating. Currently, San Mateo County will participate. San Francisco and Sonoma are considering it, and Marin has declined but may be interested if supplemental questions could provide specific information. Alameda, Contra Costa and Santa Clara counties have declined to participate.

Costs and Deliverables

Pacific Crest Research conducted the 2008 phone interviews. They provided the lowest cost among four competitive bidders, and will maintain those costs through 2010. Phone interview costs per county are \$8440. Report preparation is \$4560. Total cost for each county is \$13,000.

Each county will receive a report for their county. Counties may request to have a Powerpoint presentation showing county-specific information prepared and delivered.

Proposed Schedule

Project Kickoff:	January, 2010
Design Questionnaire:	February, 2010
Program Questionnaire:	February, 2010
Pre-test Interviews:	February, 2010
Begin Interviews:	March, 2010
Complete Interviews:	March, 2010
County Reports:	June, 2010



DATE: January 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Intercity Transit Ridership Survey 2009 Status

Background:

The seven major intercity transit routes are operated by the two largest operators in the County: Fairfield and Suisun Transit (FAST) and Vallejo Transit (VT). Although operated by two transit operators they are paid for by contributions from six cities and the County of Solano, and Regional Measure 2 (RM 2) funds.

The STA has been working with local jurisdictions through the Intercity Transit Funding Working Group (ITFWG) over the past several years and developed an Intercity Transit Funding (ITF) Agreement to stabilize the funding for these services. The Fiscal Year (FY) 2009-10 ITF agreement is the fourth annual agreement that has been approved. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the Fall of 2006 and the agreements established that the ridership data will be updated every three years thus a ridership survey needed to be conducted in the Fall of 2009.

The original ridership survey was extensive. To meet multiple needs other than just the ITF Agreement, the 2006 Ridership Survey consisted of a countywide on-board survey on all local and intercity routes as well as off and on counts. This was the first time this extensive data was captured simultaneously countywide.

With reduced transit funding available due to the recent state decision to eliminate State Transit Assistance Funds (STAF), the ITFWG discussed the approach for the 2009 Ridership Survey. The consensus was to proceed in the Fall of 2009 and reduce the scope to focus on the seven intercity routes to collect the ridership's residential data that is key to the ITF Agreement and as much of the other information as possible. The on-board survey was similar to the one used in 2006. Vallejo requested that the survey also include the Baylink ferry/Rt. 200 to better understand the current riders in preparation for the transfer to WETA.

Discussion:

The consulting firm Quantum Market Research (QMR), who completed the first ridership survey, was selected by the STA Board to complete this study. The ridership was collected in October/November 2009. Passenger on/off counts have been collected as well to assist in identifying productivity and compare across routes and systems. The data was input and compiled in December. Initial draft reports are being produced in January. Staff will provide a further verbal update at the Consortium meeting.

Recommendation:

Informational.

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: January 15, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Support for Federal Urban Circulator and Livability Initiative Programs Funds

Background:

Two Federal Register notices announcing the availability of \$280 million in Federal Transit Administration funds for the Urban Circulator and Livability Initiative programs were released in December 2009 by the Federal Transportation Administration (FTA). Metropolitan Transportation Commission (MTC) sent out a notice soliciting statements of interest so they can evaluate whether the Commission may want to endorse a regional list of priorities for this funding opportunity. An initial statement of interest was due December 21, 2009 to MTC staff.

Discussion:

The federal guidelines lay out specific scoring criteria that FTA will use when considering applications. The STA staff reviewed the scoring criteria and considered all the potential projects in Solano County. The Vallejo Station Intermodal Facility project was identified as the best match for the FTA Section 5309 Bus and Bus Facilities Livability Initiative Program funding criteria and should compete well nationwide for the limited \$150 million available. The program's six livability principles are:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

Due to the limited amount of funding in this program nationwide (\$150 million) STA staff recommended endorsing one project from Solano County to MTC for their regional list of priorities for this funding (Attachment A). The STA Board approved the recommendation to support the City of Vallejo's \$1.7 million grant submittal of the Vallejo Station Intermodal Facility Project for the FTA Section 5309 Bus and Bus Facilities Livability Initiative Program on January 13, 2010.

MTC staff presented an update to their Programming and Allocations Committee January 13, 2010 on the Urban Circulator and Livability Initiative Programs. MTC staff recommended that MTC support RTP-consistent, eligible projects in the region that seek to apply for the funds and not endorse a specific regional list of priorities (Attachment B).

The Federal deadline for submitting applications is February 8, 2010. Complete proposals must be submitted to buslivability@dot.gov or submitted electronically through the GRANTS.GOV website. Applicants planning to apply through GRANTS.gov are encouraged to begin the process of registration well in advance of the submission deadline. Registration is a multi-step process which may take several weeks to complete before an application can be submitted. If applicants have not already registered, it would be best to review the Federal Register page 64986 for the detailed description of the information to be submitted by e-mail (Attachment C). An MTC concurrence letter is required and should be attached as part of the application.

Recommendation:

Informational.

Attachments:

- A. Statement of Interest for Vallejo Station
- B. MTC Urban Circulator and Bus Livability Initiative Program Summary
- C. Federal Register FTA 5309 Bus and Bus Facilities

Project Name: VALLEJO STATION INTERMODAL FACILITY

Project Purpose: To promote mobility into a sustainable community; Provide opportunities for economic development and job creation; Create a centralized hub for transportation in the North Bay and Capital Corridor

Project Sponsor: City of Vallejo

Total Cost: \$92 million

Federal Request: \$1.7 Million

Other Project Fund Sources: FTA, STIP, RM2, and City/Local Funding

NEPA Status: Categorical Exclusion 12/14/2005

Which Program Applying for and Why: 5309 Bus and Bus Facilities Livability Initiative Program; The Vallejo Station Project includes a Bus Transit Center that consolidates both local and regional bus lines into a centralized location with Paseo access to the Vallejo Ferry Terminal serving the Bay Area.

Project Description: Vallejo Station is a compact, transit-oriented mixed-use project in the City of Vallejo that includes residential and commercial development in close proximity to downtown. The project includes two major elements – a bus transfer facility that will consolidate local, regional and commuter bus services and a 1200 space joint use parking garage. The proposed garage will consolidate surface parking that is now on various redevelopment parcels in the downtown area and provide parking for patrons of the Vallejo Ferry System.

Phase Description: The phase of the project that the city is interested in funding through the 5309 program is the street improvements along Mare Island Way on the west side of the parking garage. This phase will include a widening of Mare Island Way to accommodate commuter bus turnouts near the Ferry Terminal as well as the creation of a bike lane. The total cost of this portion is estimated at \$2.1 Million. Design is 100% complete and will be ready for bid as soon as funding is approved. Local Match will be available through the use of Regional Measure 2 funds or City of Vallejo Bridge Funds.

THIS PAGE LEFT INTENTIONALLY BLANK.

Metropolitan Transportation Commission Programming and Allocations Committee

January 13, 2010

Item Number 3b

FTA Urban Circulator and Bus Livability Initiative Program Summary

Subject: FTA notices of \$280 million in funding available for Urban Circulator and Livability Initiatives

Background: **FTA Discretionary Program Funding**
On December 8, 2009, Federal Transit Administration (FTA) released two notices of funding availability, one for Urban Circulator Systems and one for Bus and Bus Facilities Livability Initiative Program Grants. Both programs use unallocated prior year funds from the FTA Section 5309 program.

The Urban Circulator program makes available \$130 million in unallocated New Starts/Small Starts funds for projects seeking less than \$25 million for new fixed guideway projects that connect urban destinations and foster redevelopment. The principles and evaluation criteria generally focus on increasing transportation choices, coordinating with existing efforts and policies, and expanding housing and employment options.

The Bus Livability Program will be funded with \$150 million in unallocated Section 5309 Discretionary Bus and Bus Facilities funds. This program is geared to public transit projects that replace transit vehicles or that construct bus-related facilities including multi-modal facilities. Projects can be in rural or urban areas, and the notice encourages projects that support the independence of elderly and disabled persons.

Funds for both programs are for capital projects only and may not be used for operating expenses. It appears that projects that are expecting to apply for regular New or Small Starts funds are precluded from applying to these programs; additional eligibility guidance is expected later this month. Eligible transit operators may apply directly to FTA. MPO action is not required, but MPO endorsement is an evaluation criterion for the Bus Livability program. Applications to FTA are due by February 8th.

Potential Bay Area Projects

Given the short time lines for assembling applications, in December MTC staff conducted an initial solicitation of interest among the Bay Area transit operators and local jurisdictions. Ten agencies from throughout the region responded with 18 projects, listed in Table A, requesting about \$144 million. Note that some of these projects may not be eligible for the funds, pending further guidance from FTA.

Staff Recommendation

Because of the widespread interest in the program, and the relatively small grant awards that are likely to result from the nationwide competition, staff recommends that MTC support any RTP-consistent, eligible project in the region that seeks to apply for the funds.

Issues: None

Recommendation: Information Only

Attachments: Table A – Potential Bay Area Project Applications

J:\COMMITTEE\PAC\2010 PAC Meetings\01_Jan10_PAC\3b_Urban_circulator_summary.doc

Table A – Potential Bay Area Project Applications*
 as Presented to MTC

Agency	Project Name	Potential Funding Request (\$ millions)
<i>Urban Circulator Program</i>		
AC Transit	Hybrid Articulated Buses for BRT	24.0
SFMTA	Van Ness BRT	25.0
VTA	Santa Clara/Alum Rock BRT	25.0
TJPA	Right of Way Preservation for Caltrain Downtown Extension	1.8
<i>TOTAL:</i>		75.8
<i>Bus Livability Program</i>		
Union City	Union City Station District East Plaza Transit Loop	1.9
NCTPA	Relocate Existing Downtown Terminal	4.2
City of Vallejo	Vallejo Station Intermodal Facility	1.7
City of Vallejo	Buses	3.5
City of Vallejo	Parking Structure at Curtola Lemon	1.0
SFCTA	Extension of 14-Mission Muni Line to Daly City BART	4.0
SFCTA	19 th Avenue Bulbouts	8.0
SFMTA	Phelan Loop	4.9
VTA	East San Jose Community Bus Facilities Improvement	8.0
SamTrans	San Carlos Transit Village	5.6
SamTrans	Operating/Maintenance Facility Energy Efficiency Program	1.6
Fairfield	Fairfield Transportation Center	11.9
TJPA	Geothermal System for the Transbay Transit Center	7.6
TJPA	Lighting Efficiencies and Daylighting for the Transbay Transit Center	4.1
<i>TOTAL:</i>		68.0

* Still pending eligibility determination.

THIS PAGE LEFT INTENTIONALLY BLANK.



Federal Register

**Tuesday,
December 8, 2009**

Part V

**Department of
Transportation**

Federal Transit Administration

**Section 5309 Bus and Bus Facilities
Livability Initiative Program Grants;
Exempt Discretionary Program Grants
(Section 5309) for Urban Circulator
Systems; Notices**

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Section 5309 Bus and Bus Facilities Livability Initiative Program Grants**

AGENCY: Federal Transit Administration (FTA), DOT. Discretionary Bus and Bus Facilities Program.

ACTION: Notice of Availability of FTA Bus and Bus Facilities Livability Initiative Program Funds: Solicitation of Project Proposals.

SUMMARY: The Federal Transit Administration (FTA) announces the availability of discretionary Section 5309 Bus and Bus Facilities grant funds in support of the Department of Transportation's Livability Initiative ("Livability Bus Program"). The Livability Bus program will be funded using \$150 million in unallocated Discretionary Bus and Bus Facilities Program funds, authorized by 49 U.S.C. 5309(b) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Public Law 109-59, August 10, 2005. FTA may use additional Bus and Bus Facilities funding that becomes available for discretionary allocation to further support this initiative.

The Livability Bus Program makes funds available to public transit providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. This notice includes priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and describes how to apply.

This announcement is available on the FTA Web site at: <http://www.fta.dot.gov>. FTA will announce final selections on the Web site and in the **Federal Register**. A synopsis of this announcement will be posted in the FIND module of the government-wide electronic grants Web site at <http://www.grants.gov>. Proposals may be submitted to FTA electronically at buslivability@dot.gov or through the GRANTS.GOV APPLY function. Those who apply via e-mail at buslivability@dot.gov should receive a confirmation e-mail within two business days.

DATES: Complete proposals for the discretionary Bus Livability Program

grants must be submitted by February 8, 2010. The proposals must be submitted electronically through the GRANTS.GOV Web site or via e-mail at buslivability@dot.gov. Anyone intending to apply electronically through GRANTS.GOV should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the deadline for submission.

ADDRESSES: Proposals may be submitted to FTA electronically at buslivability@dot.gov or through the GRANTS.GOV APPLY function. Those who apply via e-mail at buslivability@dot.gov should receive a confirmation e-mail within 2 business days.

FOR FURTHER INFORMATION CONTACT: Contact the appropriate FTA Regional Administrator (Appendix) for proposal-specific information and issues. For general program information, contact Kimberly Sledge, Office of Transit Programs, (202) 366-2053, e-mail: kimberly.sledge@dot.gov or Henrika Buchanan-Smith, (202)366-4020, e-mail: henrika.buchanan-smith@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS).

SUPPLEMENTARY INFORMATION:**Table of Contents**

- I. Funding Opportunity Description
- II. Award Information
- III. Eligibility Information
- IV. Application and Submission Information
- V. Application Review, Selection, and Notification
- VI. Award Administration
- VII. Agency Contacts
- Appendix FTA Regional Offices

I. Funding Opportunity Description**A. Authority**

The program is authorized under 49 U.S.C. Section 5309(b) as amended by Section 3011 of SAFETEA-LU.

"The Secretary may make grants under this section to assist State and local governmental authorities in financing—* * *

(3) capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations."

B. Background

FTA has long fostered livable communities and sustainable development through its various transit programs and activities. Public transportation supports the development of communities, providing effective and reliable transportation

alternatives that increase access to jobs, health and social services, entertainment, educational opportunities, and other activities of daily life, while also improving mobility within and among these communities. Through various initiatives and legislative changes over the last fifteen years, FTA has allowed and encouraged projects that help integrate transit into a community through neighborhood improvements and enhancements to transit facilities or services, or make improvements to areas adjacent to public transit facilities that may facilitate mobility demands of transit users or support other infrastructure investments that enhance the use of transit for the community.

On June 16, 2009, U.S. Department of Transportation (DOT) Secretary Ray LaHood, U.S. Department of Housing and Urban Development (HUD) Secretary Shaun Donovan, and U.S. Environmental Protection Agency (EPA) Administrator Lisa Jackson announced a new partnership to help American families in all communities—rural, suburban and urban—gain better access to affordable housing, more transportation options, and lower transportation costs.

DOT, HUD, and EPA created a high-level interagency partnership to better coordinate federal transportation, environmental protection, and housing investments. The Livability Bus Program funding will be awarded to projects that demonstrate these livability principles (see Section of this Preamble C.).

Approximately \$150 million in unallocated Section 5309 Bus and Bus Facilities Program funds are available under this notice. By using these available funds, FTA and DOT can support tangible livability improvements within existing programs while demonstrating the feasibility and value of such improvements. These demonstrations can provide a sound basis for advancing greater investments in the future. In addition, the program builds on the momentum generated by the American Recovery and Reinvestment Act 2009 and can help inform Administration and Congressional decision makers on guidance needs for reauthorization.

C. Purpose

Improving mobility and shaping America's future by ensuring that the transportation system is accessible, integrated, and efficient, while offering flexibility of choices is a key strategic goal of the DOT. FTA is committed to creating livable communities that improve the quality of life for all

Americans. Public transportation provides transportation options that connects communities and fosters sustainability and the development of urban and rural land use. Through the Livability Bus Program grants, FTA will invest in projects that fulfill the six livability principles that serve as the foundation for the DOT-HUD-EPA Partnership for Sustainable Communities:

1. *Provide more transportation choices*: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. *Promote equitable, affordable housing*: Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. *Enhance economic competitiveness*: Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

4. *Support existing communities*: Target federal funding toward existing communities—through such strategies as transit-oriented, mixed-use development and land recycling—to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. *Coordinate policies and leverage investment*: Align policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. *Value communities and neighborhoods*: Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods—rural, urban or suburban.

FTA will evaluate proposals and assess a project's ability to advance local economic development goals, improve mobility for all citizens, create partnerships that result in the integration of transportation and land-use decision making and result in environmental benefits. Additionally, many rural areas are fighting to preserve their way of life by limiting urban sprawl and protecting valuable agricultural lands. Often these

communities have seen jobs and businesses leave for larger communities and need assistance preserving and reinvigorating the traditional rural town center where locals can find the grocery, doctor, hardware store, family restaurant and town hall in easy walking distance from one another. FTA is committed to funding a mix of projects that include projects that demonstrate livability principles in rural areas including projects that provide access to jobs, medical services and other necessities in rural areas and that support the independence of the elderly and individuals with disabilities.

II. Award Information

Federal transit funds are available to State or Local governmental authorities as recipients and other public transportation providers as subrecipients at up to 80 percent of the project cost requiring a 20% local match. There is no floor or upper limit for any single grant under this program; however, FTA intends to fund as many meritorious projects as possible.

Consistent with 49 U.S.C. 5309(m)(8), the Secretary shall consider the age and condition of buses, bus fleets, related equipment, and bus-related facilities of applicants in its award of Livability Bus grants. And, in addition, FTA will consider geographical diversity in making final funding decisions.

Eligibility Information

A. Eligible Applicants

Eligible applicants under this program are Direct Recipients under the Section 5307 Urbanized Area Formula program, States, and Indian Tribes. Proposals for funding eligible projects in rural (nonurbanized) areas must be submitted as part of a consolidated State application with the exception of nonurbanized projects to Indian Tribes. Tribes, States, and Direct Recipients may also submit consolidated proposals for projects in urbanized areas.

Proposals may contain projects to be implemented by the Recipient or its subrecipients. Eligible subrecipients include public agencies, private non-profit organizations, and private providers engaged in public transportation.

B. Eligible Expenses

SAFETEA-LU grants authority to the Secretary to make grants to assist State and local governmental authorities in financing capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including programs of

bus and bus-related projects for assistance to subrecipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations.

Projects eligible for funding under the Livability Bus program are capital projects such as:

Purchase and rehabilitation of buses and vans, bus related equipment (including ITS, fare equipment, communication devices), construction and rehabilitation of bus-related facilities (including administrative, maintenance, transfer, and intermodal facilities, including facilities consistent with FTA's Joint Development policy which is available at <http://www.fta.dot.gov>.

Funds made available under this program may not be used to fund operating expenses, preventive maintenance, or any of the other expanded capital eligibility items (for example, security drills, debt service reserve, mobility management.) Funds also may not be used to reimburse projects that have incurred previous expenses absent evidence that FTA had issued a Letter of No Prejudice (LONP) for the project before the costs being incurred. There is no blanket pre-award authority for projects to be funded under this announcement before their identification in the **Federal Register** of selected projects.

C. Cost Sharing

Costs will be shared at the following ratio: 80 Percent FTA/20 Percent local contribution, unless the grantee requests a lower Federal share. FTA will not approve deferred local share under this program.

IV. Application and Submission Information

A. Proposal Submission Process

Project proposals must be submitted electronically through <http://www.grants.gov> or by e-mail electronically at buslivability@dot.gov. Submission via the bus livability e-mail is preferred. Mail and fax submissions will not be accepted except for supplemental information that cannot be sent electronically.

An applicant may propose a project that would take more than one year to complete, which includes expending a single year of Livability Bus program grant funds over multiple years. The project would, however, need to be ready to begin upon receiving a grant and need to be completed in a reasonable period of time, as evaluated on a case by case basis. In sum, the period of performance of the award is

separate from the year of funds of the award.

B. Application Content

1. Applicant Information

This provides basic sponsor identifying information, including: (a) Applicant name, and FTA recipient ID number, (b) Contact information for notification of project selection (including contact name, title, address, e-mail, fax and phone number, (c) description of services provided by the agency including areas served, (d) existing fleet and employee information, and (e) a description of the agency's technical, legal, and financial capacity to implement the proposed project. For applicants applying through GRANTS.GOV, some of this information is included in Standard Form 424.

2. Project Information

Every proposal must:

a. Describe the project to be funded and include with the proposal any applicable supporting documentation, such as: Information on the age of the current fleet, age of facility to be rehabilitated or replaced, the Metropolitan Planning Organization (MPO) concurrence letters, population forecasts, ridership information, etc.

b. Address each of the evaluation criteria separately, providing evidence that demonstrates how the project responds to each criterion.

c. Provide a line item budget for the project, with enough detail to describe the various key components of the project.

d. Provide the Federal amount requested.

e. Document the matching funds, including amount and source of the match, demonstrating strong local and private sector financial participation in the project. Provide support documentation including audited financial statements, bond-ratings, and documents supporting the commitment of non-federal funding to the project, or a timeframe upon which those commitments would be made.

f. Provide a project time-line, including significant milestones such as the date anticipated to issue a Request for Proposals for vehicles, or contract for purchase of vehicle(s), and actual or expected delivery date of vehicles, or notice of request for proposal and notice to proceed for capital construction/rehabilitation projects.

C. Submission Dates and Times

Complete proposals for the Bus Livability Program must be submitted to buslivability@dot.gov February 8, 2010

or submitted electronically through the GRANTS.GOV Web site by the same date. Applicants planning to apply through GRANTS.GOV are encouraged to begin the process of registration on the GRANTS.GOV site well in advance of the submission deadline. Registration is a multi-step process, which may take several weeks to complete before an application can be submitted. FTA will announce grant selections when the competitive selection process is complete.

D. Funding Restrictions

Only proposals from eligible recipients for eligible activities will be considered for funding (see Section III of this Preamble). Due to funding limitations, applicants that are selected for funding may receive less than the amount originally requested.

E. Other Submission Requirements

Applicants should submit 3 copies of any supplemental information that cannot be submitted electronically to the appropriate regional office. Supplemental information submitted in hardcopy must be postmarked by February 8, 2010.

V. Application Review, Selection, and Notification

A. Project Evaluation Criteria

Projects will be evaluated according to the following criteria. Each applicant is encouraged to demonstrate the responsiveness of a project to any and all of the selection criteria with the most relevant information that the applicant can provide, regardless of whether such information has been specifically requested, or identified, in this notice. FTA will assess the extent to which a project addresses the criteria below and produces a livability or sustainability outcome.

1. Demonstrated Need for Resources: FTA will evaluate each project to determine its need for resources. This determination will be made by examining the proposal to determine if:

a. The project represents a one-time or periodic need that cannot reasonably be funded from FTA program formula allocations or State and/or local revenues.

b. The project or applicant did not receive sufficient Federal funding in previous years.

c. The project will have a significant impact on service delivery.

2. Planning and prioritization at local/regional level: FTA will examine each Bus Livability project proposal for consistency with the areas planning documents and local priorities. This

examination will involve assessing whether:

a. The project is consistent with the transit priorities identified in the long range plan and/or contingency/illustrative projects.

b. The MPO endorses the project, if in a UZA, and the State, if for a rural area.

c. Local support is demonstrated by availability of local match for this and/or related projects and letters of support.

d. Capital projects are consistent with service needs of the area. Example: Vehicle expansion proposal shows evidence of the need for additional capacity.

e. If the project is multimodal in nature, the proposal demonstrates coordination with and support of other transportation modes and partners.

3. Livability: Livability investments are projects that deliver not only transportation benefits, but also are designed and planned in such a way that they have a positive impact on qualitative measures of community life. This element delivers benefits that are inherently difficult to measure.

However, it is implicit to livability that its benefits are shared and therefore magnified by the number of potential users in the affected community.

Therefore, descriptions of how projects enhance livability should include a description of the affected community and the scale of the project's impact. To determine whether a project improves the quality of the living and working environment of a community, FTA will qualitatively assess whether the project:

a. Will significantly enhance user mobility through the creation of more convenient transportation options for travelers;

b. The degree to which the proposed project contributes significantly to broader traveler mobility through intermodal connections, or improved connections between residential and commercial areas.

c. Will improve existing transportation choices by enhancing points of modal connectivity or, in urban areas, by reducing congestion on existing transit systems or roadways.

d. Will improve accessibility and transport services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities.

e. Is the result of a planning process which coordinated transportation and land-use planning decisions and encouraged community participation in the process.

4. Sustainability: In order to determine whether a project promotes a more environmentally sustainable transportation system, i.e., reducing

reliance on automobile travel, improving the pedestrian and walk environment of a community, use of environmental design techniques in the planning, construction, and operation of the project, FTA will assess the project's ability to:

a. Improve energy efficiency or reduce energy consumption/green house gas emissions; applicants are encouraged to provide information regarding the expected use of clean or alternative sources of energy; projects that demonstrate a projected decrease in the movement of people by less energy-efficient vehicles or systems will be given priority under this factor; and

b. Maintain, protect or enhance the environment, as evidenced by environmentally friendly policies and practices utilized in the project design, construction, and operation that exceed the requirements of the National Environmental Policy Act including items such as whether the project uses a Leadership in Energy and Environmental Design (LEED)-certified design, the vehicles or facilities are rated with the energy-star, the project re-uses a brownfield, construction equipment is retrofitted with catalytic converters, the project utilizes recycled materials, the project includes elements to conserve energy, such as passive solar heating, solar panels, wind turbines, reflective roofing or paving materials, or other advanced environmental design elements such as a green roof, etc.

5. Leveraging of public and private investments.

a. **Jurisdictional and Stakeholder Collaboration:** To measure a project's alignment with this criterion, FTA will assess the project's involvement of non-Federal entities and the use of non-Federal funds, including the scope of involvement and share of total funding. FTA will give priority to projects that receive financial commitments from, or otherwise involve, State and local governments, other public entities, or private or nonprofit entities, including projects that engage parties that are not traditionally involved in transportation projects, such as nonprofit community groups or the private owners of real property abutting the project. FTA will assess the amount of co-investment from State, local or other non-profit sources.

b. **Disciplinary Integration:** To demonstrate the value of partnerships across government agencies that serve the various public service missions and to promote collaboration on the objectives outlined in this notice, FTA will give priority to projects that are supported, financially or otherwise, by non-transportation public agencies that are pursuing similar objectives. For

example, FTA will give priority to transportation projects that are supported by relevant public housing or human service agencies, or transportation projects that encourage energy efficiency or improve the environment and are supported by relevant public agencies with energy or environmental missions.

6. The project is ready to implement.

a. Any required environmental work has been initiated for construction projects requiring an Environmental Assessment (EA), Environmental Impact Statement (EIS), or documented Categorical Exclusion (CE).

b. Implementation plans are ready, including initial design of facilities projects.

c. TIP/STIP can be amended (evidenced by MPO/State endorsement).

d. Local share is in place.

e. Project can be obligated and implemented quickly if selected.

f. The applicant demonstrates the ability to carry out the proposed project successfully.

Note: Applicants must have basic technical, legal, and financial capacity as a precondition of grant award. Since proposals are limited to existing FTA grantees, applicants are assumed to have that basic capacity. This criterion refers to implementation of the particular project proposed.

a. For larger capital projects, the applicant has the technical capacity to administer the project.

b. For fleet replacement and/or expansion, the acquisition is consistent with the bus fleet management plan.

c. For fleet expansion, the applicant has the operating funds to support the expanded service.

d. There are no outstanding legal, technical or financial issues with the grantee that would bring the feasibility of successful project completion into question.

e. Source of 20% local match is identified and is available for prompt project implementation if selected (no deferred local share will be allowed).

f. The grantee is in fundable status for grant making purpose.

B. Review and Selection Process

Proposals will first be screened and ranked by the appropriate FTA regional office (see Appendix). Following this initial review, meritorious proposals will be submitted for a national review process and coordinated with representatives of HUD and EPA. Proposals will be screened and ranked based on the criteria in this notice by FTA headquarters staff in consultation with the appropriate FTA regional office (see Appendix), and coordinated with

representatives of HUD and EPA. Highly qualified projects will be considered for inclusion in a national list of projects that addresses the identified priorities and represents the highest and best use of the available funding. As mentioned earlier in this Preamble, the Administrator will also take into consideration geographical diversity in his final decision. The FTA Administrator will determine the final selection and amount of funding for each project. Selected projects will be announced in early 2010. FTA will publish the list of all selected projects and funding levels in the Federal Register. Regional offices will also notify successful applicants of their success and the amount of funding awarded to the project.

VI. Award Administration

A. Award Notices

FTA will announce project selections in a **Federal Register** Notice and will post the **Federal Register** Notices on the Web. FTA regional offices will contact successful applicants. FTA will award grants for the selected projects to the applicant through the FTA electronic grants management and award system, TEAM, after receipt of a complete application in TEAM. These grants will be administered and managed by the FTA regional offices in accordance with the federal requirements of the Section 5309 bus program. At the time the project selections are announced, FTA will extend pre-award authority for the selected projects. There is no blanket pre-award authority for these projects prior to announcement.

B. Administrative and National Policy Requirements

1. Grant Requirements

If selected, applicants will apply for a grant through TEAM and adhere to the customary FTA grant requirements of the Section 5309 Bus and Bus Facilities program, including those of FTA C 9300.1A Circular and C 5010.1C and S. 5333(b) labor protections. Discretionary grants greater than \$500,000 will go through Congressional Notification and release process. Technical assistance regarding these requirements is available from each FTA regional office.

2. Planning

Applicants are encouraged to notify the appropriate State Departments of Transportation and MPO in areas likely to be served by the project funds made available under this program. Incorporation of funded projects in the long range plans and transportation improvement programs of States and

metropolitan areas is required of all funded projects.

3. Standard Assurances

The Applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The Applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The Applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and affect the implementation of

the project. The Applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise. The Applicant must submit the Certifications and Assurances before receiving a grant if it does not have current certifications on file.

C. Reporting

Post-award reporting requirements include submission of Financial Status Reports and Milestone reports in TEAM on a quarterly basis for all projects. Documentation is required for payment. In addition, grants which include innovative technologies may be required to report on the performance of these technologies.

VII. Agency Contacts

Contact the appropriate FTA Regional Administrator (see Appendix) for proposal-specific information and issues. For general program information, contact Henrika Buchanan-Smith or Kimberly Sledge, Office of Transit Programs, (202) 366-2053, e-mail: henrika.buchanan-smith@dot.gov; kimberly.sledge@dot.gov. A TDD is available at 1-800-877-8339 (TDD/FIRS).

Issued in Washington, DC, this 3rd day of December 2009.

Peter M. Rogoff,
Administrator.

APPENDIX A—FTA REGIONAL AND METROPOLITAN OFFICES

<p>Richard H. Doyle Regional Administrator Region 1—Boston Kendall Square 55 Broadway, Suite 920 Cambridge, MA 02142-1093 Tel. 617 494-2055 States served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont.</p>	<p>Robert C. Patrick Regional Administrator Region 6—Ft. Worth 819 Taylor Street, Room 8A36 Ft. Worth, TX 76102 Tel. 817 978-0550 States served: Arkansas, Louisiana, Oklahoma, New Mexico and Texas.</p>
<p>Brigid Hynes-Cherin Regional Administrator Region 2—New York One Bowling Green, Room 429 New York, NY 10004-1415 Tel. No. 212 668-2170 States served: New Jersey, New York.</p>	<p>Mokhtee Ahmad Regional Administrator Region 7—Kansas City, MO 901 Locust Street, Room 404 Kansas City, MO 64106 Tel. 816 329-3920 States served: Iowa, Kansas, Missouri, and Nebraska.</p>
<p>Letitia Thompson Regional Administrator Region 3—Philadelphia 1760 Market Street, Suite 500 Philadelphia, PA 19103-4124 Tel. 215 656-7100 States served: Delaware, Maryland, Pennsylvania, Virginia, West Virginia, and District of Columbia.</p>	<p>Terry Rosapep Regional Administrator Region 8—Denver 12300 West Dakota Ave., Suite 310 Lakewood, CO 80228-2583 Tel. 720-963-3300 States served: Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming.</p>
<p>Yvette Taylor Regional Administrator Region 4—Atlanta 230 Peachtree Street, NW Suite 800 Atlanta, GA 30303 Tel. 404 562-3500 States served: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, and Virgin Islands.</p>	<p>Leslie T. Rogers Regional Administrator Region 9—San Francisco 201 Mission Street, Suite 1650 San Francisco, CA 94105-1926 Tel. 415 744-3133 States served: American Samoa, Arizona, California, Guam, Hawaii, Nevada, and the Northern Mariana Islands.</p>
<p>Marisol Simon Regional Administrator Region 5—Chicago 200 West Adams Street, Suite 320 Chicago, IL 60606 Tel. 312 353-2789 States served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin.</p>	<p>Rick Krochalis Regional Administrator Region 10—Seattle Jackson Federal Building 915 Second Avenue, Suite 3142 Seattle, WA 98174-1002 Tel. 206 220-7954 States served: Alaska, Idaho, Oregon, and Washington.</p>

APPENDIX A—FTA REGIONAL AND METROPOLITAN OFFICES—Continued

New York Metropolitan Office Region 2—New York One Bowling Green, Room 428 New York, NY 10004-1415 Tel. 212-668-2202	Chicago Metropolitan Office Region 5—Chicago 200 West Adams Street, Suite 320 Chicago, IL 60606 Tel. 312-353-2789
Philadelphia Metropolitan Office Region 3—Philadelphia 1760 Market Street, Suite 500 Philadelphia, PA 19103-4124 Tel. 215-656-7070	Los Angeles Metropolitan Office Region 9—Los Angeles 888 S. Figueroa Street, Suite 1850 Los Angeles, CA 90017-1850 Tel. 213-202-3952

[FR Doc. E9-29242 Filed 12-3-09; 4:15 pm]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Exempt Discretionary Program Grants (Section 5309) for Urban Circulator Systems****AGENCY:** Federal Transit Administration (FTA), DOT.**ACTION:** Notice of Availability of FTA Urban Circulator Funds; Solicitation of Project Proposals.

SUMMARY: The Federal Transit Administration (FTA) announces the availability of Section 5309 funds for exempt discretionary grants for Urban Circulator Systems which support the Department of Transportation Livability Initiative. The Urban Circulator program will be funded using \$130 million in unallocated Discretionary New Starts/ Small Starts Program funds, authorized by 49 U.S.C. 5309(a) of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy For Users (SAFETEA-LU), Public Law 109-59, August 10, 2005. FTA may use additional Section 5309(a) Discretionary funding that becomes available for allocation to further support this initiative.

This notice invites proposals for urban circulator projects seeking less than \$25,000,000 in Federal Section 5309 assistance that would compete for Section 5309 discretionary funds authorized by 49 U.S.C. 5309(a). The Secretary may make grants under 5309(a) to assist State and local governmental authorities in financing new fixed guideway capital projects including the acquisition of real property, the initial acquisition of rolling stock for the systems, the acquisition of rights-of-way, and relocation. This notice includes priorities established by FTA for these discretionary funds, the criteria FTA will use to identify meritorious projects for funding, and describes how to apply.

This announcement is available on the FTA Web site at: <http://www.fta.dot.gov>. FTA will announce final selections on the Web site and in the **Federal Register**. A synopsis of this announcement will be posted in the FIND module of the government-wide electronic grants Web site at <http://www.grants.gov>. Proposals may be submitted to FTA electronically at UrbanCirculator@dot.gov or through the GRANTS.GOV APPLY function. Those who apply via e-mail at UrbanCirculator@dot.gov should receive a confirmation e-mail within 2 business days.

DATES: Complete proposals for the discretionary program grants for urban circulator systems must be submitted by February 8, 2010. The proposals must be submitted electronically through the GRANTS.GOV Web site or via e-mail at UrbanCirculator@dot.gov. Anyone intending to apply electronically through GRANTS.GOV should initiate the process of registering on the GRANTS.GOV site immediately to ensure completion of registration before the deadline for submission.

ADDRESSES: Proposals may be submitted to FTA electronically at UrbanCirculator@dot.gov or through the GRANTS.GOV APPLY function. Those who apply via e-mail at UrbanCirculator@dot.gov should receive a confirmation e-mail within 2 business days.

FOR FURTHER INFORMATION CONTACT: Contact the appropriate FTA Regional Administrator (Appendix) for proposal-specific information and issues. For general program information, contact Elizabeth Day, (202) 366-5159, e-mail: Elizabeth.Day@dot.gov in the FTA Office of Planning and Environment, Office of Project Planning. A TDD is available at 1-800-877-8339 (TDD/ FIRS).

SUPPLEMENTARY INFORMATION:**Table of Contents**

- I. Funding Opportunity Description
- II. Award Information
- III. Eligibility Information

- IV. Application and Submission Information
- V. Application Review, Selection, and Notification
- VI. Award Administration
- VII. Agency Contacts
- Appendix FTA Regional Offices

I. Funding Opportunity Description**A. Authority**

The program is authorized under 49 U.S.C. 5309(a) as amended by section 3011 of SAFETEA-LU. The Secretary may make grants under this section to assist State and local governmental authorities in financing new fixed guideway capital projects, including the acquisition of real property, the initial acquisition of rolling stock for the systems, the acquisition of rights-of-way, and relocation. Consistent with Section 5309(e)(1)(B), projects receiving less than \$25,000,000 in Federal assistance with respect to a new fixed guideway capital project are considered exempt from certain requirements of the program, until a final regulation issued under paragraph (9) of this subsection takes effect.

B. Background

FTA has long fostered livable communities and sustainable transit development through its various programs and activities. Public transportation supports the development of communities, providing effective and reliable transportation alternatives that increase access to jobs, health and social services, entertainment, educational opportunities, and other activities of daily life, while also improving mobility within and among these communities. Through various initiatives and legislative changes over the last fifteen years, FTA has allowed and encouraged projects that help integrate transit into a community through neighborhood improvements and enhancements to transit facilities or services, or make improvements to areas adjacent to public transit facilities that may ease the transportation needs of transit users or support other infrastructure investments

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: January 15, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2010-11

Background:

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

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Two out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista and the County of Solano).

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff identifies pertinent comments for Solano County's local jurisdictions that will be addressed. The STA coordinates with the transit operators who prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is approved by the STA Board and forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads for the forthcoming fiscal year are held by MTC.

Discussion:

This year's Unmet Transit Needs Hearing was held on Monday, December 7, 2009 at 6:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers. MTC Commissioner Sperring chaired the meeting. STA staff presented changes and improvements to Solano transit services and facilities in the past year (Attachment A). In attendance were three staff from MTC and three staff from STA. There was representation from Fairfield/Suisun City, Rio Vista, Vacaville, and Vallejo transit operators and two representatives from Solano County.

Approximately 10 people attended the event to share their comments and concerns. Non-Profit agencies also attended and offered to assist collaboratively with all agencies. The comment period closed December 18, 2009 for accepting comments, by mail, e-mail, fax, and phone and MTC staff received approximately 12 comments.

MTC staff will identify and forward pertinent comments by the end of January for Solano County's local jurisdictions in January 2010. The STA coordinates with the transit operators and prepares responses specific to their operation.

Recommendation:

Informational.

Attachment:

- A. Overview of Solano Transit Changes and Improvements

Unmet Transit Needs Hearing Notes
12/7/2009
Solano Transportation Authority Comments

During the past year, the STA and Solano transit operators have enhanced transit services and programs and advanced the development of transit facilities for the public. I would like to present an overview of the past year and a glimpse of the upcoming improvements.

FAIRFIELD

- Thanks to Commissioner Spering and to the full Metropolitan Transportation Commission, MTC approved \$9 million of regional bridge toll funds to complete the financing package for the new Fairfield/Vacaville rail station. The new Fairfield/Vacaville station already has been approved as a stop for Capitol Corridor trains.
- Fairfield and Suisun Transit (FAST) modified westbound Rout 30 to better connect with Westbound Route 90 accommodating passengers wishing to travel from the Sacramento region and connect with Route 90 that travels to El Cerrito Del Norte BART.
- The STA worked with FAST to complete a Lifeline transportation plan in the Fairfield/Suisun City/Cordelia area. Funding has been approved to implement some of the following projects. In 2010, another Lifeline transportation plan will be conducted in Fairfield; this time in the area of East Fairfield.
- Fairfield and Suisun Transit raised the fares for the intercity bus routes

VACAVILLE

- In Vacaville, their local City Coach ridership increased over 14% from fiscal year 2007-08 to 2008-09.
- Vacaville Intermodal Station will accommodate regional express bus service linking Solano County with both downtown Sacramento and the Walnut Creek BART station, as well as local bus service, carpools and vanpools. In addition to the bus facilities, the station will include 600 parking spaces and will be built by the end of 2010. Plans call for the eventual development of a second phase to add a parking structure at the station.
- Vacaville purchased 10 new compressed natural gas (CNG) buses to replace older 1995 diesel buses. The addition of the 10 new CNG buses and they have recently been put them into service. Vacaville 15 bus fleet is now 100% CNG.
- Vacaville continued with their promotional \$7 off a monthly pass that started last year.
- Vacaville plans to replace and install 10 new bus shelters.
- In 2010, a Lifeline transportation plan will be conducted in Vacaville. This will be a joint effort among MTC, STA and Vacaville.

VALLEJO

- Vallejo has recently contracted to purchase 21 new buses to replace their local fixed route buses. At least two of these buses will be diesel electric. The expected delivery date is April 2011.
- The Vallejo Station's goals are to consolidate parking for ferry patrons with a new 1200 space garage and relocate existing on-street bus transfers to an off-street downtown Bus Transit Center with 12 bus bays. Construction of the Bus Transit Center is scheduled to begin in by the end of the year.
- The City of Vallejo has completed their site selection for Curtola Transit Facility which identified the current location as the best site. This project will increase parking from 485 to 1,400 parking spaces to relieve the current overcapacity at the lot which is used by bus riders as well as car/and vanpoolers.
- Vallejo Transit will start a rehab on the Ferry Terminal in 2010.

BENICIA BREEZE

- The Vallejo City Council approved a resolution, which would authorize Vallejo to enter into a Memorandum of Understanding (MOU) with both the STA and the City of the Benicia. This will establish committees and a working group for the purposes of implementing the "South Solano Transit Authority." Benicia already approved the MOU in August 2009, as did the STA in September 2009.
- The plan would consolidate Vallejo Transit and Benicia Breeze into a single agency, governed by a south county Joint Powers Authority. Benicia and Vallejo Transit is schedule to join forces July 2010.

DIXON

- Dixon Read-Ride raised their fares in February 2009 for the first time in 11 years. In response to the end of Solano Paratransit, Dixon started providing intercity service for their ADA passengers to Vacaville and Davis. Dixon will be purchasing two vans to assist in this new service.

RIO VISTA

In Rio Vista, Rio Vista Delta Breeze had slight routes changes that went into effect October 2009.

Key Highlights are presented below:

- Route 50 will have minor schedule changes and reroutes to serve North Bay Regional Center in both directions on Pennsylvania Avenue and directly serve Solano County Government Center.
- Route 51 service hours were modified to provide an improved level of service within the Cities of Rio Vista and Isleton, Monday-Friday.
- Route 52 will add one AM and one PM commuter trip, Monday through Friday direct from Rio Vista and Isleton to Hillcrest Park and Ride Lot and Pittsburg/Bay Point BART Station.
- New Saturday service is now provided on Routes 50 and 52 operating one full round trip to Fairfield, Suisun City via Rio Vista and Isleton to Antioch and Pittsburg/Bay Point BART Station.

Other

In the past year, there have been other activities worthy of highlighting:

- There was a slight increase (1%) in ridership on the seven intercity SolanoExpress routes from FY2007-08 to FY2008-09.
- STA started a Ridership survey on all of the SolanoExpress intercity routes. This is a joint effort with Solano transit operators: Benicia Breeze, Fairfield and Suisun Transit (FAST), Rio Vista Delta Breeze, Vacaville City Coach, and Vallejo Transit/Baylink Ferry. The study included an on-board passenger survey as well as counts of boardings and alightings. The resulting data will assist with transit planning and financing by the transit operators and the STA.
- Solano continues to study Transit Consolidation
- Transit needs and opportunities in the long-term are being studied in the Solano Comprehensive Transportation Plan update
- RM2 marketing funds were used to promote Vallejo Transit intercity express routes 78 that travel from Vallejo to Benicia to Pleasant Hill and Walnut Creek BART
- Through Prop 1B funds, about \$550,000 was secured to assist Vallejo Transit in 30 bus replacement order in Solano County.
- Through the Lifeline Funding program, the STA approved the allocation of \$1.3 in STAF and \$1.4 in Prop 1B Capital to ten projects throughout the county ranging from operating support to the purchase of 5 small buses and 105 bus shelters.
- Solano Paratransit funding partners' expressed concern that FAST's costs for operating Solano Paratransit were increasing at a significant rate. Due primarily to the recent economic downturn, local TDA fund revenues, the primary source of funding for Solano Paratransit, has recently been flat or decreased, making it increasingly more difficult to fund this service within the transit budgets of the local agencies. The agreement among the transit operators was to deliver required ADA services in their own service area and to discontinue Solano Paratransit. As of July 1, 2009, Solano Paratransit was dissolved and the responsibility for intercity paratransit was transferred to the individual agencies.

- Summit II was held Oct 30, 2009 to discuss solutions to the challenges facing transportation services and programs for seniors and disabled individuals in Solano County identified in Summit I that was held in June 2009. Both summits were well attended and represented by seniors, disabled persons, senior centers, non-profits, transit providers, and medical facilities. The summit was co-hosted by the STA, Solano County, the Solano Senior Coalition and the Metropolitan Transportation Commission (MTC).
- The Transit Operators in Solano County are currently working collaboratively together to develop a unified county-wide ADA subsidized Taxi Scrip Program that will start in the early 2010. Phase 1 of the program will provide a unified intercity taxi scrip program for ambulatory paratransit passenger. The transit agencies will subsidize 85% of the cost of intercity travel. The transit operators will develop a unified Solano County Paratransit application and a paratransit ADA card.
- With the state of the economy, the State budget crisis has led to legislative proposals to a cut State Transit Assistance funds from transit agencies. In October 2009, the State Supreme Court rejected the California State Administration's appeal of a lower court ruling that annual raids on transit funding are illegal. By declining the state's appeal, the Supreme Court has affirmed that it is illegal to shift dedicated state transit funds away from transit agencies and their riders.
- All transit operators in Solano County received some funding under the ARRA program. Over 14 million dollars was awarded. Some of the projects include preventative maintenance, bus and ferry repower, bus replacement, fareboxes, rehab to maintenance and fueling facilities, bus shelters, and Vallejo Transit Center. ARRA Tier 1 funding is currently available for expenditures.
- The STA Board members met with Congressional legislators in Washington, DC to discuss Solano's FY 2010 Federal transportation funding requests. Congressman George Miller secured two earmarks for STA:
 - Alternative Fuel SolanoExpress Bus Replacement \$500,000
 - Vacaville Intermodal Station – Phase 2 \$500,000



DATE: January 15, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
SUBJECT: MTC Draft Transit Coordination Implementation Plan (Res. 3866)

Background/Discussion

Metropolitan Transportation Commission (MTC) is updating the region's Transit Coordination Implementation Plan. The Plan identifies coordination requirements with which transit operators must comply. If an operator does not comply, MTC may withhold, restrict or reprogram certain funds. Any transit operator who receives funds from MTC is subject to these coordination requirements.

The Partnership Transit Coordination Committee (PTCC) meeting in November 23 served as MTC's official notification to transit agencies on their proposed modification to the Transit Coordination Implementation Plan (Attachment A).

The purpose of the updating the Transit Coordination Implementation Plan (Res.3866) (Attachment B) is to reestablish the expectation and requirements for each transit agency with respect to implementing the recommendations of the Commission's Transit Connectivity Plan 2006. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC is subject to these requirements.

Listed below is an outline of the Operator Implementation Requirements. A more detailed description can be found in Attachment B.

A. Operator Implementation Requirements

1. Implementation Requirements

- a. 511 Transit Information Requirements Participation
 - b. Regional Transit Hub Signage Program Requirements
 - c. TransLink Implementation Requirements
 1. Participation Requirements
 2. Fare Media
 3. Regional TransLink Communication and Marketing Activities
 - d. Maintenance of Existing Coordinated Services
 1. Regional Transit Connection (RTD) Discount Card Program
 2. ADA Paratransit Eligibility Program
 3. Interagency ADA Paratransit Services
 4. Regional Emergency Management Plan
 5. Regional Links/Express Bus/Feeder Bus Services
2. Requirements for Intragency ADA Paratransit Services
 3. SB 602 Fare and Schedule Coordination Requirements
 4. Preserve Unconditional Ability to Post and Promote Transit Information

- B. Consultation Process
- C. Cost Sharing
- D. Sanctions

This item was presented to the Transit Financial Working Group (TFWG) on December 2, 2009 where concerns were raised. The minutes to the meeting for this agenda item can be found in Attachment C.

Santa Rosa staff took the lead in drafting a joint comment letter in sharing several concerns regarding the proposed amendments to the Transit Coordination Implementation Plan to be adopted through Resolution 3866, as well as the process through which they were developed for Commission consideration and approval (Attachment D). The draft letter was e-mailed to various agencies asking for comments and signatures before finalizing a copy to MTC. Some, but not all, Solano transit operators were included in these communications.

The deadline for providing comments to Pierce Gould at MTC was Wednesday, December 23, 2009. The final letter sent and signed by nine transit operators in Contra Costa, Marin, Napa, Solano and Sonoma counties (Attachment D). MTC will incorporate feedback as appropriate into the final draft for Commission approval in February 2010.

Fiscal Impact:

There is no impact on the STA budget.

Recommendation:

Informational.

Attachments:

- A. MTC Draft Memorandum on the Update of Transit Coordination Implementation Plan
- B. MTC Resolution No. 3866 (Note: This attachment was provided to the Consortium members under separate enclosure. You may obtain a copy by contacting the STA at (707) 424-6075.)
- C. Transit Financial Working Group Meeting Minutes
- D. Comments of MTC Resolution 3866 Letter



DATE: January 19, 2010
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 January 18. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions:

Travis Air Force Base is the largest employer in Solano County. The size, security and diversity (military/non-military) of the workforce makes it difficult to have one point of contact to reach all Travis employees. To reach these employees at Travis, SNCI has created and scheduled a series of newspaper ads in the Tailwind, a publication that is circulated throughout the base, focusing primarily on vanpooling. Staff will provide information to callers on all transportation alternatives like transit and carpooling in addition to vanpooling. As part of this campaign, SNCI will venture into social marketing with a Facebook page and marketing on Facebook.

SNCI continues to resupply the commuter info display racks throughout Solano and Napa counties with current SolanoExpress brochures and transit schedules. Several transit agencies have seasonal schedules and staff sent over 10,000 schedules to all display rack locations.

Events:

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Since the last Consortium meeting, staff participated in the Alza/GPSG Health Fair in Vacaville.

SNCI staff also coordinated and attended five Solano Commute Challenge recognition events for the Outstanding Workplaces in Solano County – County of Solano luncheon as the Most Outstanding Workplace, State Compensation Insurance Fund and Genentech in Vacaville, Goodrich in Fairfield, and Kaiser Permanente Medical Center in Vallejo.

Recommendation:

Informational.

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: January 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit).

The Transit Committee will meet on January 25, 2010 to review and take action on several documents related to the CTP update.

Discussion:

Below is a summary of each of the major documents that the Transit Committee will consider at their January 25, 2010 meeting.

Transit Facilities of Regional Significance. Based upon the list of projects submitted by the cities and the county for inclusion in the CTP, STA felt it was appropriate to reexamine the criteria for identifying Transit Facilities of Regional Significance. STA staff is recommending no changes to the criteria. STA is recommending the designation of 3 park-and-ride lots in Dixon as Transit Facilities of Regional Significance; and, that transit vehicles, routes and facilities that primarily serve local routes and riders not be included in the CTP project list.

CTP Project List. The Transit Committee will review the list of transit-related projects and programs submitted by the cities and county for inclusion in the CTP. The project list is included as Attachment A.

State of the System – Transit Report. The State of the System – Transit report was adopted in December 2008. Since that time, there have been substantial changes to the provision of paratransit services. A modified section of the State of the System – Transit report is recommended for adoption, and is included as Attachment B.

Gap Analysis. This is an examination of the current status of each of the Transit Element goals, including identification of whether a gap exists between service, as discussed in the State of the System – Transit report, and the goal. The gap analysis is provided in Attachment C.

The results of the Transit Committee review and action will be provided to the Consortium at their January 27 meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. CTP Project List – Transit Element
- B. State of the System – Transit, Paratransit modification
- C. Transit Element Goal Gap Analysis

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

Designed – greater than 35% PS&E and an approved environmental document

Preliminary Design – greater than 10% but less than 35% PS&E

Planned – less than 10% PS&E

Agenda Item V. B
January 25, 2010

ATTACHMENT A

DRAFT CTP TRANSIT PROJECT LIST 2009

(Last Updated: January 14, 2010)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Transit - Rideshare	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). This is a Facility of Regional Significance. May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 021	Benicia	Improve or replace bus shelters	Transit – Bus	Upgrade or replace 12 bus shelters. Project is funded with ARRA funds.	Permitted and Ready to Construct
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – Bus	Construct new Capitol Corridor train station at Lake Herman Road. This is a Facility of Regional Significance.	Planned
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – Bus	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. This is a Facility of Regional Significance. This project was also submitted by the County of Solano.	Planned
09CTP 020	Benicia	Provide more joint bus operations	Transit – Bus	Provide more intercity bus service. Possible consolidation with Vallejo into South County Transit Authority	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 120	Benicia	First Street and Waterfront	Transit – Rail or Ferry	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road These are Transit Facilities of Regional Significance.	Planned
09CTP 227	Dixon	SolanoExpress	Transit – Bus	Modify Route 30 to support direct transit connections to Davis, and to improve connectivity to west-bound buses that serve the Bay Area.	Planned
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – Rail or Ferry	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. This is a Facility of Regional Significance. This project was also submitted by the County of Solano.	Preliminary Design
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - Rideshare	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. This is a Facility of Regional Significance.	Preliminary Design
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - Rideshare	Construct 200 space park and ride lot Gold Hill Road at I-680.	Planned
09CTP 195	Fairfield	ADA Access at bus facilities	Transit – Bus	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	<i>Permitted and Ready to Construct</i>

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – Bus	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. This is a Facility of Regional Significance.	Planned
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – Rail or Ferry	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 199	Rio Vista	SR 12/Church Street and Amerada Intersections	Arterials, Highways and Freeways - Arterial	Improve the intersection of SR 12 and Church Street, with the option of including a 40-space park-and-ride lot at the southeast corner. A PSR is being prepared for the project. This is a Route of Regional Significance.	Preliminary Design
09CTP 162	Rio Vista	Intra-city shuttle bus	Transit – Bus	Provide regular bus service to regional transit providers (BART, Capitol Corridor, San Joaquin transit).	Planned
09CTP 201	Rio Vista	Sacramento River Waterfront	Transit – Rail or Ferry	Construct a facility to support passenger ferry service to either Sacramento or the San Francisco Ferry Building. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
09CTP 202	Rio Vista	Provide intermodal transit centers	Transit – Rail or Ferry	Develop a multi-modal transit center and provide regular bus service to regional transit providers (BART, Capitol Corridor, San Joaquin transit). Location options are Main and Front streets (downtown) or SR 12 and Church Street.	Planned
09CTP 052	Solano County	Support Solano County paying its fair share for transit services provided to unincorporated residents by others	Transit – Bus	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 044	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit – Bus	Improve County-to-County public transit connections to better serve the County’s growing commute population.	Planned Program
09CTP 045	Solano County	Expand regional express bus service in conjunction with HOV lane improvements	Transit – Bus	Address regional commute needs as the County’s population grows by expanding public transit capabilities.	Planned Program
09CTP 046	Solano County	Integrate transit services, including express buses, with multi-modal rail stations	Transit – Bus	Ensure that transit operations are planned to provide efficient service to multi-modal rail stations.	Planned Program
09CTP 048	Solano County	Support more joint bus operations	Transit – Bus	Support more effective coordination of existing bus operations to better provide for the transportation needs of riders.	Planned Program
09CTP 051	Solano County	Support the provision of wireless internet connections on public transit	Transit – Bus	Provide wireless internet service on public transit to better serve the needs of riders.	Planned Program
09CTP 900	Solano County	Countywide	Transit – Bus	Implement study recommendations to consolidate intercity transit services for local and express bus services to provide more effective public transit performance. A Solano Transit Consolidation Study has been undertaken. Benicia and Vallejo are discussing potential consolidation	Study
09CTP 047	Solano County	Support light rail commuter service	Transit – Rail or Ferry	Support options for potential light rail service in Solano County.	Planned Program
09CTP 050	Solano County	Support Solano County’s paratransit operations	Transit – Paratransit	Provide paratransit transportation to ADA qualified riders. Solano County paratransit service is ongoing	Existing Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 900	Solano County	Consolidate paratransit operations	Transit – Paratransit	Study consolidation of paratransit operations among the cities and County to provide more effective service to riders.	Study
09CTP 068	Suisun City	Park-and-ride lot Landscape Project	Transit - Rideshare	Periodic replacement of landscaping at existing Suisun City Park-and-ride lot. This is a Transit Facility of Regional Significance.	Planned
09CTP 062	Suisun City	Improve and provide additional bus shelters	Transit – Bus	Install solar bus shelters to bus stops as needed. Managed by FAST.	Planned
09CTP 064	Suisun City	Provide direct bus connections to rail station	Transit – Bus	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Planned Program
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Transit – Rail or Ferry	Construct sound walls along railroad tracks between tracks and future developments as needed.	Planned
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Transit – Bus	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.	Existing Program
09CTP 104	Vacaville	Interagency coordination of regional bus services	Transit – Bus	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.	Existing Program
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – Bus	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 105	Vacaville	Real-time bus tracking systems	Transit – Bus	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 097	Vacaville	Phase 1 Vacaville Transportation Center	Transit – Bus	Phase 1 to include a 10 bus bay carousel, commuter parking for 200 cars and commuter vans, a large clock tower, five large passenger bus shelters, public restroom, bike lockers, low maintenance landscaping, solar photovoltaic systems and LED lighting throughout. Project is fully funded. This is a Transit Facility of Regional Significance.	<u>Under Construction</u>
09CTP 106	Vacaville	Accessible taxi vehicles (capital)	Transit – Paratransit	Procure accessible mini-van type vehicles equipped with rear wheelchair loading ramps to be used by local taxi companies in support of senior and disabled transportation programs within Solano County.	Planned
09CTP 107	Vacaville	Accessible Taxi Program (operations)	Transit – Paratransit	Provide a taxi style transportation alternative to seniors and disabled persons within Solano County.	Planned Program
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – Bus	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center is under construction; ferry parking structure A is designed; B is prelim design; City Hall parking is planned. This is a Transit Facility of Regional Significance.	<i>Permitted and Ready to Construct</i>
	Vallejo	Vallejo Station bus transit center	Transit – Bus	Covered bus bays, transit operations center offices, pedestrian enhancements <i>This is a portion of Project 09CTP119</i>	<u>Under Construction</u>
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Designed

CTP ID	Agency	Location / Title	Element	Description	Project Status
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Preliminary Design
	Vallejo	Vallejo Station City Hall parking structure	Transit – Rail or Ferry	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i>This is a portion of the previous project, 09CTP119</i>	Planned
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Transit – Bus	Replacement/Upgrade only applies to buses operating on intercity routes.	Planned
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Transit – Bus	Expand taxi program, call center and interface with Social Services Agencies.	Planned
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – Bus	Improve efficiency and provide parking for new buses. This is a Transit Facility of Regional Significance.	<u>Under Construction</u>
09CTP 123	Vallejo	Vallejo Ferry Terminal	Transit – Rail or Ferry	Acquire new ferries (5 th and 6 th vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical. This is a Transit Facility of Regional Significance.	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – Rail or Ferry	Construct Phases I, II and III of the Mare Island Ferry Maintenance Facility. This is a Transit Facility of Regional Significance.	Planned
09CTP 132	Vallejo	Connect to regional rail service	Transit – Rail or Ferry	Reactivate rail lines and establish passenger rail service connections to regional carriers.	Planned
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Transit – Rail or Ferry	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Transit – Rail or Ferry	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 145	Vallejo	Light rail service to Contra Costa County	Transit – Rail or Ferry	Light rail service to connect with BART	Planned
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – Rail or Ferry	Construct 1000-space multi-level parking structure with transit connections.	Planned
09CTP 152	Vallejo	Citywide rail lines	Transit – Rail or Ferry	Acquisition and re-use of railroad right-of-way throughout Vallejo; re-activate rail service	Planned
09CTP 153	Vallejo	Mare Island	Transit – Rail or Ferry	Improvements to at-grade railroad crossings on Mare Island	Planned
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Transit – Rail or Ferry	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.	Planned
09CTP 158	Vallejo	Mare Island	Transit – Rail or Ferry	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)	Planned
09CTP 127	Vallejo	Expand paratransit	Transit – Paratransit	Expand paratransit program over different modalities	Planned Program
09CTP 230	STA	SNCI Rideshare and Vanpool Services	Transit - Rideshare	Sustain and expand the existing Solano Napa Commuter Information (SNCI) ride matching program and STA's vanpool incentive program.	Existing Program
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - Rideshare	Construct park-and-ride facilities identified in the <i>I-80/I-680/I-780 Corridor Study</i> ; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. This project was also submitted by the City of Suisun City.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 042	STA	SolanoExpress	Transit – Bus	Continue to operate and support the SolanoExpress intercity bus system, including providing marketing, schedule coordination and, where appropriate, expanded service. Seek funds to replace vehicles with clean fuel vehicles, and/or to replace vehicles at the appropriate phase of their useful life.	Existing Program
09CTP 100	STA	Real-time bus tracking systems	Transit – Bus	Acquire and install Bus and Ferry Boat enhancements allowing real-time tracking of location of transit vehicles, and automated collection of vehicle performance and maintenance needs. Allows location reporting to dispatch centers, browsers and message boards. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 196	STA	Develop standard bus shelters	Transit – Bus	Develop a standard bus shelter for express bus stops that are not part of a larger station. Include standardized wayfinding signage. Assist local jurisdictions in upgrading bus shelters to the common standard. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 017	STA	SR 12 Transit Corridor Study	Transit – Bus	Implement the 2006 State Route 12 Transit Corridor study.	Planned
09CTP 018	STA	I-80/I-680/I-780 Transit Corridor Study	Transit – Bus	Implement the 2004 I-80/I-680/I-780 Transit Corridor study.	Planned
09CTP 019	STA	Community Based Transit Studies	Transit – Bus	Conduct new Community Based Transit studies in Vacaville and Fairfield.	Planned
09CTP 900	STA	Countywide Water Transportation Study	Transit – Rail or Ferry	Solano Water Transportation Study – conduct a countywide study of water-based transportation resources and demands, including existing and potential new ferry and water taxi services, use of the Port of Benicia and the Mare Island Naval Shipyard, and commercial traffic on the Sacramento river.	Planned
09CTP 900	STA	Senior and Disabled Transit Study	Transit – Paratransit	Update the 2004 Solano Senior and Disabled Transit Study.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 197	STA	Countywide Climate Program	All	Solano Climate Change Program. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	Planned Program

Attachment B
State of the System – Transit Element
Modified Paratransit Description

Capital Assets

Paratransit. Paratransit services provide transportation for qualifying person with disabilities who are unable to access the regular fixed- route public transit system. The requirement to provide paratransit services comes from the Americans with Disabilities Act (ADA). The cities in Solano County that provide fixed route service also provided paratransit as part of their local transit service.

As of July 1, 2009, the intercity paratransit service provided by Solano Paratransit was dissolved. Solano Paratransit was an ADA-Plus (exceeded the service area required by ADA) intercity paratransit service in central/northern Solano County and the surrounding unincorporated area. Solano Paratransit's intercity seamless travel was replaced with each transit agency establishing transfer locations to transfer the ADA passenger from one paratransit system to the next paratransit system.

Beginning in July 2009, two local jurisdictions began delivering intercity services for the first time and transfer locations were established by existing intercity paratransit operators FAST and Vallejo RunAbout. The City of Dixon began operating ADA paratransit service between Dixon and Vacaville as well as to Davis. FAST's DART service connects Fairfield and Vacaville as it is the required complementary ADA service for FAST's Rt. 20 intercity fixed-route service between these two cities. For ADA paratransit travel between Fairfield and Vallejo, transfers occur at Solano Community College's main campus in Fairfield at which point Vallejo's RunAbout paratransit picks up passengers for travel to/from Vallejo. The County of Solano began contracting for paratransit service for residents of the unincorporated area.

There are 25 paratransit vehicles operated in total by all the transit operators. Eight are operated by Fairfield DART, 12 owned by Vallejo RunAbout, and five are owned by Vacaville Special Services. Six additional vehicles in total are needed by the Cities of Dixon and Vallejo to provide the new additional ADA-plus service.

Until July 2009, Dixon Read-Ride was a general public dial-a-ride system within Dixon city limits. In July 2009 Read-Ride expanded their service to connect Dixon to Vacaville and Davis. Dixon Read-Ride's new service is beyond what is required by ADA. Dixon Read-Ride operates six days a week. Service is provided door to door, and registration is requested for intercity travel to be at least 24 hours in advance. Dixon Read-Ride has currently dedicated one paratransit bus for this service and is planning to purchase three additional buses.

FAST's local DART paratransit service provides complementary paratransit service to the residents in their fixed route system service area. Fairfield's ADA residents living beyond the ADA-mandated $\frac{3}{4}$ of a mile of FAST's fixed service are not served. DART transfers its ADA riders to Vallejo through a transfer point at Solano Community College (SCC)/Fairfield campus. DART connects Fairfield and Vacaville with service transferring between the two systems at

Ulatis Cultural Center in Vacaville. DART service is still required to service the ADA riders within ¾ of a mile of Route 20 which covers about 50% of the Vacaville. Fairfield DART operates six days a week to match their fixed-route service. Service is provided origin to destination, and registration can be taken up to seven days in advance. Fairfield DART operates eight paratransit vehicles.

Vacaville's Special Services delivers ADA paratransit service within Vacaville city limits. Vacaville does not provide any intercity paratransit service. For ADA paratransit trips beyond Vacaville, Special Services will take riders to/from the Ulatis Cultural Center to connect to Dixon and Fairfield intercity paratransit services. Vacaville City Coach operates six days a week to match their fixed route service. Service is provided door to door. Reservations are taken up to 2 weeks in advance. Vacaville Special Services operates five paratransit vehicles.

Vallejo RunAbout did not participate in Solano Paratransit but has been, and continues to, provide intercity paratransit service to Fairfield as well as points west across the Carquinez/Zampa Bridge. With the dissolution of Solano Paratransit, Vallejo RunAbout now transfers passengers to FAST's DART at the Solano Community College/Fairfield campus transfer location rather than bringing passengers to/from points in the Fairfield/Suisun City area. RunAbout operates seven days a week to match their fixed-route service and is a strictly ADA service. Service is provided origin to destination, and registration can be taken up to seven days in advance.

Vallejo Transit is planning to implement "ADA-plus" service to improve service to ADA passengers. Under the current service structure, ADA passengers traveling from Benicia to/from Vallejo and the unincorporated area of Fairfield serving Solano Community College must transfer between systems. The new "ADA-plus" system will benefit passengers traveling to college, medical appointments, and shopping by providing intercity paratransit travel without a transfer. In order to expand to this ADA-plus service, Vallejo Transit needs three additional vehicles.

Until July 2009, the County of Solano had not been an operator of transit or paratransit service. With the discontinuation of Solano Paratransit, the County of Solano contracted with a private operator to deliver wheelchair accessible service for ADA certified passengers residing in the unincorporated areas. The few unincorporated residents needing this service appear to be located primarily in the Vacaville area and travel primarily to Vacaville.

Operations

Paratransit. Provision of paratransit services offers unique challenges because of the legal requirements to provide service, the small base of riders, and the physical and mental challenges faced by system users.

Paratransit passenger fares contribute to the funding of the operating costs of the system. However, because the operating cost is higher per hour for this specialized service, the farebox

recovery rate is generally much lower for paratransit than for other transit services. A farebox recovery rate of 10% is the statutory goal of paratransit services.

Replacement of paratransit vehicles, and funding for new vehicles to expand the fleet, typically comes from Federal Section 5307, 5311, Prop 1B, Regional Paratransit State Transit Assistance funds and Transit Development Act (TDA) funds.

Transit Element

Purpose Statement and Goals

COMPREHENSIVE TRANSPORTATION PLAN

PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Transit element

Purpose Statement: Identify mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Transit Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Transit Element of the Solano CTP, the following goals are established:

- 1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate.

This goal has been Completed. The countywide public transit network consists of the following public services: Solano Express bus service, Capitol Corridor trains and Waer Emergency Transport Authority (WETA) ferry boats. Solano-Napa Commuter Information (SNCI) rideshare provides matching for vanpool and carpool users, but the vanpools and carpools are privately operated. Transit Facilities of Regional Significance include both fully-public facilities and public facilities used by private carpools and vanpools. Construction, acquisition and operation of facilities and vehicles will be on-going.

- 2) Focus regional and county-wide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities. **This goal has achieved Significant Progress.** Transit services provide direct links to BART stations and the San Francisco Ferry Building, to the transit connection hub at the State Capitol in Sacramento, and to UC Davis. In addition, local transit services provide connections to the regional system, and to local activity centers such as Solano College, the Westfield Mall and employment centers. The State Route (SR) 12 Transit Corridor Study has identified the need to provide transit connections between Napa and Solano counties, specifically along the SR 12 corridor through Jameson Canyon (SR 20 to I-80) While most major destinations are served, additional local nodes in the public transit system, are needed to increase access to the system.
 - a) Include facilities and programs that directly support Transit Oriented Development projects, including Transportation for Livable Community projects and Priority Development Areas. **This sub-goal is a Preliminary Proposal.** TOD projects are few in number in Solano County, and the PDA process is relatively new. There has been little time to begin to focus resources to support transit services to TOD/PDA areas; however, 9 PDAs have been designated in Solano County cities.

- 3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems.

This goal has achieved Significant Progress. Although there are efforts to coordinate the arrival of local and express buses, and to coordinate the arrival of bus service with the Capitol Corridor train and WETA ferry services, there is not a single point of coordination or formal communication. SNCI provides a supportive roll in coordinating local and regional transit schedules.

- 4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority and the Vallejo/Baylink ferry system/Water Emergency Transit Authority. **This goal has achieved Significant Progress.** STA and its member agencies have promoted the location of local and SolanoExpress bus facilities at the existing ferry and rail stations. STA has partnered with the Capitol Corridor Joint Powers Authority (CCJPA) to provide the existing passenger train service at the Suisun City/Fairfield station and to obtain a passenger train commitment and the Fairfield/Vacaville station, and to provide funds and support for track improvements and joint marketing.

- 5) Develop and implement programs to coordinate and consolidate the provision of interregional, intercity and local transit services. **This goal has achieved Significant Progress.** SolanoExpress is the coordinating system used for intercity transit, both to the Bay Area and Sacramento. For local transit, a single service provider (Fairfield And Suisun Transit – FAST) serves Fairfield and Suisun. The cities of Vallejo and Benicia are working to consolidate their local and intercity transit services. Dixon, Rio Vista and Vacaville run separate services. All of the local services are provided by a private-sector contractor. Finally, STA and the transit providers have signed an Intercity Funding Agreement to provide an equitable distribution of the funding burden for intercity transit bus service.

- a) Study options for coordination and consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity transit. **This sub-goal has been Completed.** STA completed a Transit Consolidation Study in September of 2007.
- 6) Continue to build upon Solano resident's high rate of carpool and vanpool commuting by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
- a) Continue to provide innovative rideshare services through Solano-Napa Commuter Information (SNCI). **This sub-goal has been Completed.** SNCI provides rideshare services at no cost for residents of Solano and Napa counties, as well as transit connection advice and computer links to transit providers and regional transportation data such as MTC's 511 system. This system requires an on-going funding commitment.
 - b) Increase the inventory of park and ride spaces by at least 25% by 2015. **This sub-goal has achieved Significant Progress.** The current inventory of park-and-ride lots shows 3,292 spaces available. An increase of 25% would add 823 spaces, for a total of 4,115 spaces by 2015. Has begun on 200 spaces in Phase 1 of the Vacaville Transportation Center, with completion expected in late 2010. Plans exist and are being advanced to construct 400 spaces at Phase 2 of the Vacaville Transportation Center, ___ spaces at the Curtola Transportation Center in Vallejo and 360 spaces at Phase 2 of the Fairfield Transportation Center, for a total of 960 ___ spaces that can be constructed by 2015. In addition, 3 new park-and-ride lot sites have been identified in Benicia and are eligible for RM 2 funding. Two additional lots are proposed for Fairfield, three sites have been potential sites have been identified in Dixon, and one site in Rio Vista.
 - c) Construct park and ride lots in areas that are not currently served: Rio Vista, Benicia and Dixon. **This sub- goal is a Preliminary Proposal.** Park and ride lot locations have been identified for each community. For Rio Vista, one site has been identified at Church Road and SR 12, but funding for construction of the site has not been identified. For Benicia, 3 locations that have access to RM-2 funding have been identified. In addition, the proposed Benicia multi-modal transit center at the Lake Herman Road/I-680 intersection is proposed, with study funds possibly from RM-2. However, none of the projects is beyond 35% PS&E. The City of Dixon has generally identified 3 park-and-ride lot locations at freeway intersections, but has not specified exact locations, and has not dedicated funding to design or other implementation steps. The City of Rio Vista has identified one site at SR 12 and Church Road, but has not dedicated funding to design or other implementation steps.
- 7) Provide services that create mobility for senior and disabled riders.
- a) Update Solano County Senior and Disabled Transportation Study and develop implementation plan. **This sub- goal is a Preliminary Proposal.** The STA Fiscal Year 2009-2010 (FY 09-10) budget includes funding for an update of the Senior and Disabled Transit Study. Completion of the update is expected in FY 10-11.
 - b) To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options. **This**

sub-goal has achieved Significant Progress. The STA hosted two Senior and Disabled Transit summits in the last half of CY 2009. These Summits provided contemporary evaluations of the current system and specific suggestions on improvements to the system. As a result of the two summits, STA has established a committee to assist in the assessment of senior and disabled transi needs. In addition, STA and hrte member agencies have adopted a county-wide paratransit taxi script program for ADA-eligible riders. This program will require an on-going funding commitment.

- c) Utilize the Paratransit Coordinating Council (PCC) as a venue to guide the identification, development, and evaluation of the effective senior and disabled transit and other mobility programs. **This sub-goal has been Completed.** The PCC meets on a regular basis to provide advice and direction to STA staff regarding provision of senior and disabled transit services.
- 8) Identify and implement transit and transportation priorities of low-income population through Community-Based Transportation Plans. **This goal has achieved Significant Progress.** CBTPs exist for Dixon (2004), Cordelia/Fairfield Suisun (2008) and Vallejo (2008). Priority projects identified in the three adopted CBTPs have so far received \$3.1 million in Lifeline Transportation Funds allocated by STA and MTC. In 2010 a CBTP is scheduled to be completed for Vacaville, and another for east Fairfield in 2011.
 - 9) Develop and implement a program to reduce the air emissions of transit vehicles. **This goal has achieved Significant Progress.** This is a new goal in the CTP. STA has submitted and obtained earmark requests for two appropriations cycles through the office of Congressman George Miller for clean-fuel transit vehicles. In addition to the intercity transit fleet, local transit vehicles providers have moved to clean fuel vehicles. The City of Fairfield operates a clean diesel bus fleet, and the City of Vacaville has converted its City Coach transit fleet to Compressed Natural Gas, with diesel vehicles used only as back-ups. However, this is currently an ad-hoc process, rather than a systematic policy of acquisition of new transit vehicles. Alternative Fuels for both public and private vehicles is also addressed in the Alternative Modes element of the CTP.
 - a) Develop a countywide alternative fuel transit vehicle and facilities plan to reduce fuel costs and assist with operators' compliance with California Air Resources Board (CARB) regulations. **This sub- goal is a Preliminary Proposal.** STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance use of that/those fuel(s).
 - b) Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clear transit vehicles. **This sub- goal is a Preliminary Proposal.** STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. On an as-needed basis, discussions of alternative fuel vehicles are included on the agendas. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative of clean fuel buses.

- 10) Increase the transit mode share to 8% of commute hour trips by 2015. **This sub- goal is a Preliminary Proposal.** The current transit mode, excluding rideshare, was 5% in 2005 (the most recent year with available statistics). The highest proportion reached for transit was 7% in the year 2000. Transit percentage information is not available for years since 2005.
- a) Develop and implement programs, services, and policies that increase transit ridership and mode share by making transit more convenient and attractive. **This sub-goal has achieved Significant Progress.** STA and the transit providers meet on a monthly basis through the SolanoExpress Intercity Transit Consortium to identify and implement steps to improve transit ridership, including routing, scheduling and advertising issues. In addition, STA has worked with the California Department of Transportation (Caltrans) to construct and open a High Occupancy Vehicle (HOV) on I-80 lane between Red Top Road and Airbase Parkway. STA’s SNCI program also conducts the yearl Solano Commute Challenge, provides rideshare incentives and markets transit programs. STA has also dedicated discretionary funds to the construction of transit centers and park-and-ride lots.
- 11) Develop criteria for Transit Facilities of Regional Significance. “Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. “Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. **This goal has been Completed.** The STA Board has adopted the criteria and the facilities have been nominated by the member agencies and accepted by the STA Board.
- Transit Facilities of Regional Significance are:
- a) All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
 - b) All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
 - c) Bus stations providing all of the following services:
 - i) Routes to destinations outside Solano County or between two or more cities in Solano County
 - ii) Peak hour headways of 1 hour or less
 - d) Maintenance and parking facilities for busses providing services identified in 1, 2 or 3 above.
 - e) Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.
- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance. **This goal has achieved Significant Progress.** STA has initiated a periodic review of top priority projects for each of the 7 cities and the county in order to identify which roadway and transit projects will be given priority in receiving funds. In addition, STA is exploring the possibility of a Regional Transportation Impact Fee. Both efforts use Routes of

Regional Significance and Transit Facilities of regional Significance as the basis for identifying eligible projects. This process will also be used to identify projects eligible for funding through the Regional Transportation Plan. The STA's Regional Measure 2 (RM 2) priorities list has been used to identify and help fund key transit nodes.

- 13) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure. **This goal has achieved Significant Progress.** To help with long-range planning and the updating of the Regional Transportation Plan (RTP) every three years, MTC collects consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator in the Bay Area's large urbanized area and small urbanized areas. The data is used to improve MTC's ability to forecast regional transit capital rehabilitation and replacement needs and to program available funding. The inventory also helps operators manage their capital assets. A major portion of the project work to date involved working with operators to identify the source of capital inventory data so that each operator could readily provide data for the regional inventory, as well as their own asset management needs. MTC has recently hired a consultant to assist in refining the asset inventory and cost data currently included in the Regional Transit Capital Inventory (RTCI). MTC's main focus is on major capital projects and they do not collect capital information from rural transit operators which includes Dixon Redit-Ride and Rio Vista Delta Breeze. Working with the Transit Consortium, the Solano Transportation Authority (STA) also collects the transit capital assets and associated replacement and rehabilitation costs from each Solano County operator including the rural areas. STA collects major and minor capital assets, as well as transit fleet inventory data every two years. STA utilizes these lists to categorize capital projects and cost to assist in identifying progress, needs and potential funding options.

- 14) Develop a strategy to reduce accidents and injuries in the vicinity of significant transit facilities. **This goal is a Preliminary Proposal. Creation of a Safe Routes to Transit Plan is funded for the second half of FY 09-10, but the study has not yet been initiated.**
 - a) Quantify, and periodically update, accident statistics for roads, trails and intersections within ¼ mile of Transit Facilities of Regional Significance.
 - b) Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.

- 15) Provide decision-makers with timely, accurate and sufficient information to make transit service and investment decisions
 - a) Ensure that transit corridor studies are conducted and kept up-to-date for all major transit corridors, including I-80/I-680/I-780, SR 12 and SR 29. **This goal has achieved Significant Progress.** A transit corridor study was completed for I-80/I-680/I-780 in July 2004, and for SR 12 in January of 2006. No transit corridor study has been conducted for SR 29, and neither the STA nor the Napa County Transportation and Planning Agency has allocated funds for such a study.
 - b) Conduct countywide ridership surveys every three years. **This goal has been Completed.** STA conducted a transit rider survey in 2006, and completed a new survey in late 2009. The results

of the 2009 survey are being complied at this time.



DATE: January 19, 2010
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
TIGER Grants for Surface Transportation	All questions must be submitted via e-mail to: TigerTeam@dot.gov Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A ¹ Eligible Project Sponsors: Public Transportation Agencies	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/

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

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
California Office of Traffic Safety (OTS) – Grants Made Easy	Donna Black OTS Coordinator (916) 509-3015 dblack@ots.ca.gov	January 31, 2010 Eligible Project Sponsors: local law enforcement agencies	Unspecified amount at this time. These grants are a one-year grant period (October 1 through September 30)	OTS-Grants Made Easy provides funding for three programs: Selective Traffic Enforcement Program (STEP), DUI Enforcement and Awareness Program (DUI), and Vehicle Impound Program (VIP)	Eligible Projects: Full-time and over-time program; overtime only program http://www.ots.ca.gov/Grants/Apply/GME_2011.asp

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
California Office of Traffic Safety (OTS) General OTS Grants	Donna Black OTS Coordinator (916) 509-3015 dblack@ots.ca.gov	January 31, 2010 Eligible Project Sponsors: political subdivisions of the state, state governmental agencies, state colleges, school districts, local city and county government agencies, fire departments, and public emergency services providers	Unspecified amount at this time. These grants are a one-year grant period (October 1 through September 30)	General OTS grants provide funding for traffic safety improvement programs/projects	Eligible Projects: projects/programs to mitigate traffic safety program deficiencies, expand on-going activity (e.g., program maintenance, research, rehabilitation, construction), develop a new program http://www.ots.ca.gov/Grants/Apply/Proposals_2011.asp
The Carl Moyer Program: 2009-2010 Multidistrict Solicitation*	Lynsay Carmichael Air Resources Board (916) 322-0407 lcarmich@arb.ca.gov	March 2, 2010 Eligible Project Sponsors: This year the only eligible applicants for the 2009-2010 Multidistrict Project Solicitation are Air Quality Management Districts and Air Pollution Control Districts that are willing and able to administer the On-Road Voucher Incentive Program (VIP)	\$6 million to \$9 million	The Carl Moyer Program provides monetary grants for the incremental cost of cleaner than required technology.	Eligible Projects: This year the only eligible project for the 2009-2010 multidistrict funds is the On-Road Voucher Incentive Program (VIP). http://www.arb.ca.gov/msp/rog/moyer/multidistrict.htm
Urban Greening for Sustainable Communities Planning Program	N/A; please feel free to contact STA staff, Sara Woo for more information, (707) 399-3214 swoo@sta-snci.com	Application Available (tentative) March 2010 Eligible Project Sponsors: cities and counties	Requests for funding limited to maximum amount of \$250,000	The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan.	Eligible projects: development of an urban greening plan http://www.sgc.ca.gov/

*New Funding Opportunity

** STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report.

THIS PAGE LEFT INTENTIONALLY BLANK.