



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

10:00 a.m., Wednesday, June 30, 2010
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Jeff Matheson, Chair
II. APPROVAL OF AGENDA (10:05 – 10:10 a.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT (10:10 – 10:15 a.m.)	
IV. REPORTS FROM STA STAFF AND OTHER AGENCIES (10:15 – 10:25 a.m.)	
V. CONSENT CALENDAR <i>Recommendation: Approve the following consent items in one motion.</i> (10:25 – 10:30 a.m.)	
A. Minutes of the Consortium Meeting of May 26, 2010 <i>Recommendation:</i> <i>Approve Consortium Meeting Minutes of May 26, 2010.</i> Pg. 1	Johanna Masielat

CONSORTIUM MEMBERS

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

VI. ACTION – FINANCIAL ITEMS

- A. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 2010** Elizabeth Richards
- Recommendation:*
Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – July 2010 as shown in Attachment A. (10:30 – 10:35 a.m.)
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VII. ACTION – NON-FINANCIAL ITEMS

- A. Discussion of Vehicle Registration Fee (VRF) Expenditure Plan – Senior and Disabled Mobility** Daryl K. Halls
Liz Niedziela
- Recommendation:*
Review and provide input regarding the Senior and Disabled Mobility category for VRF expenditures and allocation options. (10:35 – 10: 50 p.m.)
Pg. 9
- B. STA Grant Proposals: MTC Climate Initiatives Grant Program** Robert Guerrero
- Recommendation:*
Forward a recommendation to the STA Board to approve the following two project applications for MTC’s Innovative Grant Program:
- 1. Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor; and*
 - 2. STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.*
- (0:50 – 10:55 a.m.)*
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VIII. INFORMATIONAL ITEMS

- A. 10-Year Transit Fleet and Minor Transit Capital Investment Plan** Liz Niedziela
- Informational*
(10:55 – 11:00 a.m.)
Pg. 23
- B. Addressing Paratransit Issues** Liz Niedziela
- Informational*
(11:00 – 11:05 a.m.)
Pg. 33

- C. SNCI Monthly Issues** Judy Leaks
Informational
(11:05 – 11:10 a.m.)
Pg. 35

NO DISCUSSION

- D. Legislative Update** Jayne Bauer
Informational
Pg. 37

- E. STA Funding Opportunities Report** Sara Woo
Informational
Pg. 43

- F. STA Board Meeting Highlights of June 9, 2010** Johanna Masielat
Informational
Pg. 47

- IX. INTERCITY TRANSIT OPERATIONS DISCUSSION** Group

- X. LOCAL TRANSIT ISSUES**

- XI. ADJOURNMENT**

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, August 25, 2010.**

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INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
May 26, 2010

I. CALL TO ORDER

Chair Matheson 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:	Jeff Matheson	Dixon Read-Ride, Chair
	George Fink	Fairfield and Suisun Transit, Vice Chair
	Melissa Bryan	Benicia Breeze
	John Andoh	Rio Vista Delta Breeze

*Arrived the meeting at
10:25 a.m.*

Brian McLean	Vacaville City Coach
Jeanine Wooley	Vallejo Transit

Also Present:	Daryl Halls	STA
	Elizabeth Richards	STA/SNCI
	Liz Niedziela	STA/SNCI
	Johanna Masiclat	STA

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Michael Setty	Transportation Innovators

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: None presented.

Other: Elizabeth Richards reported on the carpool counts that were conducted in by STA staff at the Fairfield Transportation Center earlier in early May.

V. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of April 28, 2010

Recommendation:

Approve Consortium Meeting Minutes of April 28, 2010.

VI. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 2010

Elizabeth Richards reviewed the multiple operators' TDA shares for the new intercity taxi program approved by the STA Board in May 2010. She noted that the City of Vacaville is claiming \$1 million for operating and \$1.2 million for capital. She indicated that this is the first TDA claim submitted for FY 2010-11 and is the only update at this time.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2010-11 TDA Matrix – June 2010 as shown in Attachment A.

On a motion by Melissa Bryan, and a second by Brian McLean, the Solano Express Intercity Transit Consortium approved the recommendation.

B. State Transit Assistance Funds (STAF)

Elizabeth Richards reported that legislation (ABX8 6 and ABX8 9) was passed to stop the flow of funds from the Public Transportation Account (PTA) to the STAF. She cited that the legislation was passed and included in the budget package signed by the Governor in March 2010 that was a one-time allocation of \$400 million in STAF funds. She distributed and provided information on a revised version of the proposed Solano STAF population-based FY 2011 project list (Attachment D).

After discussion, the Consortium approved the project list with the addition of Phase I to the Intercity Taxi Program funding proposal which was originally proposed for just Phase II.

Recommendation:

Forward a recommendation to the STA Board to approve STAF allocations as shown on Attachment D.

On a motion by Brian McLean, and a second by George Fink, the Solano Express Intercity Transit Consortium approved the recommendation with the addition of Phase I to the Intercity Taxi Program to the project list.

C. Lifeline Transportation Funding Program

Liz Niedziela reviewed staff's recommendation to program \$616, 070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects.

Recommendation:

Forward a recommendation to the STA Board to authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as specified in Attachment E.

On a motion by Jeanine Wooley, and a second by Brian McLean, the Solano Express Intercity Transit Consortium approved the recommendation.

VII. ACTION – NON-FINANCIAL ITEMS

A. 2010 Commute Profile

Elizabeth Richards reviewed the surveys that were conducted and data collected by STA's Project Consultant, Valerie Brock Consulting, in early May for the 2010 Commute Profile for Solano and Napa Counties.

After discussion, the Consortium modified the recommendation to read as follows:

Recommendation:

~~**Forward a recommendation to the STA Board to approve the 2010 Solano/Napa Commute Profile. Receive and file.**~~

On a motion by Brian McLean, and a second by George Fink, the Solano Express Intercity Transit Consortium approved the recommendation as amended shown above in ~~**strikethrough bold italics.**~~

VIII. INFORMATIONAL ITEMS

A. SNCI Monthly Issues

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

NO DISCUSSION

D. STA Funding Opportunities Report

E. STA Board Meeting Highlights of May 12, 2010

F. STA Funding Opportunities Report

IX. INTERCITY TRANSIT OPERATIONS DISCUSSION

X. LOCAL TRANSIT ISSUES

XI. ADJOURNMENT

The meeting adjourned at 10:50 a.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, June 30, 2010.**



DATE: June 21, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – July 2010

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. The new TDA and STAF FY 2010-11 revenue projections were approved by the Metropolitan Transportation Commission (MTC) in February 2010 as required by State statute. The initial estimate is shown on the Solano FY 2010-11 TDA matrix (Attachment A).

The FY 2010-11 TDA fund estimate includes FY 2009-10 commitments through December 31, 2009. For jurisdictions that had claims processed toward the end of the calendar year or in early 2010, the MTC ‘available for allocation’ estimates needed further adjustment to take these later allocations into account. A column has been added to the TDA matrix to take these into account.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA revenues have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. With the existing fiscal uncertainty, the TDA amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

The TDA matrix is developed and updated to guide MTC as they review allocations from Solano jurisdictions and to prevent any jurisdictions’ TDA balances being over-subscribed. Tracking various allocations is essential given the amount of cross claiming of TDA in Solano for various shared cost transit services. One of the major services shared by multiple jurisdictions is the seven major intercity routes covered in the Intercity Transit Funding agreement and the multiple operators’ TDA shares for the new intercity taxi program. In June, the TDA matrix was updated to include the City of Vacaville’s FY 2010-11 TDA claims for operating and capital.

Discussion:

The TDA matrix is now being updated to include the County of Solano and the City of Vallejo/Vallejo Transit TDA claims. The County of Solano is claiming for the unincorporated area ADA paratransit service and transit administration for a total of \$65,000. In addition they are claiming \$328,000 for streets and roads. The County will be phasing out of the Unmet Needs process over the next few years.

The City of Vallejo plans to claim only \$176,765 for transit operations. Vallejo Transit has been able to utilize federal ARRA funds to reserve TDA funds for future years when ARRA funds are no longer available. Both the County of Solano and Vallejo claims are consistent with the TDA matrix. The balance of Vallejo's FY 2010-11 TDA funds will be put in reserve to cover future operating costs.

Fiscal Impact:

No impact to STA Budget.

Recommendation:

Recommend that the STA Board approve the FY 2010-11 TDA Matrix – July 2010 as shown in Attachment A for the County of Solano and Vallejo Transit.

Attachment:

- A. FY 2010-11 TDA Matrix – July 2010 (An enlarged color copy has been provided to the Board members under separate enclosure and is available upon request by contacting the STA at (707) 424-6075.)

FY2010-11 TDA Matrix -July 2010 version

062310 - v7

FY 2010-11

AGENCY	TDA Est from MTC (1)	Projected Carryover (1)	Available for Allocation (1)	Adjustments for FY10 claims allocated after 12/31/09	Paratransit		Local Service					Intercity										Total	Balance				
					ADA Subsidized Intercity Taxi Phase I (3)	Paratransit /local taxi	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST		FAST	Vjo T	Vjo T	Vjo T	FAST	FAST	VJO T			STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads
													Rt 20	Rt 30	Rt 40	Rt. 78	Rt. 80	Rt 85	Rt. 90	Intercity Subtotal	Intercity Subtotal						
	2/24/2010	2/24/2010	FY 10-11		(3)	(4)		(4)				(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(9)	(10)	(11)	(12)				
Benicia	856,130	821,354	1,677,484	883,548	12,750							\$ 2,512	\$ 3,048	\$ 8,372	\$ 51,294	\$ (1,665)	\$ (3,382)	\$ 5,483	\$ 19,415	\$ 46,247	\$ 23,847					\$ 985,807	691,677
Dixon	537,755	45,287	583,042	65,199	1,989							\$ 1,577	\$ 38,898	\$ 10,025	\$ 1,379	\$ (338)	\$ (5,509)	\$ 5,739	\$ 56,239	\$ (4,468)	\$ 14,982					\$ 133,941	449,101
Fairfield	3,257,193	2,982,412	6,239,605	876,469	106,080							\$ 68,766	\$ 76,660	\$ 148,334	\$ 10,671	\$ (10,866)	\$ (45,522)	\$173,342	\$ 467,102	\$ (45,717)	\$ 90,994					\$ 1,494,928	4,744,677
Rio Vista	251,603	221,983	473,586	52,805	1,530														0	\$ -	\$ 6,879					\$ 61,214	412,372
Suisun City	883,029	-48,950	834,079	51,913								\$ 14,572	\$ 16,956	\$ 69,852	\$ 5,146	\$ (1,934)	\$ (19,848)	\$ 62,546	\$ 163,926	\$ (16,636)	\$ 24,031					\$ 223,234	610,845
Vacaville	2,951,487	610,418	3,561,905	161,052	73,644					748,017		\$ 76,541	\$ 87,289	\$ 83,845	\$ 9,119	\$ 440	\$ (11,016)	\$ 64,059	\$ 311,734	\$ (1,457)	\$ 82,601	\$ 750,000	1,274,000			\$ 3,399,591	162,314
Vallejo	3,704,430	1,947,429	5,651,859	165,460	42,500	53,317					0	\$ 14,908	\$ 36,238	\$ 28,249	\$ 79,785	\$ (18,354)	\$ (29,979)	\$ 20,477	\$ 99,872	\$ 31,452	\$ 103,222					\$ 495,823	5,156,036
Solano County	616,798	467,143	1,083,941	539,101	7,650	65,000						\$ 14,178	\$ 19,932	\$ 22,214	\$ 17,485	\$ 19,846	\$ 8,418	\$ 23,772	\$ 80,096	\$ 45,749	\$ 17,203			328,000	\$ 1,082,799	1,142	
Total	13,058,425	7,047,076	20,105,501	2,795,547	246,143																					\$ 7,877,337	12,228,164

NOTES:
 Background colors on Rt. Headings denote operator of intercity route
 Background colors denote which jurisdiction is claiming funds

- (1) MTC February 24, 2010 estimate; Reso 3939
- (2) Adjusted for FY10 claims allocated after 12/21/09
- (3) Claimed by Vacaville; amounts as agreed to by local jurisdictions
- (4) Includes flex routes, paratransit, local subsidized taxi
- (5)
- (6)
- (7)
- (8) Net Due and Consistent with FY2010-11 Intercity Transit Funding Agreement and FY2008-09 Reconciliation
- (9) Claimed by STA from all agencies per formula
- (10) Second and final year of swap
- (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
- (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

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DATE: June 23, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Discussion of Vehicle Registration Fee (VRF) Expenditure Plan –
Senior and Disabled Mobility

Background:

As part of STA TAC agenda item VII.A, staff has separately agendized a discussion of proposed elements of the Expenditure Plan. At the June 15, 2010 STIA Board meeting, Bill Gray of Gray-Bowen described some of the potential options and types of projects and programs that are eligible to be funded through an SB 83 expenditure plan.

These options were focused on the three expenditure plan priorities identified by the Board:

1. Maintenance of Local Streets and Roads
2. Safe Routes to School
3. Senior and Disabled Mobility

This report discusses the third category: Senior and Disabled Mobility

Discussion:

This staff report presents the three different options for the distribution of estimated \$640,000 of funding for the Senior and Disabled Mobility section (Attachment A).

Option 1: Population Formula to Transit Operators

This option distributes the funds based on the share of population of seniors and disabled by city to the transit operators.

Option 2: Population Formula to Transit Operators with \$50,000 Minimum

This option distributes the funding for a minimum amount of \$50,000 for each of the smaller/rural cities such as Benicia, County of Solano, Dixon, and Rio Vista and then distributed the remaining amount based on the share of population of senior and disabled by city for Fairfield, Suisun City, Vacaville, and Vallejo.

Option 3: Countywide Taxi Scrip and Reduced Fares

This option will fund the intercity taxi scrip program and the reduced price senior and disabled fare program. The amounts for each of these countywide programs would be determined through an application process.

Option 4: Countywide Taxi Scrip and Population Formula to Transit Operators

This option will take 50% of the available funding and dedicate it to the Intercity Taxi Scrip Program and the Reduced Senior and Disabled Fare and the remaining 50% of funding will be distributed for a minimum amount of \$25,000 for each of the smaller/rural cities such as Benicia, County of Solano, Dixon, and Rio Vista and then distribute the remaining amount based on the share of population of senior and disabled by city for Fairfield, Suisun City, Vacaville, and Vallejo.

Under all four options, to qualify for the funding, the agency must be out of the Unmet Transit Needs Process. The agency will need to submit an application outlining their proposed senior and disabled project. The project must support one of the following five elements:

- Intercity and/or local subsidized taxis services for ambulatory and/or non-ambulatory passenger
- Reduced price senior and disabled fares
- Purchase of paratransit vehicles
- Senior Shuttles
- Mobility programs (public and non-profit) to assist the disabled and seniors

This source is not expected to fund 100% of project costs. Some local match is anticipated to be necessary.

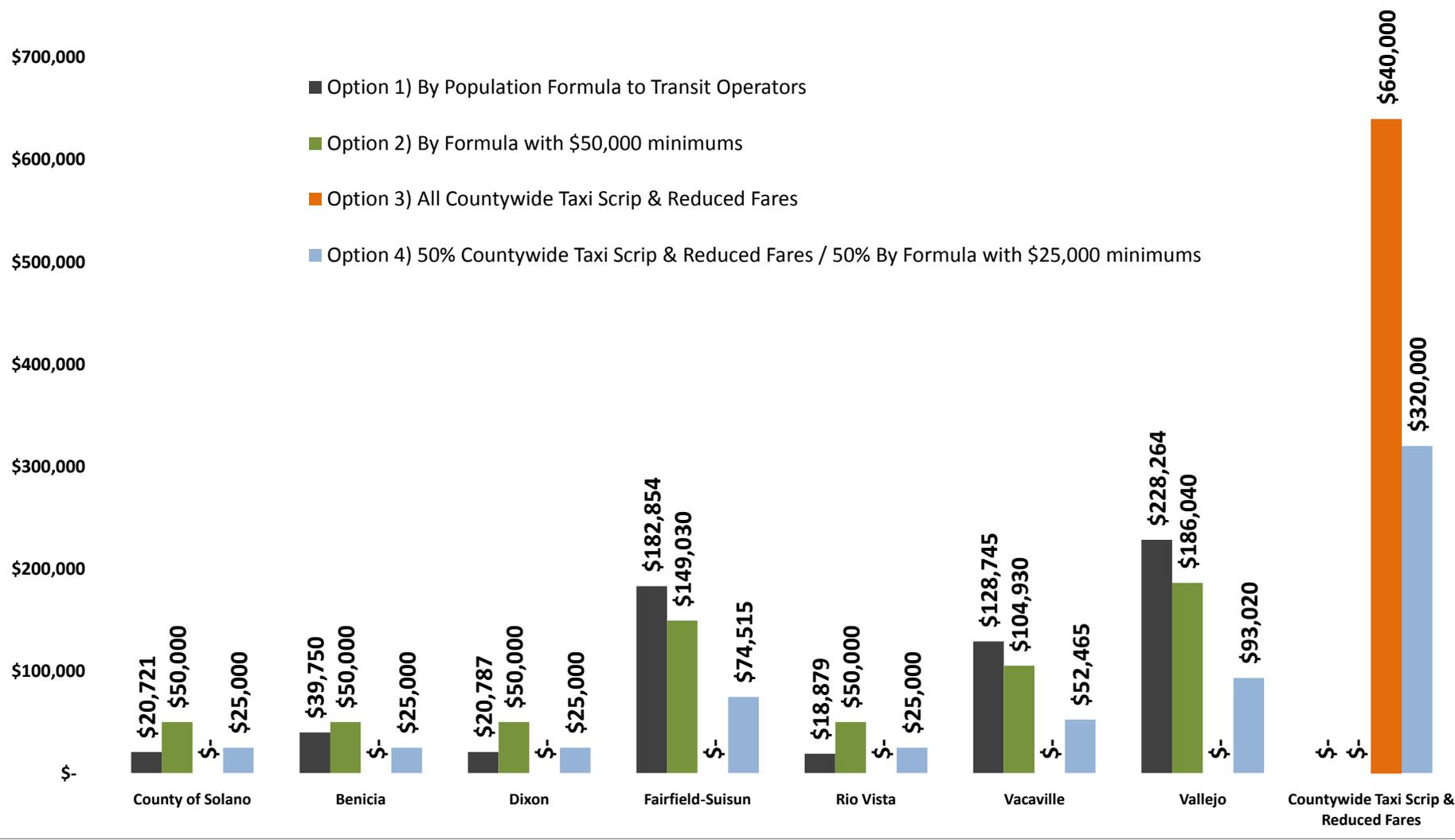
Recommendation:

Review and provide input regarding the “Senior and Disabled Mobility” category for VRF expenditures and allocation options.

Attachment:

- A. SB 83 Senior and Disabled Mobility Options

SB 83, 20% for Senior and Disabled Mobility
 Four Options to distribute \$640,000



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DATE: June 18, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Senior Planner
RE: STA Grant Proposals: MTC Climate Initiatives Grant Program

Background:

On March 31, 2010, STA staff reported on the Metropolitan Transportation Commission (MTC) Climate Initiatives Program to the TAC and Consortium. MTC created the Climate Initiatives Program as part of the 2009 New Surface Transportation Act Cycle 1 Project Selection Criteria and Programming Policy adopted in December 2009. The Climate Initiatives Program focuses on four primary elements: (1) public education campaign, (2) Safe Routes to Schools, (3) Innovative Grants, and (4) evaluation of the Climate Initiatives Program. MTC's process was designed to simplify the application submittals by first issuing a call for letters of interest and then notifying interested agencies with the most promising projects to submit a formal application.

Discussion:

MTC issued a call for letters of interest on April 30th and hosted workshops in May. As reported to the STA TAC and Consortium in March, STA staff submitted letters of interest for the following two projects:

- 1) Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor
- 2) STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives

The SR 12/Jameson Canyon project was submitted jointly with the Napa County Transportation and Planning Agency (NCTPA). STA expects MTC to announce whether or not the STA's proposed projects will advance to the application process by June 30th.

Attached are the STA's Letters of Interest which describe the STA's proposal in detail for both projects. In summary, the proposed Clean Air Innovative Transit on SR 12 is to have multi-agency partnership to provide an alternative fueled innovative transit service on the SR 12 Corridor between Napa and Solano County. The Safe Routes to School Program proposal focused on working with new and existing partnerships to: 1) participate in education and marketing events, 2) create and distribute SR2S maps and other education materials, and 3) focus on solutions in locations where school closures and school bus program cuts have increased travel distances to schools.

STA will need to submit an application by July 31st if selected to proceed in submitting a formal application by MTC. STA staff requests authorization from the STA Board to submit grant applications at this time.

Fiscal Impact:

STA is requesting \$3 million for the Clean Air Innovative Transit on SR 12 and \$500,000 for the Safe Routes to School Program. MTC's Innovative Grants are federal funds and require a local match of 11.5 % or a combined total of approximately \$454,830.

SR 12 Transit Project will need \$389,830 for a local match. The local match contribution is estimated to be split 2/3 from STA and 1/3 from NCTPA or approximately \$259,887 and \$129,943 respectively. State Transit Assistance Funds are a potential match source for the STA's contribution. The TDA Article 3 and TFCA funds are already secured for the Safe Routes to School Program. A total of \$65,000 will count towards a local match for the \$500,000 request.

Recommendation:

Forward a recommendation to the STA Board to approve the following two project applications for MTC's Innovative Grant Program:

1. Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor; and
2. STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.

Attachment:

- A. Clean Air Innovative Transit Implementation for the SR 12/Jameson Canyon Corridor Letter of Interest
- B. STA Safe Routes to School (SR2S) Letter of Interest



May 27, 2010

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
 101 Eight Street
 Oakland, CA 94607

RE: Letter of Interest for Innovative Grant Program

Dear Ms. Nguyen:

The Solano Transportation Authority (STA) and the Napa County Transportation and Planning Agency (NCTPA) are interested in submitting an application for the Metropolitan Transportation Commission's Innovative Grant Program. The proposed project will measurably reduce air emissions along the State Route 12/ Jameson Canyon between Napa and Solano counties by implementing an innovative, seamless transit service supported by the Solano Napa Commuter Information's (SNCI) Transportation Demand Management (TDM) Strategies.

The proposed project is titled "**Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12 /Jameson Canyon Corridor.**" The project will be jointly implemented by the STA and NCTPA with the STA as the lead project coordinator.

The goal of the project will be to implement a new alternative fuel transit demonstration service route along the SR 12/ Jameson Canyon corridor. The new service will connect to local and regional transit services in Downtown Napa to express bus and train services at the Fairfield Transportation Center and Suisun City Capitol Corridor Train Station. In addition, the demonstration transit service route will provide connections and additional transit options up to 5 Priority Development Areas (PDA):

1. City of Fairfield's West Texas Street (existing)
2. City of Fairfield's Downtown (existing)
3. City of Suisun's Downtown Waterfront District (existing)
4. City of Napa's Downtown (future PDA)
5. City of American Canyon (pending PDA)

To accomplish this goal, the STA and NCTPA are interested in requesting \$3 million from the Innovative Grant Program and propose to commit a local match of \$389,831 to fully fund the demonstration project.

The STA completed a commuter profile survey in March 2010 for Solano and Napa counties. The survey compared the results to the last Regional Rideshare Program's Commute Profile publication from 2005. The results from those surveyed indicated that Solano and Napa County residents that have work destinations in either county have risen in the last five years by 5%. The survey response indicated Solano County is the 2nd highest destination for Napa County commuters with 8% of all their commuters estimated to have work destinations in Solano County. In comparison, Napa County is the 4th highest destination for Solano County commuters with 5% of all the commuters estimated to be working in Napa County. This is significant considering the only major highway corridors that connect Solano and Napa counties are SR 29 and SR 12. At present SR 12 (between I-80 and SR 29) through the Jameson Canyon is a two lane highway that eventually expands to four lanes at the west end, closer to the SR12/SR 29

Interchange. The STA, NCTPA and Caltrans are currently working to widen SR 12 to four lanes from I-80 to SR 29 interchange. Construction is expected to be completed by the end of summer 2011. The added traffic lane capacity presents an opportunity to provide an innovative and attractive transit service that targets commuters and other passengers along this corridor.

Our approach is focused in three elements. The first element is to obtain alternative fuel transit vehicles and to construct support facilities as needed in order to operate transit service on the SR 12/Jameson Canyon Corridor. In 2006, the STA and NCTPA completed a joint SR 12 Transit Corridor Study which concluded that there is a demand for transit service. The SR 12 Transit Corridor Study modeled potential transit service on the corridor. The study concluded that the annual ridership for the modeled transit service is estimated to be 60,462 by 2030. Providing transit service to accommodate the estimated riders will be a direct reduction to vehicle emissions along the corridor. Vehicle emissions would furthermore be reduced with the use of an alternative fuel for the transit service. Three options currently under consideration are:

1. Smaller clean diesel buses or cut-a-way vehicles
2. Compressed Natural Gas (CNG) buses
3. Hybrid electric-diesel/gas buses

The success of the proposed service and further innovation will also come in large part from the last two elements of our approach: seamless integration with existing transit service at each of the four PDA's and TDM support from the SNCI program. This requires additional coordination and partnerships with existing transit service providers, employers, and other public and private agencies.

There are several existing transit routes that are proposed to connect with the proposed new service on SR 12. These include transit service routes provided by Napa Valley VINE, Fairfield and Suisun Transit (FAST), and Vallejo Transit. As part of a seamless transit service, STA and NCTPA will work with MTC to have the proposed new transit service be part of the Translink/Clipper implementation in Solano and Napa counties. Translink Cards will make the service more convenient and attractive for passengers transferring to other transit service providers in addition to providing a piece of mind of not worrying about carrying exact change, paper passes or tickets.

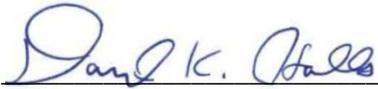
The last element in our approach involves the marketing and transit incentive services provided by SNCI. SNCI has established relationships with several large employers in both counties. This element involves focused marketing and outreach to these employers and their employees to promote the new service. In addition, SNCI will assist in monitoring commute/ridership data, developing tools and performance measures to gauge air emission reductions, and assist other counties that would like to implement similar focused efforts in their county.

Our proposal has a clear connection between transportation and air quality improvement. The proposed transit service will provide transit options for commuters and travelers on one of two heavily travelled highway corridors connecting Solano County to Napa County. It is innovative in providing alternative fuel transit service that is easily integrated with other local and regional transit service connections at current and planned PDA locations. With assistance from MTC, passengers will also benefit from Translink/Clipper Cards, currently not implemented in Solano County. The combination strategy of the proposed transit service, Translink/Clipper implementation, and promotion and marketing of the service will collectively reduce GHG emissions consistent with the objectives of the MTC's Innovative Grant. The STA and NCTPA can clearly evaluate the project as part of SNCI's commute/ridership data and surveys. The data collected can be quantified in air emission reductions based on the number of passengers and distance travelled.

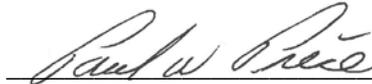
This effort is a good example of partnership planning and implementation between two Congestion Management Agencies and local transit operators. As indicated previously, the proposed transit service is a product previously recommended as part of the STA and NCTPA's joint SR 12 Transit Corridor Study. Our proposal will demonstrate two counties accelerated efforts to shift to cleaner, low-GHG transit vehicles while being supported by TDM strategies through the services of SNCI. Our desire is to be successful in our approach and be a clear model for similar corridors throughout the Bay Area region. Thanks to our earlier joint planning effort, the transit service and supporting services can be fully operational within two years of executing the funding agreement with MTC. Copies of the SR 12 Transit Corridor Study are available upon request.

Thank you for the opportunity to submit this letter of interest. Robert Guerrero, STA Senior Planner will be the grant coordinator for this project. Mr. Guerrero can be contacted directly at (707) 399-3213 or rguerrero@sta-snci.com if you have any questions regarding our proposal.

Sincerely,



Daryl K. Halls, Executive Director
Solano Transportation Authority



Paul W. Price, Executive Director
Napa County Transportation and Planning Agency

Cc: STA Board Members
NCTPA Board Members
Steve Heminger, MTC Executive Director

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Solano Transportation Authority

... working for you!

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

June 1, 2010

Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eight Street, Oakland, CA 94607

RE: Application for “Solano Transportation Authority’s (STA) Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing & Education Resources, and Student Engagement Incentives”

Dear Ms. Nguyen:

The Solano Transportation Authority (STA) is please to submit this letter of interest for the Metropolitan Transportation Commission’s (MTC) Safe Routes to School Creative Grant for the STA’s “Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing Materials, and Student Engagement Incentives” project. The STA is requesting \$500,000 to:

- Develop GIS-based suggested route to school maps by coding all streets for bicycle and pedestrian safety (\$200,000); and
- Publish and circulate these suggested route to school maps as part of the STA SR2S Program’s marketing and safety education campaign to register students for walking school bus and bicycle train contests (\$100,000); and
- Partner with Breathe California, the Lawrence Hall of Science, and the Solano Asthma Coalition to educate grades 3-12 students in SR2S environmental science & health issues and engage high school and middle school students to volunteer at SR2S events at their former elementary schools (\$200,000); and
- Target communities where school closures and school bus program cuts have increased travel distances to schools to achieve the maximum program and emission benefits.

STA SR2S Program Background

The STA has been a leader in SR2S Programs in the Bay Area by building a countywide program in partnership with every school district and city in Solano County. In 2008, the STA’s SR2S Plan received a Northern California American Planning Association (NCAPA) Grassroots Initiative Award for our efforts to involve people from all levels of SR2S issues, including City Engineers, STA Bicycle & Pedestrian Advisory Committee members, City Council appointees, School Board appointees, and police department representatives. Walking audits and public planning meetings helped define 29 school specific plans and countywide problems and solutions. Since the plan’s adoption in February 2008, the STA has helped leverage local funding to obtain a total of \$2.28 M in air district and federal funding grants for a variety of education, encouragement, enforcement, and engineering projects and activities.

How is this project innovative and addresses one of more E’s of SR2S?

Sustainable behavior change is the overarching goal of this mostly grant-funded SR2S Program. After fiscal year 2011-12, the STA has not identified additional sources of funding other continuing to apply for additional state and federal grants. To make sure that our current efforts and benefits do not disappear with our grant funding, the STA is dedicated to giving schools, local agencies, and volunteers the tools to continue providing SR2S Program resources after FY 2011-12.

This project focuses on the Education and Encouragement E’s of the SR2S framework. Using *cutting-edge GIS modeling*, streets coded for student walking and bicycle safety will help create the basis of Suggested Route to School Maps for each school. In FY 2009-10, the STA has created 10 pilot maps using this technique and has commissioned an additional 5 to be completed by July 2010. These maps elegantly display suggested routes to school, accurate to the side of the sidewalk and along specific crosswalks, noting specific hazards, locations of crossing guards & traffic signals, and the walking time from potential walking school bus meeting points. The back of the maps will be a sign-up sheet for walking school buses and

bicycle trains. Student groups forming busses will sign the sheet and get their parents to sign the sheet, providing contact information and if the parent plans to join the bus. These maps will record the bus's route and be on file at the school in case of emergencies. Registered walking school buses will be able to compete for larger prizes, should the bus be seen walking to school on contest event days, which will be randomly organized throughout the school year. This makes everyday a potential walk and bike to school prize day.

Benefitting from MTC's High School Internship Program over the summer of 2010, all of the remaining streets in Solano County will have been coded for student walking and bicycling safety. Of the \$200,000 requested, about \$100,000 is estimated to be needed to design final maps for all of the remaining schools in Solano County by the end of Spring 2011 (should this funding be available by February 2011).

How does this project remove substantial barriers to implementation?

Since "project concept planning" is not eligible for Congestion Mitigation and Air Quality (CMAQ) program funding, walking audits and planning events are not part of this application. However, the data collected as part of the mapping project can help *build a countywide baseline of safety information* to assist local agencies and schools with future project concept planning and holding future walking audits that can target safety issues revealed during the mapping process. This will help *remove a substantial barrier to identifying future student travel safety issues* and assist future SR2S audits.

The STA plans to partner with Breathe California of Sacramento and the Lawrence Hall of Sciences to educate students grades 3-12 about the environmental science and issues related to SR2S. To take this partnership and outreach concept further, the STA will integrate these educational activities with *outreach and volunteer opportunities for high school and middle school students* who want to make a change in their community. All SR2S events at schools require a number of volunteers (e.g., Bicycle Rodeos, Walk and Roll Contest events, Safety Assemblies). School staff and Parent/Teacher Associations (PTAs) have often been unable to provide the needed number of volunteers to more successful events. By recruiting middle school and high school students to volunteer at events at their former elementary schools, their numbers will help *remove a substantial barrier to implementing more successful SR2S events*.

How will this project measurably reduce greenhouse gas emissions as well as yield co-benefits in reducing criteria pollutant emissions?

In 2007 and 2009, the STA collected "National Safe Routes to School Student Arrival and Departure Tally Sheets" for schools participating in the STA's SR2S planning process and subsequent programs. Currently, about 53% of students are driven to school, 22% walk, 11% carpool, 10% bus, and 2% bike. Not only has the STA established a baseline for comparison of our future SR2S program work, but there is also much more room for improvement through the combination of all four SR2S E's and room for reducing GHG and criteria pollutant emissions. The STA is currently in the process of collecting surveys conducting on May 25, 26, and 27 and plans to survey students in September 2010 near the beginning of the next school year.

Prior to receiving Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) grant funding, the STA performed an analysis of the number of students within a 1-mile radius of their schools. Using FY 2008-09 student enrollment addresses from the Solano County Office of Education, the STA was able to show that almost all elementary students in Solano County lived within one mile of their schools, making even the longest walking distance about 20 minutes.

However, since that analysis, several school districts in Solano County have closed schools and eliminated school bus programs, in some instances, tripling the distance to walk or bicycle to school. For example, the Vallejo City Unified School District has closed and consolidated multiple elementary schools, middle schools, and high schools, effectively creating a situation where areas east of I-80 are now served by one middle school and one high school. Dixon and Vacaville's school districts have eliminated school bus programs while Fairfield and Vallejo districts are considering additional cuts. The STA's SR2S Program will *target these expanded school boundary areas and areas without school bus programs to achieve the maximum amount of emission reductions*.

How will this project further best practices in the SR2S field, significantly adding to the knowledge base?

Safe Routes to School maps have never been produced in such a rigorous manner. Common suggested route to school maps created by public works engineers show all streets as being safe with multiple arrows pointing in all potentially safe walking directions. This element of the project will *further safe routes to school mapping practices*.

Partnerships are a typical element of successful SR2S programs. Marin and Alameda Counties began their SR2S Programs by partnering with non-profits like TransForm and the Marin County Bicycle Coalition. The STA's partnerships with Breathe California, the Lawrence Hall of Science, and the Solano Asthma Coalition will reflect the current best practices in SR2S and build on those practices by expanding their work to recruit high school and middle school volunteers. The Solano Asthma Coalition's existing connections to school nurses, school district wellness coordinators, and area hospitals (e.g., Kaiser Permanente, Sutter Health) will extend the reach of the STA's SR2S program's message. This element of the project will *further the safe routes to school practices by not only partnering with public health advocates but also partnering with the students themselves.*

Air Districts typically prioritize projects that address areas of high particulate matter (PM) emissions. Typical SR2S programs wait for schools to volunteer for the program, which is usually dependent on school principals who have the time to coordinate activities, or are fed up with the amount of congestion in front of their schools, or have experienced a recent student accident or fatality. The STA's SR2S Program has been and will continue to be proactive in our approach towards incorporating additional schools into the SR2S Program. The STA's SR2S Program will *further SR2S best practices by reaching out to schools negatively affected by expanded school boundary areas and areas without school bus programs* to achieve the maximum amount of emission reductions.

How can this project be replicated at a larger scale?

To replicate the STA's efforts on a larger scale, the STA will provide GIS map training manuals, GIS mapping templates, sample RFPs and funding agreements to help other agencies extend their current grant funding by leveraging existing public agency GIS technology and partner agencies with similar missions.

The STA has been a leader in the SR2S field with regards to replication. In 2007, the STA was a presenter at the 1st National SRTS Conference at Dearborn, Michigan, sharing how the STA began and will sustain a countywide SR2S program with multiple partner agencies and stakeholders. Recently, Sonoma County Transportation Authority contacted the STA requesting the RFP used to solicit consultants for the 2008 STA SR2S Plan.

The STA has produced a SR2S GIS Mapping & Analysis Training Manual to help other agencies reproduce our street safety coding and mapping process. With MTC's SR2S Creative Grant funding, this manual will be extended to contain sample map templates and outreach materials for use by local agencies. Copies of Requests for Proposals and Funding agreements between partner agencies and non-profits will also be made available as resources for other agencies. For example, the STA partners with the Solano County Department of Public Health for Program Coordination of SR2S Education and Encouragement events, such as safety assemblies, bicycle rodeos, and walk n' roll contests.

How much grant funding is requested and how much local match funding is available?

\$281,000 in remaining air district and other grant funding is available for the STA's SR2S program for FY 2010-11. Specifically, the STA will match this \$500,000 with at least \$65,000 in air district grants and TDA Article-3 funding, as this funding source is eligible for bicycle safety education. These funds do not include the \$942,000 in MTC SR2S Solano County funding for Cycle 1 SR2S projects and programs.

Questions

If you have any questions regarding this proposal, please contact myself at (707) 399-3211 or at sshelton@sta-snci.com. Example maps and other materials can be provided upon request.

Sincerely,

Sam Shelton
Project Manager
Solano Transportation Authority

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DATE: June 23, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: 10-Year Transit Fleet and Minor Transit Capital Investment Plan

Background:

Various capital transit funding opportunities become available and will continue over the next several years. Some of these funding opportunities include the State Transportation Improvement Program (STIP), Proposition 1B, and Lifeline.

With the passage of Proposition 1B by the voters in November 2006, The Metropolitan Transportation Commission (MTC) passed Resolution 3814 regarding the distribution and use of the \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds estimated to be available over a ten year cycle. Of this total, Solano County will receive approximately \$500,000 annually for Small Operators/North Counties - Capital Improvements category.

Based on the 10-Year Transit Fleet Plan approved by STA Board, prioritization was used as the basis of funding the following three transit vehicle replacement projects of 1,475,912 in Prop 1B matching funds as follows:

Fairfield and Suisun Transit (5 vehicles)	\$400,000
Vacaville Transit (5 vehicles)	\$240,000
Vallejo Transit (20 vehicles)	<u>\$835,912</u>
TOTAL	\$1,475,912

In addition, County has also received and may continue to receive funding from the Lifeline Funding for Transit Operators. MTC's Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. In the Lifeline Funding Cycle of FY 2009-11, almost \$3.2 was awarded for bus shelters, replacement vehicles, bike racks, expanding and sustaining Lifeline identified service.

Discussion:

At the last several Consortium meetings, there has been discussion updating the Transit Capital Lists to better understand the transit capital needs in Solano and to be better prepared when funding opportunities arise. Our county last went through this exercise in the Fall of 2007. The list from that time has been updated with information we received in 2008 which was a limited update. STA staff requested information relating to transit details including unfunded capital needs in February 2010 to update the 10-Year Transit Fleet (Attachment A) and Minor Transit Capital Investment Plan (Attachment B). Only one transit operator has updated their transit capital.

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about transit capital priority needs in the county for near-term funding opportunities. It was recommended that STA will update the 10-Year Transit Fleet and Minor Transit Capital Investment Plan at least every two years in association with other capital investment plans. Identifying what transit capital projects have been funded and what new needs may have arisen since the last update are important steps in this updating process.

Minor Transit Capital

This list is organized by jurisdiction and near-term (within 5 years) and long-term. Please update your agency's information. If an item has been funded, please complete the green columns to describe where it is in the funded/purchased process and the type of funding used. If a project remains unfunded, please complete the yellow columns updating the year, cost and amount that is unfunded. Feel free to offer any comments to clarify, identify if there is no longer a need, etc.

Fleet Inventory

The fleet inventory is also organized by jurisdiction. The fleet inventory is from our 2007 exercise with a few updates/comments. Please update the information in the blank columns at the right. Add any new vehicles that have been received. A "comments" column has been added for any clarifying notes such as if vehicles have been surplus, don't need to be replaced due to reduced service fleet demands, are new, fund source of newly procured vehicles, etc.

Please email your updated Minor Transit Capital and Fleet Inventory lists to Liz Niedziela by Friday, July 16, 2010.

Fiscal Impact:

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for future programming of transit capital funds such as Prop. 1B Transit Capital and other transit capital funds.

Recommendation:

Informational.

Attachments:

- A. 10-Year Transit Fleet Investment Plan
- B. 10-Year Minor Transit Capital Needs

Status December 2007															
Operator	Bus Number	Manufacturer	Model	Mode of Power	Year of Purchase	Planned Year of Retirement	Tier	Mileage	Date Mileage Taken	Capacity - Seated	Capacity - Standing	Wheel-chair Positions	In Service/ Spare	Intercity, Local FR, Paratransit	Condition
RIO VISTA															
Rio Vista	15	Supreme	Champion	Diesel	1993	2007	1	146,133	9/30/2006	8	0	1	Spare	Local	Poor
Rio Vista	16	Supreme	Champion	Diesel	2001	2010	1	73,928	9/30/2006	8	5	1	In Service	Local	Good
Rio Vista	17	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	18	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	124	Diamond Coach	Ford E450	Diesel	2005	2007	1	50,043	9/30/2006	20	10	2	Spare	Local	Excellent

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplusd, retired, doesn't need replacement, new vehicle, etc)

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**STA TRANSIT CAPITAL PLAN - Minor Capital
Preliminary Project List -2010 Update
11-Feb-10**

Near Term										
Jurisdiction	Project	Year	Total Cost	Unfunded	Funded Projects Update		Unfunded Projects Update			Comments
					Status-2010		Status-2010			
Status December 2007					Purchased, Procured, or Funded	Fund Source(s)	Year	Total Cost	Unfunded	
Benicia	Bus Stop Amenities	FY 07-08 - Future	\$53,654	\$22,000						
Benicia	Bus Stop Improvement at 1st St	FY 08-09	\$500,000	\$500,000						
Benicia	Office Equipment	FY 08-09	\$25,000	\$25,000						
Benicia	Replace Admin Sedan	FY 11-12	\$30,000	\$30,000						
Dixon	New Dispatch System	FY2007-08	\$15,000	\$15,000						
Fairfield	AVL System	FY 07-08- FY 08-09	\$1,532,940	\$766,470						
Fairfield	Bus Stop Improvements	FY2007-08;FY2008-09	\$151,800							
Fairfield	Transit Equipment (Exterior Graphics; bike racks)	FY2007-08;FY2008-09	\$53,500							
Fairfield	FTC Capital Facilities	FY2007-08;FY2008-09	\$340,000							
Fairfield	Maintenance Equipment	FY2007-08	\$104,100							
Fairfield	Misc.	FY2007-08;FY2008-09	\$100,000							
Rio Vista	Dispatch Software, Office Equip	FY 08-09- FY 10-11	\$50,000	\$50,000						
Rio Vista	Bus Bench	FY2007-08	\$5,119	\$0						
Rio Vista	Particulate Trap	FY2007-08	\$25,000	\$0						
Rio Vista	Radio Base Station & 10 Mobile Units	FY2007-08	\$4,440	\$0						
Rio Vista	Computer Equipment	FY2007-08	\$3,600	\$0						
Rio Vista	Bus Stop Signs & Benches	FY2008-09	\$10,000	\$10,000						
Rio Vista	Administrative Vehicle	FY2008-09	\$25,000	\$25,000						
Rio Vista	Office Equipment	FY2008-09	\$2,500	\$2,500						
Vacaville	Transit Maintenance Tools	FY09/10; FY10/11;FY12/13	\$150,000							
Vacaville	Transit Amenities: Bus Shelters, Benches etc.	FY08/09; FY09/10; FY10/11	\$240,000							
Vallejo	Systemwide Bus Shelter Repl.	FY 06-07	\$250,000	\$150,000						
Vallejo	Misc Support Equipment	FY 06-07	\$50,000	\$10,000						
Vallejo	Port Security FMF	FY 06-07	\$281,250	\$56,250						
Vallejo	Tire Machine	FY 07-08	\$10,000	\$10,000						
Vallejo	Close Monitoring Wells	FY 07-08	\$25,000	\$25,000						
Vallejo	Replace DPF Mufflers	FY 07-08	\$190,000	\$190,000						
Vallejo	Replace Shop Truck	FY 07-08	\$60,000	\$60,000						
Vallejo	9 Computers for Transit Facility	FY 07-08	\$27,000	\$27,000						
Vallejo	Install new DECS for MCI buses	FY 08-09	\$700,000	\$700,000						
Vallejo	Exhaust fan for DPF Cleaner	FY 08-09	\$30,000	\$30,000						
Vallejo	Major Ferry Components Rehab	FY 08-09	\$848,140	\$169,628						
Vallejo	Surveillance Cameras for 60 buses	FY 08-09	\$250,000	\$250,000						
Vallejo	Paratransit Scheduling Software	FY 08-09	\$50,000	\$50,000						
Vallejo	5 Computers for Paratransit Sched	FY 08-09	\$26,000	\$26,000						
Vallejo	Bus Stop Maint/Inventory Software	FY 08-09	\$25,000	\$25,000						
Vallejo	Paving Bus Maintenance Facility	FY 08-09	\$500,000	\$500,000						
Vallejo	Replace Bus Wash	FY 08-09	\$300,000	\$300,000						
Vallejo	Replace Gillig Transmissions	FY 08-09	\$80,000	\$80,000						
Vallejo	Replace Gillig Engines	FY 08-09	\$140,000	\$140,000						
Vallejo	Replace Maint Facility HVAC	FY 08-09	\$100,000	\$100,000						
Vallejo	Renovate Driver Break Room	FY 08-09	\$5,000	\$5,000						
Vallejo	Bus Facility Security Surveillance	FY 08-09	\$50,000	\$50,000						
Vallejo	Replace 10 Computers for Transit	FY 08-09	\$40,000	\$40,000						
Vallejo	Upgrade Base Radio Equipment	FY 08-09	\$150,000	\$150,000						
Vallejo	PT Maint Support Equip - Battery	FY 08-09	\$10,000	\$10,000						
Vallejo	Transit Misc Support Equip	FY 08-09	\$72,000	\$72,000						
Vallejo	Surveillance Cameras for Sereno TC	FY 09-10	\$75,000	\$75,000						
Vallejo	Support Vehicles	FY 09-10	\$85,000	\$85,000						
Vallejo	Seal Shop Floor	FY 09-10	\$100,000	\$100,000						
Vallejo	Security Enhance. O&M Facility	FY 09-10	\$300,000	\$300,000						
Vallejo	Replace 6 Computers for Ferry	FY 09-10	\$25,000	\$25,000						
Vallejo	Replace Misc Office Equipment	FY 09-10	\$50,000	\$50,000						
Vallejo	Expand Dispatch in Bus Ops Fac	FY 10-11	\$700,000	\$700,000						
Vallejo	Systemwide AVL	FY 10-11								
Vallejo	Engine Repower	FY 08-09	\$6,500,000	\$1,300,000						
Vallejo	Engine Repower	FY 09-10	\$6,500,000	\$1,300,000						
5 YEAR TOTAL, MINOR CAPITAL			\$22,026,043	\$8,606,848						
Longer-term										
Benicia	AVL System	Future	\$475,000	\$475,000						
Rio Vista	Bus Stop and Amenities	Future	\$25,119	\$5,000						
Rio Vista	AVL for Transit Buses	Future	\$150,000	\$150,000						
TOTAL, FUTURE MINOR CAPITAL			\$650,119	\$630,000						

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DATE: June 23, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Addressing Paratransit Issues

Background:

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

The STA Board Chair and County Supervisor Jim Spering requested and received support from the STA Board to have STA assist in organizing a countywide public forum specifically on the topic of Senior and Disabled Transportation. The STA staff took the co-lead on organizing this event in partnership with the Metropolitan Transportation Commission (MTC), the County of Solano and the Senior Coalition of Solano County. Two summits were held at the Joseph Nelson Community Center in Suisun City on June 26, 2009 and October 30, 2009.

At both summits, there was interest expressed and concerns raised about how to continue the dialogue and partnerships' exhibits at the two summits. Supervisor Spering proposed the development of a new STA Board Advisory Committee consisting of a variety of stakeholders in the senior and disabled community. The Committee's purpose would be to provide a countywide forum for coordination and funding of senior and disabled transportation services.

On December 9, 2009, the STA Board acted to authorize and approve the establishment of, purpose and membership categories of the new committee. The first meeting of the Solano Senior and Disabled Transportation Advisory Committee was held May 18, 2010. The meeting was well attended with over 50 people.

Discussion:

There were issues and questions concerning the taxi, fixed route, and paratransit services presented. These issues and questions are basically the same ones expressed during both summits and also at the other meetings. These issues and questions were summarized and will be forwarded to the appropriate agency.

During the Solano Senior and Disabled Advisory Committee Planning meeting, it was suggested that the PCC committee should be working with the transit operators to address these questions and issues.

The PCC members are not “experts” in Americans with Disabilities Act (ADA) but they have become more knowledgeable over the past year through various presentations. Additionally, according to DART Paratransit Missed Trips and Appeals Policy, the Review Panel representatives are to be selected from a pool of candidates coordinated through Solano Transportation Authority’s Paratransit Coordinating Council (PCC).

The STA staff would like to open these topics for further discussion. How do the operators perceive the PCC working with the transit operators addressing paratransit issues and concerns? What steps can be taken to further educate the PCC members on ADA compliant issues.

Recommendation:

Informational.



DATE: June 22, 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 June 21. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions:

Staff wrapped up the 2010 Bike to Work Day promotion in the beginning of June. Ten (10) Energizer Stations in Solano County were staffed on May 13, providing bags of treats for over 325 cyclists. Patrick Garner was selected as the Bike Commuter of the Year. Patrick, who lives in Vacaville and works at VacaValley Hospital, plays an active role in encouraging new riders to bike to work. He coordinated/hosted one of the more successful energizer stations at the Linear Park Trail near Travis Blvd in Fairfield. Out of seven (7) teams vying to win, "Team Budweiser" finished first in the Team Bike Challenge. Team members rode 1,766 miles during the month of May. Our generous sponsors, Authorized Bicycle, Ray's Cycle and Fisk's Cyclery, provided prizes for our local drawing. 28 winners received gift cards and bicycle equipment.

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

Events:

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. Staff provided information about transit and commute alternatives at Farmers Markets in Napa and Benicia. Events are being scheduled for later in the summer.

Recommendation:

Informational.

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DATE: June 18, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors State and federal legislation pertaining to transportation and related issues. The STA Board-approved 2010 Legislative Priorities and Platform provides policy guidance on transportation legislation and activities during 2010. Attachment A is an updated STA legislative bill matrix.

Discussion:

On May 12th the STA Board approved a position of “oppose” for Assembly Bill (AB) 2620, which would require an unspecified percentage of toll revenue generated by a toll facility on the State highway system be given to the State for highway maintenance projects.

On June 3rd, AB 2620 passed off the Assembly Floor by a vote of 44 to 29. The bill was set for a hearing on June 29th in the Senate Transportation and Housing Committee.

Shaw/Yoder/Antwih, STA’s state legislative advocacy firm, has been working with a broad coalition of agencies in an attempt to amend or defeat the bill. Senate Transportation and Housing Committee staff may request that the author amend the bill to make the State Highway Operations and Protection Program (SHOPP) an eligible expenditure, rather than affixing a percentage for funding of that program from any net revenues that are realized. Decisions about net revenues are best left to the corridor management group which is typically comprised of Caltrans, the California Highway Patrol, the local Congestion Management Agency and Regional Transportation Planning or Metropolitan Planning Organization to organize the cooperative agreement for management of the facility.

The sponsor, the Professional Engineers in California Government (PECG), has been resistant to accept additional amendments. PECG is being lobbied to eliminate the language pertaining to the 15% requirement to the SHOPP, and clearly define “net revenues” and “corridor.” The bill also contains language that would allow funding for non-SHOPP projects, which is problematic.

Caltrans has serious concerns with the bill and its impact on securing bond funding. The Department of Finance has expressed similar concerns, although neither agency has an official position at this point. The STA is closely monitoring the progress of AB 2620, and sending letters to the committees as the bill moves through the legislative process.

Recommendation:

Informational.

Attachment:

A. STA Legislative Matrix



LEGISLATIVE MATRIX
2009-2010 State and Federal Legislative Session
June 22, 2010

Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City CA 94585-2427
 Phone: 707-424-6075 Fax: 707-424-6074
<http://www.solanolinks.com/programs.html#lp>

AB = Assembly Bill; ACA = Assembly Constitutional Amendment; ASM = Assembly; SB = Senate Bill; SCA = Senate Constitutional Amendment; SEN = Senate

STATE Legislation:

Bill Number/Topic	Location	Summary	Position
AB 744 Torrico D Transportation: Bay Area high-occupancy vehicle network.	SEN. APPR. SUSPENSE FILE 12/10/09 - (Corrected Dec. 10.) In committee: Held under submission.	This bill would authorize the Bay Area Toll Authority to acquire, construct, administer, and operate a value pricing high-occupancy vehicle network program on state highways within the geographic jurisdiction of the Metropolitan Transportation Commission, as specified. The bill would authorize capital expenditures for this program to be funded from program revenues, revenue bonds, and revenue derived from tolls on state-owned toll bridges within the geographic jurisdiction of MTC. Last Amended on 7/15/2009	Support
AB 2620 Eng D Transportation: toll facilities.	SEN TRANS & HOUSING 6/29/10	Existing law provides that the Department of Transportation shall have full possession and control of the state highway system and associated property. Existing law provides for the development of high-occupancy toll lanes on the state highway system by regional transportation agencies under specified circumstances and specifies the use of toll revenues generated from these facilities. This bill would require an unspecified percentage of net toll revenues generated by a toll facility on the state highway system to be dedicated to maintenance, preservation, and rehabilitation of the state highway system, including funding of projects in the state highway operation and protection program. The most recent amendments clarify that current jurisdictions with HOT lane authority are exempted from the provisions of the bill, <i>that net revenues be used in the corridor which collected the fees, and authorize Caltrans to jointly apply with the public agency implementing the toll facility to direct the funds to non-SHOPP projects on the state highway system within the county.</i> Last Amended on 5/28/2010	Oppose <i>(05/12/10)</i>
SB 82 Hancock D Community colleges: parking and transportation fees	ASM HIGHER ED 6/22/10	Existing law limits the transportation fee and parking services fee to \$60 per semester or \$30 per intersession that community college districts are authorized to charge students and district employees. This bill would increase the combined limit to \$70 per semester or \$35 per intersession. Last Amended 6/14/10	

Bill Number/Topic	Location	Summary	Position
<p>SB 409 Ducheny D</p> <p>Passenger rail programs: strategic planning.</p>	<p>ASSEMBLY TRANS. 6/28/10</p>	<p>Existing law creates the Department of Transportation in the Business, Transportation and Housing Agency (BT&H), with various powers and duties relative to the intercity passenger rail program, among other transportation programs. Existing law creates in state government the High-Speed Rail Authority, with various powers and duties relative to development and implementation of a high-speed passenger train system. The authority has 9 members, 5 appointed by the Governor and 4 appointed by the Legislature. Existing law also creates in state government the California Transportation Commission (CTC), with various powers and duties relative to programming of transportation capital projects and assisting the Secretary of BT&H in formulating state transportation policies. This bill would: place the High-Speed Rail Authority within the BT&H; require the 5 members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate; require authority to annually submit a funding plan to CTC for approval, identifying the need for investments during the fiscal year and the amount of bond sales necessary. This bill contains other related provisions.</p> <p>Last Amended on 1/26/2010</p>	<p>Support with Amendments <i>(05/12/10)</i></p>
<p>SB 1348 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>SEN. Special Consent Calendar - 6/1/10</p>	<p>Existing law generally provides for programming and allocation of state and federal funds available for transportation capital improvement projects by the California Transportation Commission, pursuant to various requirements. Existing law authorizes the commission, in certain cases, to adopt guidelines relative to its programming and allocation policies and procedures. This bill would establish specified procedures that the commission would be required to utilize when it adopts guidelines pursuant to a statutory authorization or mandate that exempts the commission from the requirements of the Administrative Procedure Act. This bill contains other existing laws.</p> <p>Last Amended on 6/17/2010</p>	<p>Watch <i>(05/12/10)</i></p>
<p>SB 1418 Wiggins D</p> <p>Transportation: motorist aid services.</p>	<p>ASSEMBLY TRANS 6/28/10</p>	<p>Makes a number of changes to state law governing service authorities for freeway emergencies. Specifically, the bill: Deletes the requirement that an authority operate and fund a system of call boxes. Requires an authority to spend its funds on implementation, maintenance, and operation of systems, projects, and programs to aid and assist motorists, including, but not limited to, a call box system, freeway service patrol, mobile roadside assistance systems, intelligent transportation systems, incident management programs and coordination, traveler information system programs, and support for traffic operation centers. Allows an authority to charge a fee of up to \$2 per vehicle in the county, in \$1 increments. Provides that an authority's amendment to its existing call box plan is deemed approved if Caltrans and CHP do not reject the amendment within 120 days of receipt. Allows the Bay Area's Metropolitan Transportation Commission (MTC), in counties where it functions as the authority, to place call boxes in parking or roadway areas in state and federal parks where telecommunication services are unavailable, provided that MTC and the park administrator agree. Limits the applicability of Americans with Disabilities Act (ADA) requirements to call boxes, as opposed to the entire motorist aid system.</p> <p>Last Amended on 4/26/10</p>	<p>Watch <i>(05/12/10)</i></p>

Bill Number/Topic	Location	Summary	Position
SB 1445 DeSaulnier D Planning.	ASSMBLY LOCAL GOVT 6/28/10	<p>Existing law creates the Strategic Growth Council consisting of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Business, Transportation and Housing, the Secretary of California Health and Human Services, and one public member appointed by the Governor. Existing law specifies the powers and duties of the council with respect to identification and review of activities and programs of member agencies that may be coordinated to improve certain planning and resource objectives and associated matters, including provision of financial assistance to support the planning and development of sustainable communities. Existing law requires the council to report to the Legislature not later than July 1, 2010, and every year thereafter, on the financial assistance provided. This bill would instead provide for an initial reporting date of July 1, 2012. The bill would require the council to coordinate certain of its activities with the Planning Advisory and Assistance Council. This bill contains other related provisions and other existing laws.</p> <p>Last Amended on 5/13/2010</p>	<p>Watch <i>(05/12/10)</i></p>

FEDERAL Legislation:

Bill Number/Topic	Location	Summary	Position
<u>HR 2454</u> Waxman (D-CA) American Clean Energy and Security Act of 2009 <i>Safe Climate Act</i>	7/7/2009: Read second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 97.	To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy. This bill would reduce US emissions 17 percent by 2020 from 2005 levels, with no allowances to transit agencies and local governments. Large MPOs and states would need to develop plans establishing goals to progressively reduce transportation-related greenhouse gas emissions within 3 years of the bill's enactment. Strategies include: efforts to increase public transportation (including commuter rail service and ridership); updates to zoning and other land use regulations and plans to coordinate transportation and land use planning; construction of bike and pedestrian pathways to support "complete streets" policy and telecommuting; adoption of pricing measures and parking policies; and intermodal freight system planning.	None
<u>S 1156</u> Harkin (D-IA) Safe Routes to School Program Reauthorization Act	05/21/09: Referred to Senate committee; read twice and referred to Committee on Environment and Public Works.	This bill would provide \$600 million annually to fund the program. Likely to be included in the surface transportation reauthorization bill, it would fund infrastructure improvements (sidewalks, pathways, bike lanes, and safe crossings), as well as educational, law enforcement, and promotional efforts to make it safer for children to walk and bicycle to and from school. The bill would also expand eligibility to include high schools, allow funds to be used to improve bus stop safety and expand access in rural communities; improve project delivery and reduce overhead by addressing regulatory burdens; and authorize research and evaluation of the program.	None
<u>S 3412</u> Dodd (D-CT) Public Transportation Preservation Act of 2010	5/25/10: Read twice and referred to the Committee on Banking, Housing, and Urban Affairs	This bill would authorize \$2 billion in emergency operating assistance through fiscal year 2011 for public transit agencies. Transit agencies could use the funds to reduce fare increases and restore services cut after January 2009, or prevent future service cuts or fare hikes through September 2011. Agencies that have not hiked fares or slashed services would be able to use the money for infrastructure improvements. The grants would be distributed through existing formulas, with a small amount set aside for oversight and administration.	Support <i>(06/09/10)</i>



DATE: June 15, 2010
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

FUND SOURCE		AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	TIGGER II Grant for Transit*	\$75 million	August 11, 2010
4.	TIGER II Grant for Surface Transportation*	\$600 million	Pre-application due July 16, 2010 Final application due August 23, 2010

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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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
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
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

*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.

TIGGER II Grant for Surface Transportation	Leslie T. Rogers (415) 744-3133 201 Mission Street Room 1650 San Francisco, CA 94105-1926	Pre-application due July 16, 2010 Final application due August 23, 2010 Eligible Applicants: State and local governments	\$600 million	As with the Transportation Investment Generating Economic Recovery (TIGER Discretionary Grant) program, funds for the TIGER II Discretionary Grant program are to be awarded on a competitive basis for transportation projects that will have a significant impact on the Nation, a metropolitan area or a region.	Eligible Projects: Highway or bridge projects, public transportation projects, passenger and freight rail projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/tigerii/
TIGER II Grant for Transit	Leslie T. Rogers (415) 744-3133 201 Mission Street Room 1650 San Francisco, CA 94105-1926	August 11, 2010 Eligible Applicants: Only public transportation agencies or State DOTs may apply	\$75 million	This program provides grants to public transit agencies for capital investments that will reduce the energy consumption or greenhouse gas emissions of their public transportation systems.	Eligible Projects: (1) For capital investments that will assist in reducing the energy consumption of a transit system; or (2) for capital investments that will reduce greenhouse gas emissions of a public transportation system. Project proposals may be submitted under either or both categories; only one project may be submitted under a single proposal. http://www.grants.gov/search/search.do?mode=VIEW&oppId=54280

*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.



**Solano Transportation Authority
Board Meeting Highlights
June 9, 2010
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masielat, STA Clerk of the Board
RE: Summary Actions of the June 9, 2010 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of June 9, 2010. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Elizabeth Patterson	City of Benicia
Jack Batchelor, Jr., Acting Chair	City of Dixon
Chuck Timm, Alternate Board Member	City of Fairfield
Jan Vick	City of Rio Vista
Mike Hudson, Alternate Board Member	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo
Jim Spering	County of Solano

BOARD MEMBERS ABSENT:

Pete Sanchez	City of Suisun City
Harry Price	City of Fairfield

ACTION – FINANCIAL ITEMS

- A. Allocation of State Transit Assistance Funds (STAF) for Fiscal Year (FY) 2010-11**
Recommendation:
Approve STAF allocations for FY 2010-11 as shown in Attachment D.

On a motion by Board Member Davis, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

B. Fiscal Year (FY) 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project Program Grant Funding

Recommendation:

Approve the FY 2010-11 & FY 2011-12 Safe Routes to School (SR2S) Project & Program Grant funding as shown in Attachment A.

On a motion by Alternate Board Member Timm, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

- C. Prior to the presentation of this item, Board Member Sperring recused himself from participation on the next item to avoid a conflict of interest.

Award Construction Contract for the Gordon Water Line (Rockville Road Water Main) Relocation Project

Recommendation:

Approve Resolution No. 2010-06 for the Gordon Water Line (Rockville Road Water Main) Relocation Project.

On a motion by Board Member Davis, and a second by Board Member Vick, the STA Board unanimously approved the recommendation.

Board Member Sperring returned to the meeting.

ACTION – NON-FINANCIAL

A. State Route (SR) 12 Rio Vista Bridge Study

Recommendation:

Approve the release of the Draft Rio Vista Bridge Study for a 60-day public comment period.

On a motion by Board Member Vick, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation.

B. 2010 Congestion Management Program (CMP)

This item was tabled until the next meeting in July to allow more time to review.

C. Legislative Update

Recommendation:

Approve a position of support for S. 3412, The Public Transportation Preservation Act of 2010.

On a motion by Board Member Patterson, and a second by Board Member Augustine, the STA Board unanimously approved the recommendation.

CONSENT CALENDAR ITEMS

On a motion by Board Member Augustine, and a second by Board Member Davis, the STA Board approved Consent Calendar Items A through P.

- A. STA Board Meeting Minutes of May 12, 2010**
Recommendation:
Approve STA Board Meeting Minutes of May 12, 2010.
- B. Review Technical Advisory Committee (TAC) Draft Minutes for the Meeting of May 26, 2010**
Recommendation:
Receive and file.
- C. Fiscal Year (FY) 2009-10 Third Quarter Budget Report**
Recommendation:
Receive and file.
- D. Fiscal Year (FY) 2009-10 Final Budget Revision**
Recommendation:
Adopt FY 2009-10 Final Budget Revision as shown in Attachment A.
- E. Fiscal Year (FY) 2010-11 Transportation Development Act (TDA) Matrix – June 2010**
Recommendation:
Approve the FY 2010-11 TDA Matrix – June 2010 as shown in Attachment A for Vacaville City Coach.
- F. Contract Amendment for Transit and Funding Consultant - Nancy Whelan Consulting**
Recommendation:
Authorize the Executive Director to extend the consultant contract with Nancy Whelan Consulting for Transit Funding and Technical Services until June 30, 2011 for an amount not-to-exceed \$35,000.
- G. Contract Amendment for Transit Project Management Consultant - John Harris**
Recommendation:
Authorize the Executive Director to extend the consultant contract with John Harris for Transit Project Management until June 30, 2011 for an amount not-to-exceed \$15,000.
- H. Lifeline Transportation Funding Program**
Recommendation:
Authorize the programming of \$616,070 in STAF/Lifeline funds in FY 2009-10 and FY 2010-11 to fund the Lifeline Projects as shown in Attachment E.
- I. Resolution for Allocation of FY 2010-11 Transportation Development Act (TDA) Funds**
Recommendation:
Approve Resolution No. 2010-05 authorizing the filing of a claim with MTC for the allocation of TDA funds for FY 2010-11.

J. Appointment of Paratransit Coordinating Council (PCC) Members

Recommendation:

Appoint Rachel Ford as the Public Agency – Department of Health and Social Services representative and Ted Newton as the Social Service Provider representative to the PCC for a 3-year term.

K. Transportation Planning and Land Use (T-PLUS) Planning Grants

Recommendation:

Approve the following

1. Designate \$150,000 of T-PLUS funds to planning grants for one or more jurisdictions with designated PDAs;
2. Designate \$35,000 of T-PLUS funds to planning grants to one jurisdiction that does not have a designated PDA; and
3. Authorize the Executive Director to issue a Call for Projects for planning grants.

L. Solano Countywide Bicycle Plan Priority Projects – Amendment to Cycle 1 Funding Strategy

Recommendation:

Approve the following:

1. Amend the bike funding amount approved for the City of Vacaville’s Ulatis Creek Bicycle Path to be reduced from \$915,000 to \$810,000; and
2. Reprogram the \$105,000 from Vacaville’s Ulatis Creek Bicycle Path project to Solano County’s Vacaville-Dixon Bicycle Route project as part of Cycle 2 bike funding.

M. 2011 Transportation Improvement Program (TIP)

Recommendation:

Approve the following:

1. The 2011 Transportation Improvement Program (TIP) for Solano County’s projects; and
2. Authorize STA staff to submit the 2011 Transportation Improvement Program (TIP) for Solano County’s projects to the Metropolitan Transportation Commission (MTC) as shown in Attachments A and B.

N. Project Manager for Jepson Parkway and Redwood Parkway – Fairgrounds Drive Improvements Projects

Recommendation:

Authorize the Executive Director to:

1. Release a Request for Proposals for Project Management Services for the Redwood Parkway – Fairgrounds Drive Improvement Project and the Jepson Parkway Project; and
2. Enter into an agreement with a consultant for Project Management Services for an amount not-to-exceed \$75,000 for a one-year term with provisions to extend yearly.

O. Public Private Partnership Feasibility Study

Recommendation:

Authorize the Executive Director to:

1. Execute a Project Management contract with Nancy Whelan Consulting for an amount-not-to exceed \$20,000;

2. Release a Request for Proposals for the Public Private Partnership (P3) Feasibility Study; and
3. Enter into a contract for Public Private Partnership (P3) Feasibility Study for an amount not-to-exceed \$130,000.

P. MTC High School Summer Internship Program

Recommendation:

Approve STA's participation in MTC's High School Internship Program, and the use of additional Safe Routes to School funds to hire up to 3 interns at 200 hours each for an amount not-to-exceed \$5,200.

COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. MTC Report:

None presented.

B. Caltrans Report:

Nicolas Endrawos, Caltrans District IV Project Manager, provided a report on State Highway Operations and Protection Program (SHOPP) Projects in Solano County.

C. STA Reports:

1. Overview of Bike to Work Day on May 13, 2010 presented by Judy Leaks

2. Directors Reports:

a. Planning:

Robert Macaulay provided an update on the SR 12 Corridor Advisory Committee.

b. Transit and Rideshare

Elizabeth Richards provided an update on the Transit Consolidation Study.

INFORMATIONAL – NO DISCUSSION

A. 2010 State Transportation Improvement Program (STIP) Update

B. Jepson Parkway Update

C. Regional Measure 2 (RM 2) Update

D. Funding Opportunities Summary

E. STA Board Meeting Schedule for 2010

ADJOURNMENT

The STA Board meeting was adjourned at 7:45 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, July 14, 2010, 6:00 p.m., Suisun City Hall Council Chambers.**