



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**10:00 a.m., Wednesday, September 29, 2010
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	George Fink, Vice-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 June 30, 2010 <i>Recommendation:</i> <i>Approve Consortium Meeting Minutes of June 30, 2010.</i> Pg. 1	Johanna Masielat

CONSORTIUM MEMBERS

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

VI. ACTION – NON-FINANCIAL ITEMS

- A. **STA’s Draft 2011 Legislative Priorities and Platform** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.
(10:30 – 10:35 a.m.)
Pg. 5

VII. INFORMATIONAL ITEMS

- A. **Sustainable Communities Strategy Update** Robert Macaulay
Informational
(10:35 – 10:40 a.m.)
Pg. 11
- B. **SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report** Liz Niedziela
Informational
(10:40 – 10:45 a.m.)
Pg. 59
- C. **Solano County Transit Joint Powers Agreement (JPA) Consolidation of Benicia and Vallejo Transit Services - Status** Elizabeth Richards
Jeanine Wooley
Rob Sousa
Informational
(10:45 – 10:50 a.m.)
Pg. 67
- D. **10-Year Transit Fleet and Minor Transit Capital Investment Plan** Liz Niedziela
Informational
(10:50 – 10:55 a.m.)
Pg. 141
- E. **Notice of Proposed Urban Area Criteria for 2010 Census Status** Elizabeth Richards
Informational
(10:55 – 11:00 a.m.)
Pg. 155
- F. **Unmet Transit Needs Process for Fiscal Year (FY) 2010-11 and FY 2011-12** Liz Niedziela
Informational
(11:00 – 10:40 a.m.)
Pg. 169
- G. **SNCI Monthly Issues** Judy Leaks
Informational
(10:35 – 10:40 a.m.)
Pg. 177

NO DISCUSSION

H. California Transit Association (CTA) Unfunded Transit Needs Study Elizabeth Richards
Informational
Pg. 179

I. STA Funding Opportunities Report Sara Woo
Informational
Pg. 181

VIII. INTERCITY TRANSIT OPERATIONS DISCUSSION Brian McLean/Group
• **Intercity Taxi Scrip Program Update**

IX. LOCAL TRANSIT ISSUES

X. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, November 17, 2010.**

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**INTERCITY TRANSIT CONSORTIUM
Minutes of the Meeting of
June 30, 2010**

I. CALL TO ORDER

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

Consortium Present:	Jeff Matheson	Dixon Read-Ride, Chair
	George Fink	Fairfield and Suisun Transit, Vice Chair
	Rob Sousa	Benicia Breeze
<i>Arrived the meeting at 10:15 a.m.</i>	John Andoh	Rio Vista Delta Breeze
	Brian McLean	Vacaville City Coach
	Edwin Gato	Vallejo Transit
	Matt Tuggle	County of Solano

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

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Greg Anderson	Vallejo Transit
	Mike 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: Elizabeth Richards distributed information and provided an update to the following:

1. 2010 Commute Profile – Napa and Solano Counties
2. Solano Transit (SolTrans) Implementation Schedule and JPA (to be approved by the STA Board at their July 14, 2010 meeting)

V. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of May 26, 2010

Recommendation:

Approve Consortium Meeting Minutes of May 26, 2010.

VI. ACTION FINANCIAL ITEMS

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

Elizabeth Richards reviewed the TDA matrix which includes the County of Solano and City of Vallejo/Vallejo Transit claims. She noted that the County of Solano is claiming for the unincorporated area ADA paratransit service and transit administration for a total of \$65,000. She also noted that the City of Vallejo plans to claim only \$176,765 for transit operations. She indicated that Vallejo Transit has been able to utilize federal American Reinvestment and Recovery Act (ARRA) funds to reserve TDA funds for future years when ARRA funds are no longer available.

Recommendation:

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

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

VII. ACTION – NON-FINANCIAL ITEMS

A. Discussion of Vehicle Registration Fee (VRF) Expenditure Plan – Senior and Disabled Mobility

Daryl Halls outlined the four different options for the distribution of estimated \$640,000 of funding for the Senior and Disabled Mobility section. He noted that under all four options, to qualify for the funding, the agency must be out of the Unmet Transit Needs Process as well as submit an application outlining their proposed senior and disabled project.

After discussion, the Consortium supported Option 3 to include a regional funding approach to include all five categories.

Recommendation:

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

On a motion by Jeff Matheson, and a second by Matt Tuggle, the Solano Express Intercity Transit Consortium approved the recommendation.

B. STA Grant Proposals: MTC Climate Initiatives Grant Program

Robert Guerrero reviewed the process to submit grant applications for MTC's Innovative Grant Program. He described in detail STA's proposal for two project applications submitted to MTC. The two projects are the Clean Air Innovative Transit Implementation and Transportation Demand Management for the SR 12/Jameson Canyon Corridor and the STA Safe Routes to School (SR2S) Education and Encouragement School Route Maps, Marketing and Education Resources, and Student Engagement Incentives.

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.

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

VIII. INFORMATIONAL ITEMS

A. 10-Year Transit Fleet and Minor Transit Capital Investment Plan

Liz Niedziela requested information relating to transit details including unfunded capital needs in February 2010 to update the 10-year Transit Fleet. She also requested that updated Minor Transit Capital and Fleet Inventory lists be emailed to her by Friday, July 16, 2010.

B. Addressing Paratransit Issues

Liz Niedziela addressed the issues and questions concerning the taxi, fixed route, and paratransit services. She noted that the Solano Senior and Disabled Advisory Committee Planning Committee suggested that the PCC Committee should be working with the transit operators to address these questions and issues. Further discussion was made by the Consortium on this item.

C. SNCI Monthly Issues

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

NO DISCUSSION

D. Legislative Update

E. STA Funding Opportunities Report

F. STA Board Meeting Highlights of June 9, 2010

IX. INTERCITY TRANSIT OPERATIONS DISCUSSION

X. LOCAL TRANSIT ISSUES

Chair Matheson announced his resignation with the City of Dixon in August and that this would be his last Consortium meeting.

Operators requested updated information on MTC's Clipper Program Implementation in Solano.

XI. ADJOURNMENT

The meeting adjourned at 11:30 a.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, August 25, 2010.**



DATE: September 17, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2011 Legislative Priorities and Platform

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. The STA Legislative Matrix (Attachment A) is highlighted with the year-end results of the state legislative activity.

Discussion:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's State and federal legislative consultants. The draft is distributed to STA member agencies and members of our federal and State legislative delegations for review and comment prior to adoption by the STA Board. Staff proposes that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2011 Legislative Platform and Priorities (Attachment B) for comment at the TAC and Consortium meetings in September.

STA staff will forward the Draft 2011 Legislative Platform and Priorities with TAC and Consortium feedback to the Board in October, with a recommendation to distribute the draft document for a 30-day review and comment period. The Final Draft 2011 Legislative Platform and Priorities will be placed on the December 2010 STA Board agenda for consideration of adoption.

Recommendation:

Forward a recommendation to the STA Board to distribute the Draft 2011 Legislative Priorities Platform for a 30-day review and comment period.

Attachments:

- A. STA Legislative Matrix
- B. STA's Draft 2011 Legislative Priorities and Platform (to be provided under separate cover)

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LEGISLATIVE MATRIX
2009-2010 State and Federal Legislative Session
September 21, 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 2187 Perez D Safe Routes to School Construction Program	To Enrollment 8/26/10	Modifies the Safe Routes to School (SR2S) program to authorize schools to apply for SR2S grants under the state SR2S program and to require the California Department of Transportation (Caltrans) to establish a multidisciplinary SR2S committee, with a prescribed membership, to advise the department; allows Caltrans to require a school district to have a city or county serve as the responsible agency for a project. Last Amended on 8/20/2010	
AB 2620 Eng D Transportation: toll facilities.	SEN APPR. 8/2/10 - First hearing cancelled at author's request.	The most recent version of the bill is a "gut and amend" that was recently amended to change the overhead rate that the Department of Transportation (Caltrans) charges for reimbursed work it performs for local agencies or private entities in order to make it more competitive in obtaining work from local jurisdictions. STA was opposed to previous versions of the bill which would have required that 15% of all net revenues collected within a corridor be used to fund SHOPP projects in the corridor which collected the fees. The bill also would have authorized 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. Last Amended on 6/22/2010	Oppose (05/12/10)
SB 82 Hancock D Community colleges: parking and transportation fees	To Enrollment 8/26/10	Existing law limits the transportation fee and parking services fee to \$60 per semester or \$30 per inter-session 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. This bill increases the transportation fee caps that have been in place for over 10 years. Transportation services have increased significantly, therefore the current caps create a disincentive for community college districts to provide discounted mass transit opportunities for students and faculty. This bill addresses this problem by increasing the maximum amount the districts are authorized to charge for transportation services. Last Amended 8/31/10	

Bill Number/Topic	Location	Summary	Position
<p>SB 409 Ducheny D</p> <p>Passenger rail programs: strategic planning.</p>	<p>ASM. APPROPS. 8/13/10 – Set, second hearing, held in committee and under submission.</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 8/2/2010</p>	<p>Support with Amendments <i>(05/12/10)</i></p>
<p>SB 1348 Steinberg D</p> <p>California Transportation Commission: guidelines.</p>	<p>To Enrollment 8/26/10</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 8/9/2010</p>	<p>Watch <i>(05/12/10)</i></p>
<p>SB 1418 Wiggins D</p> <p>Transportation: motorist aid services.</p>	<p>ASM TRANS 6/28/10 Failed Passage (5 to 6).</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 60 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 area, under specified terms, 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 6/21/10</p>	<p>Watch <i>(05/12/10)</i></p>

Bill Number/Topic	Location	Summary	Position
SB 1445 DeSaulnier D Planning.	ASM APPROPS. 8/23/10 Re-referred to Approps Comm.	<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>This bill allows an Metropolitan Planning Organization (MPO), a Council of Governments (COG), or a county transportation commission and a subregional COG jointly preparing a subregional sustainable communities strategy (referred to as "Authorities" in the bill) to adopt a measure authorizing it to implement and impose a fee, subject to approval by voters, of up to \$4 maximum in every county within its jurisdiction on vehicle registration. The bill also adds additional members to the Planning Advisory and Assistance Council (PAAC). Any fee beyond \$2 would be used to fund grants to cities, counties or congestion management agencies for planning and projects related to the implementation of a sustainable communities strategy or a regional blueprint plan. The bill allows the fee revenue to be split with the local air quality management district pursuant to an agreement with that district. Additionally the bill adds to the membership of the PAAC several members from MPOs and COGs, and requires that 1% of the fee revenue go to support the activities of the PAAC. This bill is similar to SB 406 (DeSaulnier).</p> <p>Last Amended on 8/20/2010</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: September 23, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Sustainable Communities Strategy Update

Background:

AB 32, the California Global Warming Solutions Act of 2006 is intended to substantially reduce the emission of Greenhouse Gases (GHG), primarily carbon dioxide. SB 375, approved in 2008, is designed to implement a portion of AB 32 by integrating regional decisions on land use planning and transportation investment. This is primarily accomplished by requiring regional Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy (SCS) that:

- Accommodates all of the region's growth, both in total numbers and by economic groups;
- In general locations, including by density and use; and
- Ties transportation investments through the Regional Transportation Plan (RTP) to new development or redevelopment, in order to reduce Vehicle Miles Traveled (VMT), the proxy measure for GHG emissions.

SB 375 only addresses emission reductions from reductions in VMT for cars and light trucks. Other initiatives under AB 32 deal with improved vehicle fleet fuel economy, lower carbon fuels, and reduced emissions from heavy trucks, transit and non-transportation sources.

Discussion:

The California Air Resources Board (CARB) released draft GHG reduction goals for the major MPOs, including the Metropolitan Transportation Commission (MTC). Although SB 375 requires CARB adopt the final targets in September 2010, the deadline is currently not expected to be met.

On September 9, 2010, the Executive Directors of MTC and the Association of Bay Area Governments (ABAG) met with the Solano County members to MTC, ABAG, the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, and the chair and vice-chair of STA to discuss Solano County's participation in the SCS process. Later that evening, the City County Coordinating Council (4Cs) meeting also included an agenda item on SB 375 and the SCS. The presentation for those meetings is included as Attachment A. The 4Cs conveyed support for the STA serving as the facilitating agency for SCS in Solano County in order to coordinate meetings and input to the regional agencies on SCS development.

The 4Cs also supported the approach of identifying local programs and projects that are already under way or can be successfully implemented and that will have a measurable impact on GHG emissions, supporting those programs and projects, and making sure that

the regional agencies are aware of the work that Solano County and the cities have already done or are currently undertaking. An important item in this list Solano County's 25 year legacy of concentrating of urban growth focused in the seven incorporated cities and the preservation of farmland and open space through the Orderly Growth Ordinance and the recently updated Solano County General Plan that will approve extending this approval for another 25 years.

MTC's Partnership Technical Advisory Committee (PTAC) received a presentation from MTC staff on September 20, 2010, regarding development of the SCS (Attachment B). This includes background information on the SCS and, at the end, a series of flow charts showing how each step relates to the others. Members of PTAC commented that they do not find the current regional SCS process clear and easy to follow.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Presentation to 4Cs on SCS and Solano Strategy
- B. MTC Presentation to PTAC on SCS

Status of Solano County's Sustainable Communities Strategy

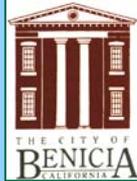


Solano Transportation Authority Presentation at
OneBayArea Leadership Roundtable Meeting, September 9, 2010



Solano's Coordinated Strategy

City County Coordinating Council (CCCC)

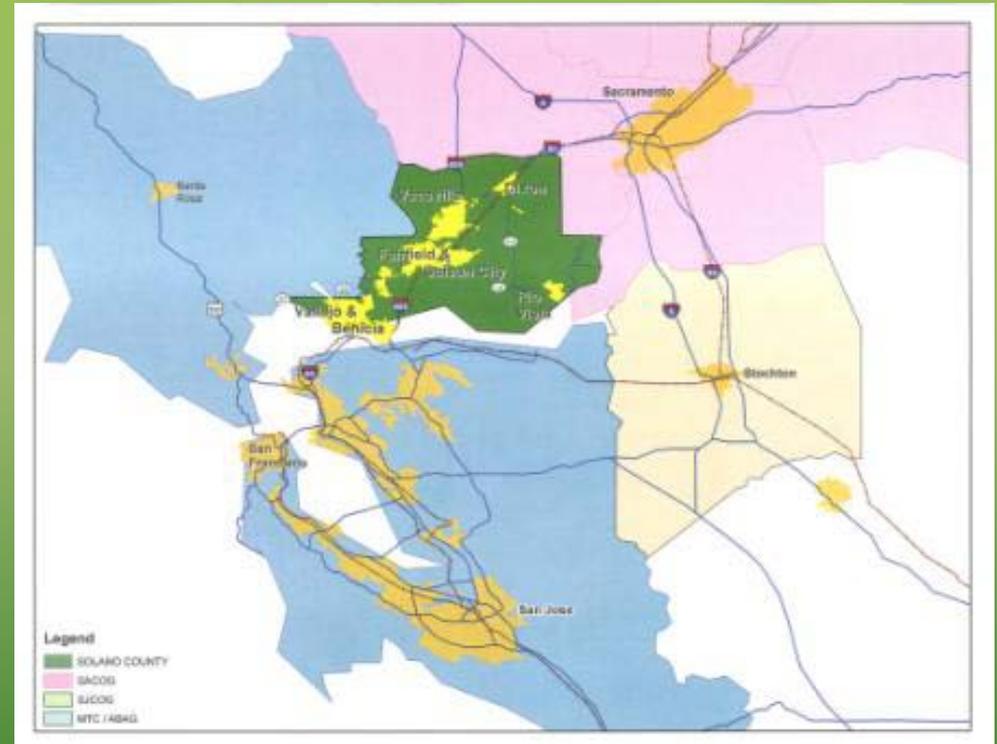


Solano City Managers Group

- City Managers
 - County Administrator
 - STA Exec. Director
- City Planning Directors
 - City Public Works Directors/TAC

Solano Population

- As of 1/1/2010 in Solano County:
 - 427,837 population
 - 148,160 households
 - 140,120 jobs



Solano Jobs/Employees

- **Major Employers**

Kaiser Health Care
Travis Air Force Base

Six Flags Discovery Kingdom
Northbay Health Care

- **Industry Clusters**

HEALTH CARE

Kaiser Health Care: Vallejo, Fairfield, Vacaville
Sutter-Solano Medical Center; Vallejo
Northbay Health Care; Fairfield

BIOTECH

Genentech; Vacaville
ALZA; Vacaville

FINANCE

Westamerica Banking; Fairfield
Travis Credit Union; Vacaville

AGRICULTURE/FOOD

Anheuser Busch; Fairfield
Jelly Belly; Fairfield

MANUFACTURING/DISTRIBUTION

CSK/Kragen; Dixon
Meyer Corporation; Fairfield
Albertson's Distribution Center; Vacaville
Valero Refinery; Benicia
Copart; Fairfield

Solano Agriculture/Open Space

Open Space:

- Suisun Marsh: 85,000 acres of wetlands
- Additional wetlands and islands in the Solano portion of the Sacramento/San Joaquin Delta
- Substantial hillside areas preserved as open space



Agricultural Land:

- 357,816 acres – irrigated & grazing agriculture (61% of Solano County land area)



Solano Facts:

- City-centered Orderly Growth Initiative approved by Solano voters in mid-1980's
- The Solano County General Plan Update was approved by voters in 2008, extending the Orderly Growth Initiative for another 25 years



Population Stats: Solano

- For both 2009 and 2010, the State Department of Finance figures show that 95.3% of Solano County's population lived in one of the 7 incorporated cities. This is the highest percentage of residents living in California cities other than San Francisco.



STA Climate Change Strategy

The STA Board adopted the Solano Climate Change Strategy in December, 2009



STA Climate Change Strategy

1. Solano Napa Commuter Information (SNCI) Programs
2. Safe Routes to School (SR2S) Program
3. Alternative Fuel Fleets
4. STA Solano County T-PLUS Program
5. Benicia Climate Action Plan



STA Climate Change Strategy

1. Solano Napa Commuter Information (SNCI) Programs

STA, in partnership with the Napa County Transportation and Planning Agency (NCTPA), provides rideshare and vanpool support services and markets the Solano Express Intercity Transit bus service, and conducts a yearly employer-based Commute Challenge to encourage employer-based commute alternatives.



STA Climate Change Strategy

2. Safe Routes to School (SR2S) Program

STA has developed a comprehensive Safe Routes to School Plan, involving every school district in Solano County. The SR2S Plan addresses the 4Es of Engineering, Encouragement, Education and Enforcement.



STA Climate Change Strategy

3. Alternative Fuel Fleets

STA financially supports alternative fuel vehicle programs run by several cities.



STA Climate Change Strategy

4. STA Solano County T-PLUS Program

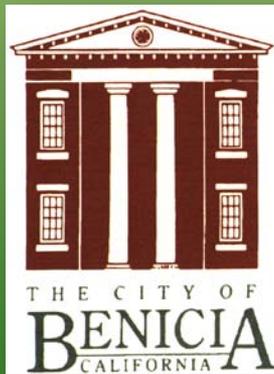
In partnership with MTC, STA's T-PLUS program provides technical and financial assistance to agencies to plan and implement transportation and land use strategies that promote smart growth concepts.



STA Climate Change Strategy

5. Benicia Climate Action Plan

The City of Benicia and Solano County have conducted Greenhouse Gas emission inventories; Benicia adopted a comprehensive Climate Action Plan in 2009, while Solano County is developing one.



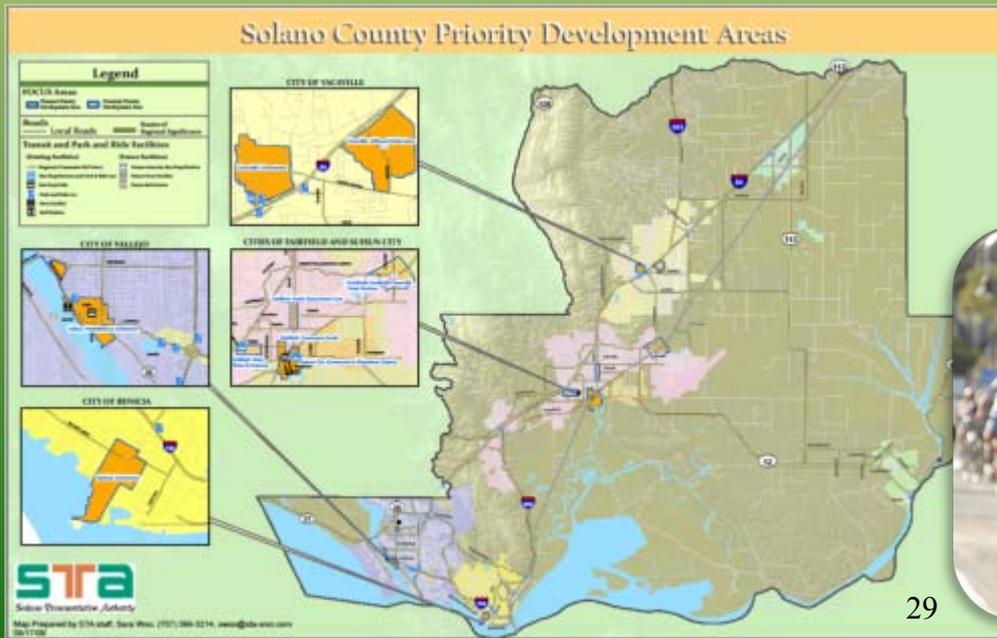
STA Future Action Items

1. Solano GHG Emission Inventory and Action Plan
2. Safe Routes to Transit
3. Safe Routes to School Phase 2



STA Future Action Items

4. Solano Bicycle and Pedestrian Master Plans
5. Proposed State Route (SR) 12 Jameson Canyon Transit and TDM Corridor
6. Solano County Priority Development Areas Implementation



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STA Future Action Items



1. Solano GHG Emission Inventory and Action Plan

STA is working to complete a Greenhouse Gas (GHG) emission inventory for the 6 remaining cities, and to help develop common Climate Action Plan (CAP) for all cities and the County. This project will be completed by May 2011.



• Task 1. Project Kickoff and Baseline Data Collection

- Kickoff Meeting and Scope Refinement September 30, 2010
- Collect and Review Baseline 2005 Data October 31, 2010

• Task 2. Prepare 2005 GHG Emissions Inventories

- Prepare Draft 2005 GHG Emissions Inventories Feb. 28, 2011
- Prepare Final 2005 GHG Emissions Inventories April 30, 2011



STA Future Action Items

2. Safe Routes to Transit

STA will develop a countywide Safe Routes to Transit (SR2T) Plan, based upon intercity transit centers and Priority Development Areas.



STA Future Action Items

3. Safe Routes to School Phase 2

STA is working with school districts to expand the number of schools with detailed transportation studies, so that at least 80 schools have complete walking audits and local maps by the end of Fiscal Year 2011.



STA Future Action Items

4. Solano Bicycle and Pedestrian Master Plans

STA is updating, master plans for bicycle and pedestrian transportation. The bicycle master plan includes implementation of MTC's regional bicycle plan. The plans draft plans will be publically released by December 2010.



STA Future Action Items

5. **Proposed State Route (SR) 12 Jameson Canyon Transit and TDM Corridor**

The soon-to-be expanded SR 12 through Jameson Canyon will largely solve traffic bottlenecks for this corridor, but it will also open up the possibility of a low-delay transit corridor between Solano and Napa counties. STA and NCT&PA are working to fund a 2-year pilot transit program for this currently un-served corridor.



STA Future Action Items

6. Solano County Priority Development Areas Implementation

STA is actively working with the 5 Solano cities that have designated PDAs (1 in Benicia, 1 in Vallejo, 1 in Suisun City, 4 in Fairfield and 2 in Vacaville) to develop transportation and land use projects in these locations.



Opportunities



- Corridors:

- I-80

- Capitol Corridor/Amtrak

- Existing: Suisun-Fairfield Train Station

- SolanoExpress Bus

- Existing: Baylink/WETA Ferry System

- 3 Bridges

- Travis Air Force Base



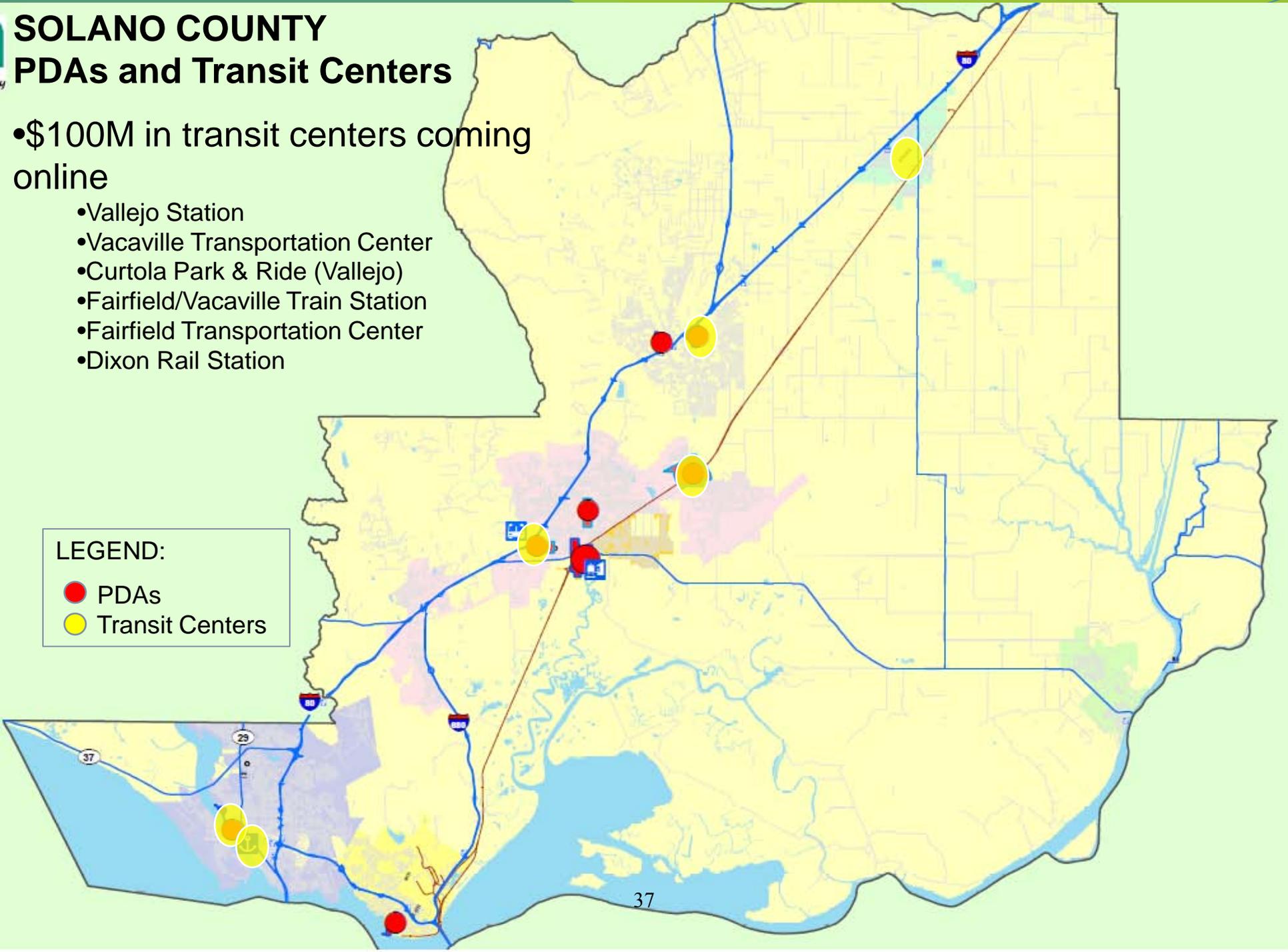
SOLANO COUNTY PDAs and Transit Centers

•\$100M in transit centers coming online

- Vallejo Station
- Vacaville Transportation Center
- Curtola Park & Ride (Vallejo)
- Fairfield/Vacaville Train Station
- Fairfield Transportation Center
- Dixon Rail Station

LEGEND:

- PDAs
- Transit Centers



Population – SCS Forecast Implications

Land Use Impacts

County	Population			Percent Change	
	2005	2035 Projections 09	2035 Focused Growth	2005 to 2035 Projections 09	2035 Projections 09 to 2035 Focused Growth
San Francisco	795,800	969,000	1,008,500	22%	4%
San Mateo	721,900	893,000	896,300	24%	>1%
Santa Clara	1,763,000	2,431,400	2,587,000	38%	6%
Alameda	1,505,300	1,966,300	2,062,100	31%	5%
Contra Costa	1,023,400	1,322,900	1,373,400	29%	4%
Solano	421,600	506,500	497,600	20%	-2%
Napa	133,700	148,800	147,200	11%	-1%
Sonoma	479,200	561,500	564,500	17%	1%
Marin	252,600	274,300	278,800	9%	2%
<i>Total</i>	<i>7,096,500</i>	<i>9,073,700</i>	<i>9,412,200</i>	28%	4%



QUESTIONS

- What assistance do ABAG and MTC want from local Solano County governments and STA?
- What role does ABAG want local Solano County governments to play in designating the location and type of growth for the SCS?
- How does a regional SCS get local buy-in?
- If new development is to be directed into PDAs, and PDAs need substantial infrastructure development, how do you see the PDA infrastructure needs being funded?

QUESTIONS

- Growth has been happening in suburban areas. How will the SCS account for the fact that many people still want to live in the suburban communities?
- How does preservation of agricultural and open space stand in comparison to construction of new housing in the regional strategy?
- How does PDA funding play out in next the RTP?

QUESTIONS

- How will MTC coordinate developing and implementing the SCS and RTP with neighboring regions? Will they consider concepts such as the Northern California Megaregion, or ideas from the I-80 Smarter Growth study?
- How should these decisions shape Solano's transportation and land use decisions?
- Will investment of discretionary transportation funds lead or follow land use decisions? If they lead, what is the remedy if the land use planning decisions, especially housing construction, are not followed by actual implementation?

QUESTIONS

- How should local Solano governments position ourselves to go after regional transportation and development funds?
- What challenges do we see posed by the SCS and related GHG/climate laws for Solano County, the cities and STA? What opportunities?
- Should we position ourselves to be in the best competitive position in dealing with GHG/climate laws in regards to economic development?

QUESTIONS

- How will we work together to develop an SCS and climate action strategy that benefits Solano County? Should we coordinate our efforts? If so, how?
- What do we need to implement and support development in our Priority Development Areas?

STA Staff Contact:



Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City CA 94585
707-242-6075

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WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 20, 2010

FR: Ashley Nguyen

W.I. 1114

RE: Sustainable Communities Strategy Overview

At your September 20 meeting, MTC staff will present an overview of the Sustainable Communities Strategy (SCS) work plan. The purpose of this presentation is to provide you with a general but clear picture as to the key planning activities that will occur over the next three years. The work plan begins with identification of performance targets by which we will measure the plan's performance, then analysis of vision and detailed SCS scenarios, technical analysis and preparation of the draft plan, and ultimately the adoption of the final plan.

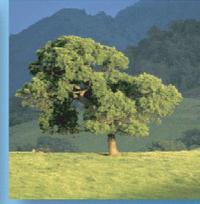
Attached for your information are: (1) SCS fact sheet, (2) Frequently Asked Questions about SB 375 and the SCS, and (3) SCS planning process chart. You may also find additional information about the SCS on the OneBayArea website, which is www.OneBayArea.org.

Attachments

J:\COMMITTEE\Partnership\Partnership TAC_2010 PTAC\10 PTAC - Memos\07_Sep 20 PTAC\6_SCS_Overview_Nguyen.doc

OneBayArea

Sustainable Community Strategy FACT SHEET



Sustainable Communities Strategy

Overview

The Sustainable Communities Strategy aims to reduce greenhouse gas emissions by integrating planning for transportation and land use and housing. Required by SB 375, a state law approved in 2008, the Sustainable Communities Strategy will be developed in close collaboration with local elected officials and community leaders.

Sustainable Communities Strategy Basics

- Metropolitan Planning Organizations (MPOs) in 18 regions across California need to develop a Sustainable Communities Strategy.
- The Strategy must identify specific areas in the nine-county Bay Area to accommodate the entire region's projected population growth, including all income groups, for at least the next 25 years.
- The Strategy must try to achieve targeted reductions in greenhouse gas emissions from cars and light trucks.
- The Strategy will reflect the "Three E" goals of sustainability: Economy, Environment and Equity, by establishing targets or benchmarks for measuring our progress toward achieving these goals.

Development of the SCS

- MTC, as the Bay Area's MPO, and the Association of Bay Area Governments (ABAG), the region's Council of Governments, will develop the SCS in partnership with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission.
- The four regional agencies will team with local governments, county congestion management agencies, public transit agencies, interested

residents, stakeholders and community groups to ensure that all those with a stake in the outcome are actively involved in the Strategy's preparation.

- MTC must adopt the SCS as part of its next Regional Transportation Plan (RTP) for the Bay Area, which is due in 2013. State and federal law require that everything in the plan must be consistent with the SCS, including local land use plans.
- State law requires that the SCS must also be consistent with the Regional Housing Needs Allocation (RHNA). ABAG administers RHNA, which ABAG will adopt at the same time that MTC adopts the RTP. Local governments will then have another 18 months to update their housing elements; related zoning changes must follow within three years.

SCS Benefits

- Since over 40% of the Bay Area's emissions come from cars and light trucks, integrating land uses (jobs, stores, schools, homes, etc.) and encouraging more complete communities will become an important strategy to reduce the Bay Area's auto trips.
- Clustering more homes, jobs and other activities around transit can make it easier to make trips by foot, bicycle or public transit.
- Planning land uses and transportation together can help improve the vitality and quality of life for our communities, while improving public health.

How do I get involved?

- Ongoing public and local government engagement has begun and will continue through 2013. For more information on how you can get involved, go to www.OneBayArea.org.

OneBayArea

Sustainable Communities Strategy

Frequently Asked Questions

What is the Sustainable Communities Strategy?

The Sustainable Communities Strategy (SCS) is an integrated land use and transportation plan that all metropolitan regions in California must complete under Senate Bill 375. In the San Francisco Bay Area this integration includes ABAG's Projections and Regional Housing Needs Allocation (RHNA) and MTC's Regional Transportation Plan (RTP).

What will the SCS do?

State law requires that the SCS accomplish three principal objectives:

1. Identify areas to accommodate all the region's population associated with Bay Area economic growth, including all income groups, for at least the next twenty-five years;
2. Develop a Regional Transportation Plan that meets the needs of the region; and
3. Reduce greenhouse-gas emissions from automobiles and light trucks.

In responding to these three state mandates, the SCS will also need to be responsive to a host of other regional and local quality-of-life concerns.

What size of population will the SCS need to accommodate?

The Bay Area currently has 7.3 million people. Over the next twenty-five years it is expected to grow by about another two million; this additional growth is equivalent to approximately five times the current population of the City of Oakland.

What are the greenhouse-gas reduction targets?

On August 9, 2010, the California Air Resources Board (ARB) staff proposed a seven percent reduction target for 2020 and a fifteen percent reduction target for 2035 for the Bay Area. These targets are based on per capita greenhouse gas emissions from passenger vehicles relative to 2005. Final greenhouse gas (GHG) targets will be adopted by ARB on September 23, 2010.

Who will prepare the SCS?

Within the Bay Area, the law gives joint responsibility for the SCS to the Association of Bay Area Governments (ABAG) and to the Metropolitan Transportation Commission (MTC). The two agencies will work with the Bay Area Air Quality Management District

(the Air District) and the Bay Conservation and Development Commission (BCDC). They will also partner with local governments, county congestion management agencies and a wide range of stakeholders to ensure broad public input in the SCS's preparation.

How will the SCS affect local land-use control?

SB 375 does not alter the authority of city and county governments to make decisions about local land use and development. However, the law does require that the SCS be consistent with the Regional Housing Needs Allocation (RHNA) and therefore affects the next iteration of housing elements in local general plans.

How does the SCS relate to the Regional Transportation Plan (RTP) and RHNA?

Regional Transportation Plans include land use projections. The SCS will be the land use allocation in the next RTP, slated for adoption in March 2013. SB 375 stipulates that the SCS will incorporate an 8-year housing projection and allocation pursuant to RHNA.

Aside from the RHNA requirement, why would local governments want to conform to the SCS?

1. To benefit from incentives that will be available to conforming localities—for example, Transportation for Livable Communities (TLC) funding, Station Area Planning Grants, investments from the Regional Transportation Plan, and assistance in meeting the requirements of the California Environmental Quality Act (CEQA);
2. To improve the quality of life of our neighborhoods by providing cleaner air, improved public health, better mobility, more walkable streets, and homes closer to transit, jobs, and services.

Why the emphasis on automobiles and light trucks?

Transportation is the largest single source of greenhouse gases in California. In the Bay Area, it accounts for 41 percent of our emissions, and over three quarters of these come from personal travel in on-road vehicles. If we are to significantly reduce our contribution to global warming, then we need to reduce the impact of our travel within the region. The SCS aims to reduce emissions by:

- Reducing the separation of land uses (jobs, stores, schools, and homes) and encouraging more complete, mixed-use communities, so people can drive less and increase their walking, biking, and use of transit;
- Clustering more homes, jobs and other activities around transit, so people will be encouraged to take transit rather than drive; and
- Planning land uses and transportation together, so we can manage traffic congestion and vehicle speeds, reducing emissions from excessive idling and other inefficiencies.

Land use development changes very slowly and many places will not change much. How much difference can the SCS really make?

We acknowledge that it will likely be decades before changes in the land use pattern make an appreciable difference to the total emissions from personal vehicles. Improvements in vehicle technology and transportation pricing mechanisms (e.g., parking) are likely to have a greater impact, both in the short and longer term. However, the impact of more efficient vehicles could be significantly reduced if the amount we drive and congestion continue to increase because of inefficient land uses. There is a broad consensus that there isn't just one thing that we should do; we will need to move on all fronts. Changes in technology will have to be accompanied by changes in travel behavior if we have any hope of reducing emissions to the levels required by the middle of this century. If we are to be successful in reconfiguring the region by 2050 or so, we need to start now.

While we implement the long-term land-use changes, is there anything we can do that will have more immediate impact?

Yes. The state law which requires a SCS allows us to use transportation measures and policies. These might include road pricing (new and increased tolls), parking regulations, and incentives to accelerate the adoption of alternative vehicles like electric cars, among others.

The extraordinarily high gas prices in 2008 demonstrated that an increase in the cost of driving had an immediate effect on travel patterns: fewer people drove, while more took transit. However, while transportation pricing policies could be powerful and fast-acting measures, the impact on people's pocketbooks will be politically contentious and difficult to implement. In addition, the equity consequences could be particularly challenging: we do not want to make life more unaffordable for those who are already struggling. If we increase the costs of driving, we need to supply land use and transportation choices so people have a genuine ability to avoid or mitigate those costs.

What are some of the other regional efforts related to the SCS?

The Air District and BCDC are developing policies and regulations that will affect the region's land use pattern and placement of public infrastructure, including transportation.

In its effort to control local and regional air pollution (smog, particulate matter, and airborne toxins), the Air District is considering an indirect source rule (ISR) that regulates the construction and long-term transportation impacts of land development. The ISR may require mitigation or payments in lieu of development that increases automobile travel and vehicle emissions. The Air District also recently adopted new thresholds for the evaluation of development projects under CEQA.

BCDC will be releasing an adaptation plan to prepare for inevitable sea-level rise and storm surges affecting areas on and near the Bay shoreline. This will have implications for the location of future development and perhaps for the relocation of existing development and infrastructure. The SCS needs to consider this adaptation work.

What if the SCS is not able to meet its targets?

If we cannot meet the greenhouse-gas reduction targets in the SCS, then we must prepare an Alternative Planning Strategy (APS) to accompany the SCS. The APS will be structured like the SCS, but it is an unconstrained plan that does not have to be as feasible or achievable as the SCS, since it would not be adopted as part of the RTP. The APS would identify the physical, economic, or political conditions required to meet the regional greenhouse gas targets. The APS may provide some CEQA streamlining to housing or mixed-use development projects which are consistent with certain aspects of its land use pattern.

What type of CEQA assistance might be provided through the SCS or APS?

The CEQA relief to be provided through the SCS or APS could include the following:

1. Residential or mixed use projects that comply with the general use designation, density, building intensity and other policies specified for the project area in the SCS will not be required to deal with growth-inducing impacts or transportation-related project-specific or cumulative impacts on global warming or on the regional transportation network required by CEQA.
2. Transit priority projects, which meet a number of land use, density and location criteria as well as including high-quality transit might be totally exempt from CEQA or might qualify for a streamlined review called a sustainable communities environmental assessment.

The SCS sounds like a big project. Are we starting from scratch?

Thankfully, we are not. For over a decade, the Bay Area has been encouraging more focused and compact growth to help revitalize older communities, develop complete communities, reduce travel time and expense, make better use of the existing transportation system, control the costs of providing new infrastructure, protect resource land and environmental assets, promote affordability, and generally improve the quality of life for all Bay Area residents. Reducing greenhouse-gas emissions just provides another reason to continue and accelerate these ongoing efforts.

Responding to the regional agencies' FOCUS program, over sixty local governments have voluntarily designated over 120 Priority Development Areas (PDAs). Located within existing urbanized areas and served by high-quality public transit, PDAs consume only about three percent of the region's land area but are being planned by their local jurisdictions to house nearly one-half of the region's projected population growth to the year 2035. FOCUS PDAs and associated incentive programs like TLC – which has reached its 10-year anniversary – provide a solid foundation upon which to build the SCS.

How much time do we have to complete the Sustainable Communities Strategy?

According to the State, the Bay Area's SCS is due in March 2013. However, a draft SCS needs to be completed by the beginning of 2012 so it can guide the investments in the transportation plan, to ensure consistency with the eight-year RHNA, and make sure that environmental impact documents are completed in time to allow sufficient public review. We will receive our final greenhouse-gas targets from the California Air Resources Board in September 2010. That leaves less than a year and a half to work with all our partners to actually produce the SCS.

Over the next few months, we will build the necessary analytic tools, strengthen partnerships with local governments and other stakeholders, and work out the information and engagement mechanisms to make the process transparent and worthy of public support.

Who should we contact with questions?

- Doug Kimsey, MTC, (510) 817-5790, dkimsey@mtc.ca.gov
- Ken Kirkey, ABAG, (5410) 464-7955, kennethk@abag.ca.gov
- Henry Hilken, BAAQMD, (415) 749-4642, hhilken@baaqmd.gov
- Joe LaClair, BCDC, (415) 352-3656, joel@bcdca.gov

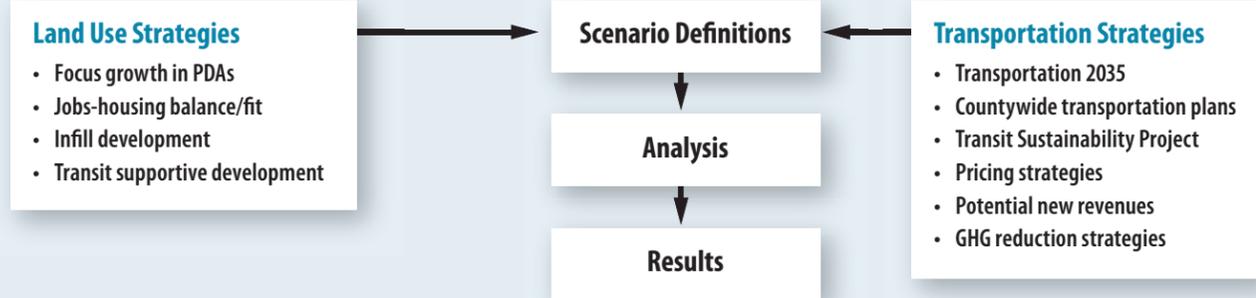
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Sustainable Communities Strategy (SCS): Planning Process

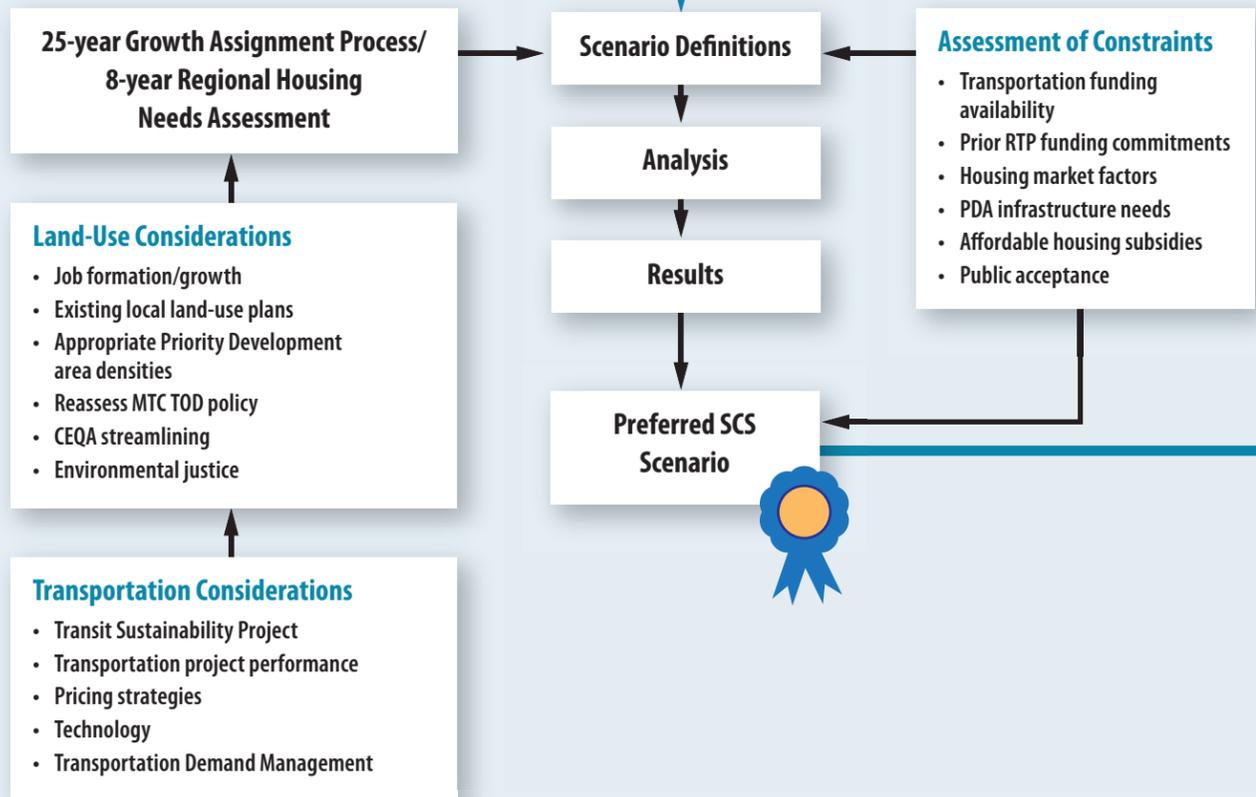
Three Es, Goals and Targets
 March 2010 — December 2010
 Economy + Environment + Equity



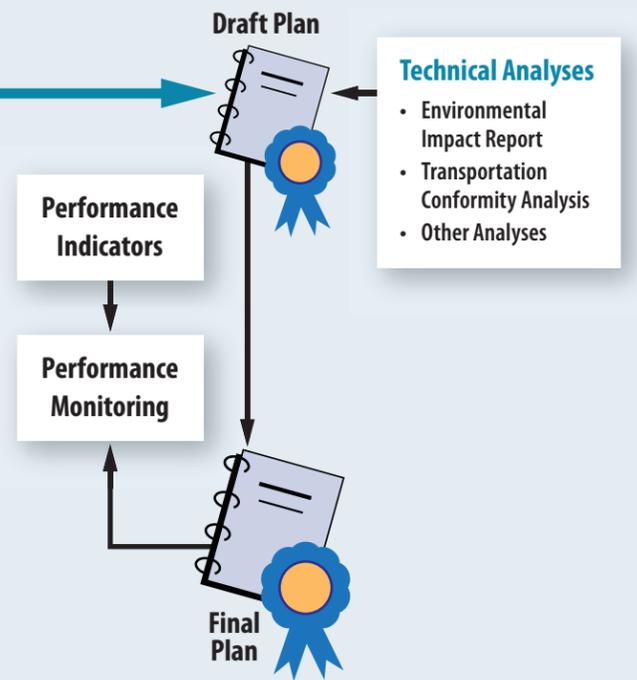
Scenario Assessment
 Round One: Vision Scenarios
 How Can We Reach Our Targets?
 October 2010 — April 2011



Round Two: Detailed SCS Scenarios
 What Can We Realistically Accomplish?
 May 2011 — January 2012



Plan Technical Analysis and Document Preparation
 February 2012 — April 2013



ABAG Regional Planning Committee

MTC Policy Advisory Council

Regional Advisory Working Group

Executive Working Group

County and Corridor Working Groups

Ongoing Public and Local Government Engagement (May 2010 through 2013)

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Sustainable Communities Strategy: Overview



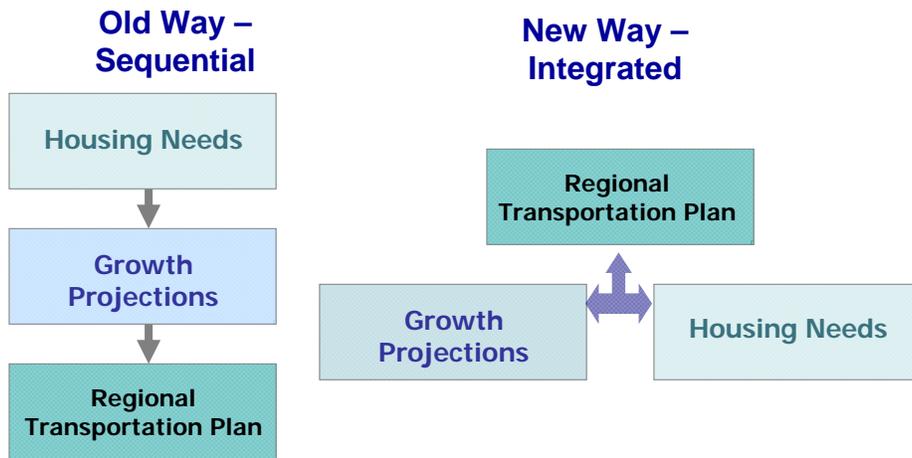
Partnership Technical Advisory Committee
September 20, 2010

SB 375 Basics

- Directs ARB to develop passenger vehicle GHG reduction targets for CA's 18 MPOs for 2020 and 2035
- Adds Sustainable Communities Strategy as new element to Regional Transportation Plans
- Requires separate Alternative Planning Strategy if GHG targets not met
- Provides CEQA streamlining incentives for projects consistent with SCS/APS
- Coordinates the regional housing needs allocation with the regional transportation planning process



SB 375 Calls for New Planning Approach



SCS Goals

- Meet Bay Area GHG emission reduction target for cars and light trucks through the SCS
- Integrate regional planning processes for transportation, housing, and land use
- Engage local governments, transportation partners, and stakeholders in an interactive and participatory outreach process
- Deliver a SCS that captures the region's vision for its future



SCS Work Plan (March – December 2010):

Target Setting

What Goals Do We Want to Attain? How High Should We Aim?

Economy + Environment + Equity



- 7% GHG reduction in 2020
- 15% GHG reduction in 2035

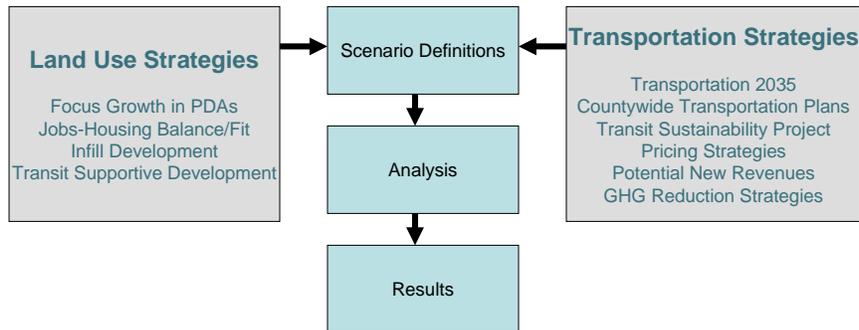


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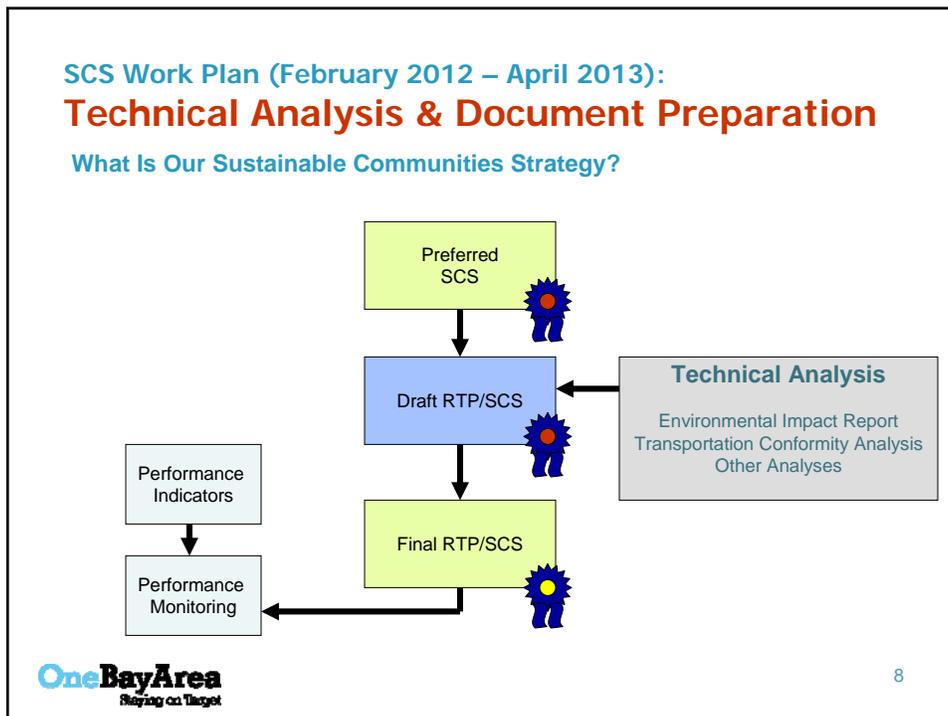
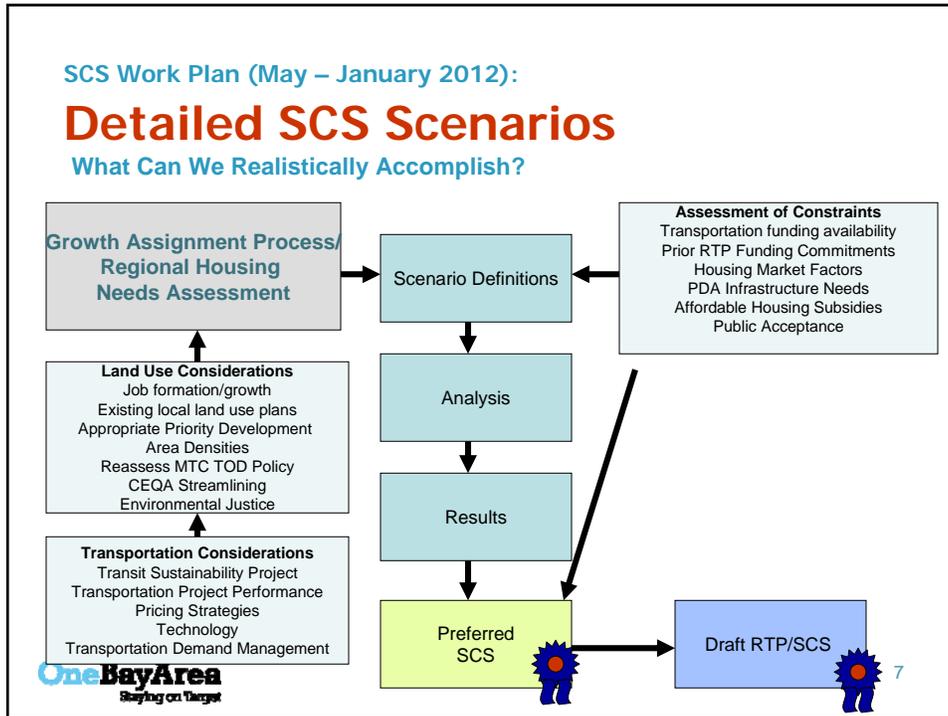
SCS Work Plan (October 2010 – April 2011):

Vision Scenarios

How Can We Reach Our Targets?



6





DATE: September 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: SolanoExpress Fiscal Year (FY) 2009-10 Annual Ridership Report

Background

Funding for Intercity Transit Routes 20, 30, 40, 78, 80, 85, and 90 is provided by the Intercity Transit Funding Agreement among six cities, the County of Solano and STA (Attachment A). Collectively, these seven routes have been marketed as SolanoExpress. Fairfield and Suisun Transit's (FAST) Route 30 and 90 and Vallejo Transit's Route 78 comprise three of the seven SolanoExpress Routes funded through this agreement and policy oversight is provided by the STA Board through operating agreements with FAST and Vallejo Transit.

In FY 2008-09, the overall ridership for SolanoExpress intercity routes exceeded one million riders with an increased ridership of 1.7% from the previous fiscal year. The first six months of the year had a significant increase in ridership. The mid-year ridership statistics (July –December 2008) had an overall increase of 14% in comparison to the same time period from the previous year. The intercity routes were able to retain the new passengers that began taking transit during the fuel spike earlier in the year and also attracted more passengers. In the following six months, the unstable economy with the unemployment rate rising, gas prices declining and stabilizing, and the increase of fares started to negatively impact the intercity ridership. The ridership for the intercity routes for January – June 2009 declined 5% compared to the same time period from the previous year.

Discussion:

The seven SolanoExpress routes deliver varying levels of service ranging from weekday peak period only to all day, seven days/week service. As a result, ridership on these routes range from approximately 40,000 annual passenger trips for Routes 20, 30, 40 to almost 400,000 for Route 80. The other three routes (Rt. 78, 85 and 90) carry between 76,000 to over 200,000 passengers trips annually (Attachment B).

In FY 2007-08 and FY 2008-09, SolanoExpress had an increase in ridership. In FY 2009-10, the SolanoExpress ridership decreased 8.1% compared to the previous year (FY 2008-09) dropping overall ridership below 1 million. All SolanoExpress routes lost ridership ranging from 1% to as high as 22% (Attachment C).

The transit operators have not finalized the year end numbers needed to determine farebox ratio. By using preliminary numbers, it appears all the intercity routes will exceed the 20% farebox recovery ratio (Attachment D). STA staff has not received farebox information for Route 20 and Route 30.

The strongest farebox performers are Vallejo Transit's Route 80 and FAST's Route 90 with 49% and 45% respectively. Route 90 decreased by 4% while Route 80 increased by 1%. While ridership for Route 80 decreased 6%, Vallejo Transit was successful in making this route more cost efficient in FY 2008-09 by reducing service frequency during non-peak time from every 15 minutes to 30 minutes and the cost savings are represented in the farebox ratio this year.

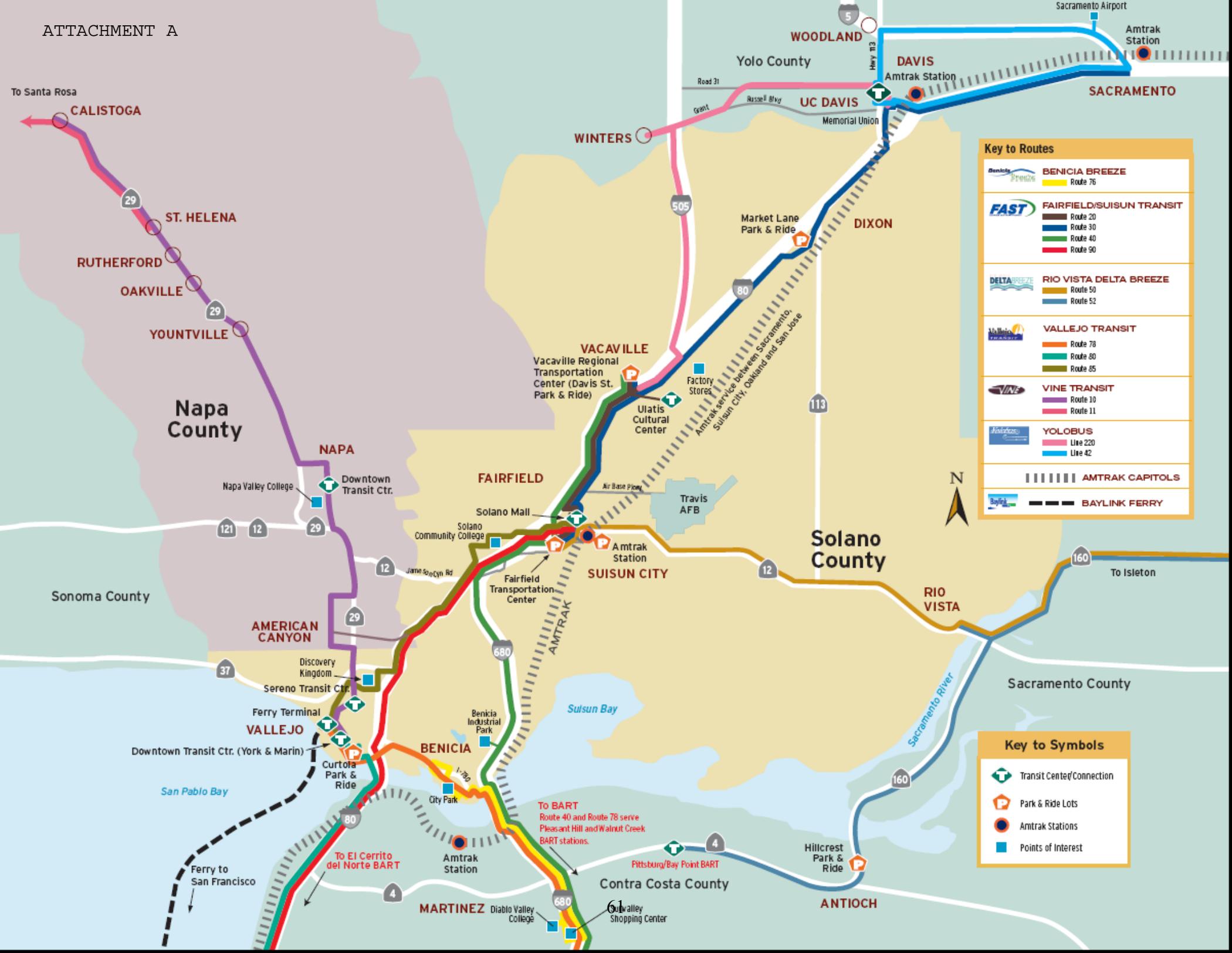
Vallejo Transit's relatively new SolanoExpress Route 78 that travels from Vallejo, Benicia, to Pleasant Hill BART and Walnut Creek BART stations had a good initial year making the Regional Measure (RM) 2 required farebox ratio of 20% for last FY 2008-09. This year, Route 78 farebox increased by 1%. RM 2 regulations require that a new RM 2 service makes the farebox ratio of 20% by the third year and Route 78 achieved this requirement in its first year. Based on its initial year of service, Route 78 ranked 4th of 7 SolanoExpress routes in total ridership.

Recommendation:

Informational.

Attachments:

- A. SolanoExpress Bus Routes
- B. SolanoExpress Ridership FY 2009-10
- C. SolanoExpress Ridership Gain/Loss for Three Years
- D. SolanoExpress Farebox Ratio Three Year Comparison



Key to Routes

	BENICIA BREEZE Route 76
	FAIRFIELD/SUISUN TRANSIT Route 20 Route 30 Route 40 Route 50
	RIO VISTA DELTA BREEZE Route 50 Route 52
	VALLEJO TRANSIT Route 78 Route 80 Route 85
	VINE TRANSIT Route 10 Route 11
	YOLOBUS Line 220 Line 42
	AMTRAK CAPITOLS
	BAYLINK FERRY

Key to Symbols

	Transit Center/Connection
	Park & Ride Lots
	Amtrak Stations
	Points of Interest

To BART
Route 40 and Route 78 serve
Pleasant Hill and Walnut Creek
BART stations.

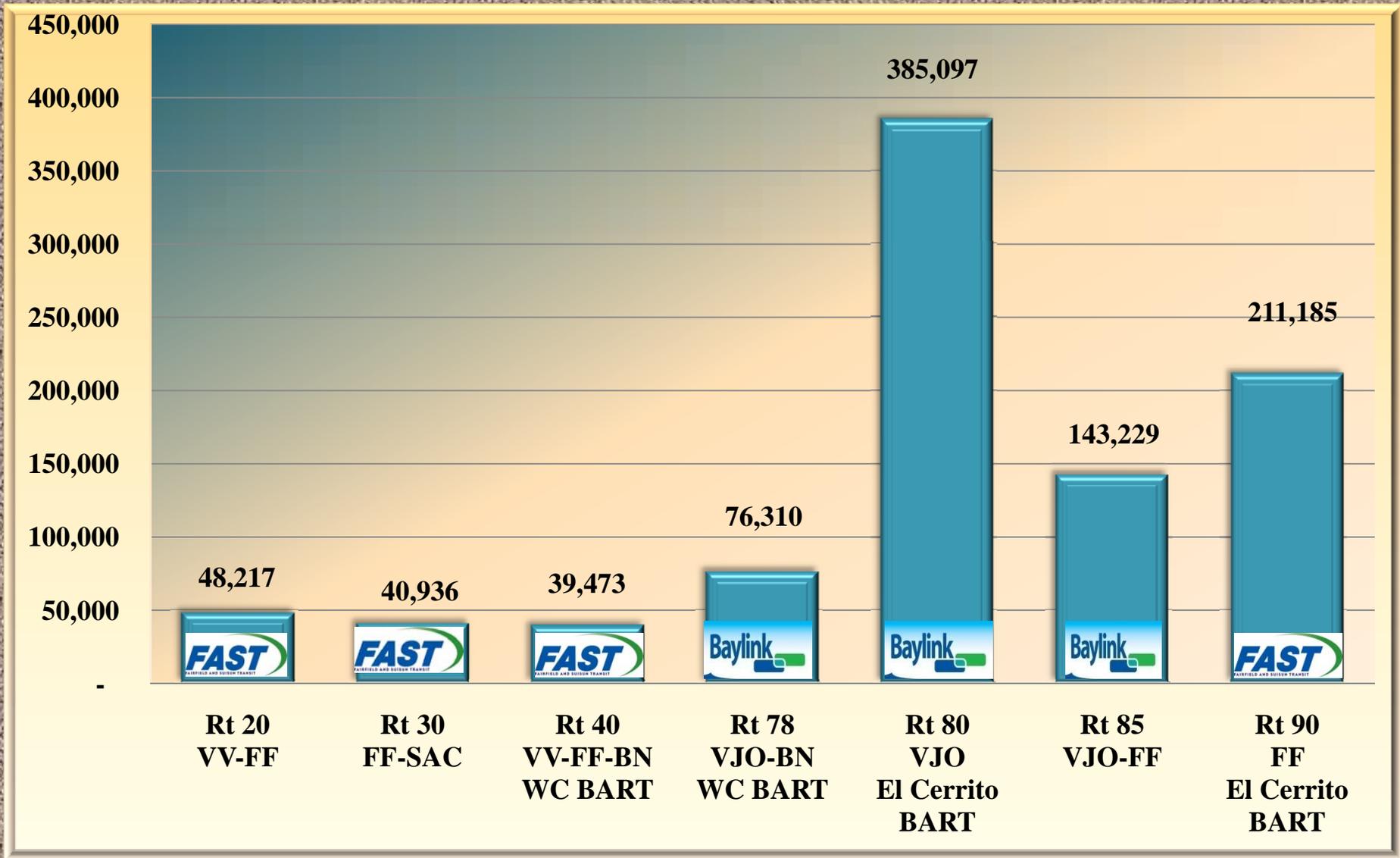
To El Cerrito
del Norte BART

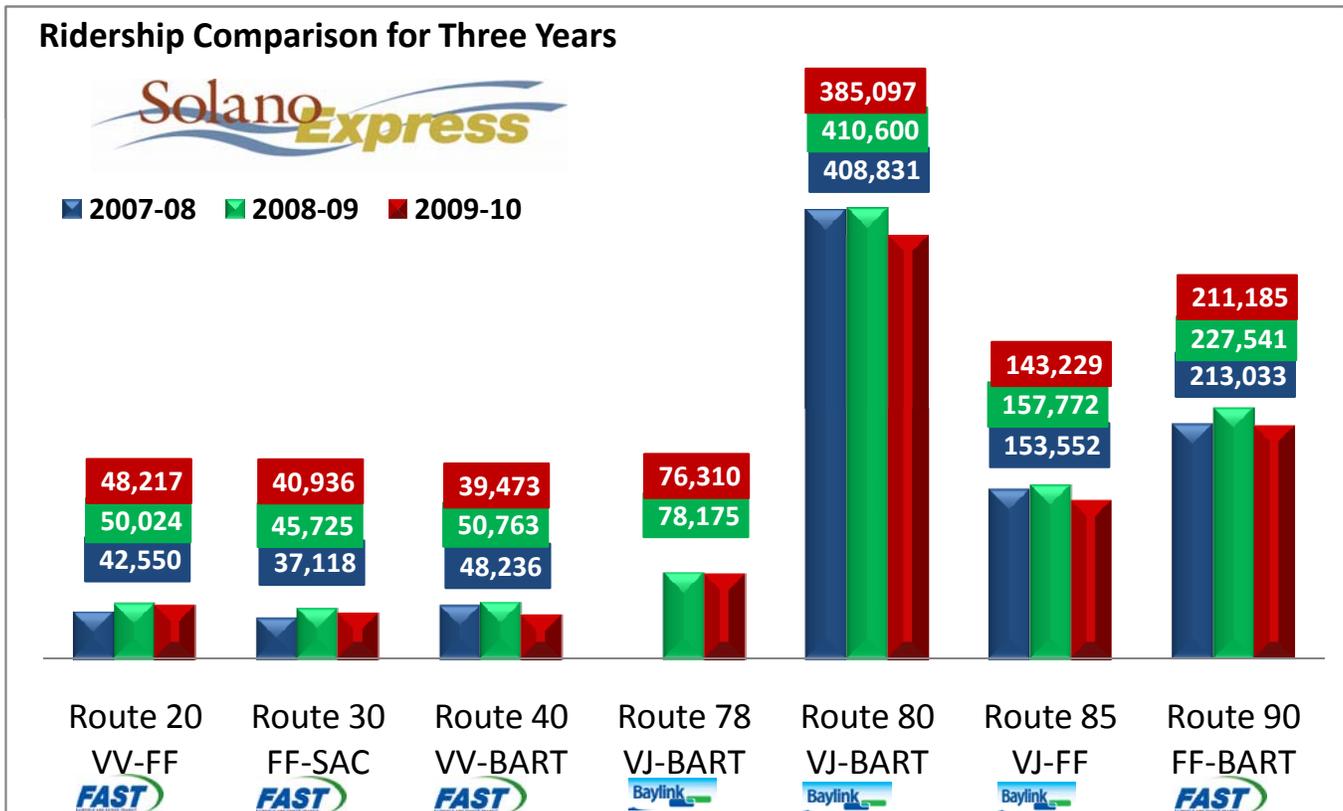
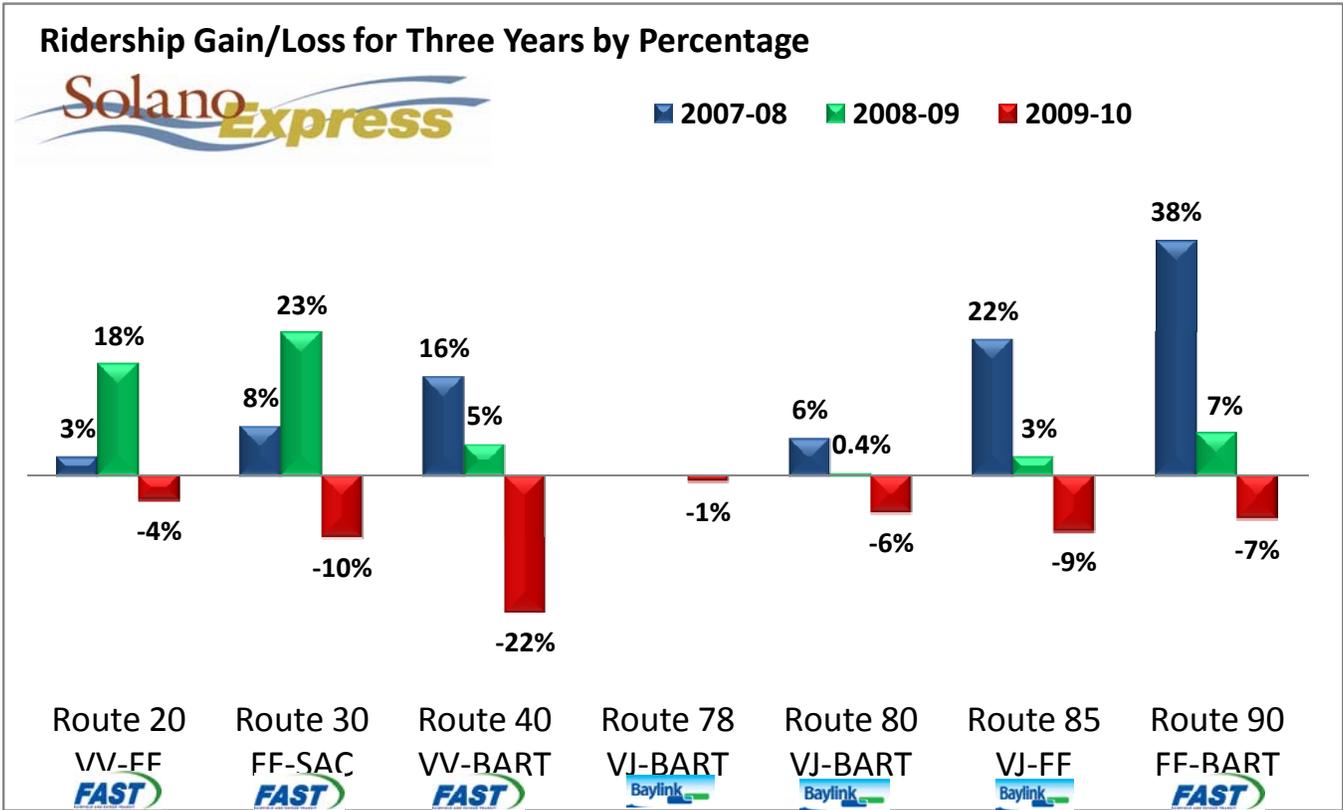
Ferry to
San Francisco

**FY 2009-10
Annual Ridership
by Route**



**944,447 Passenger Trips
8.1% Loss**



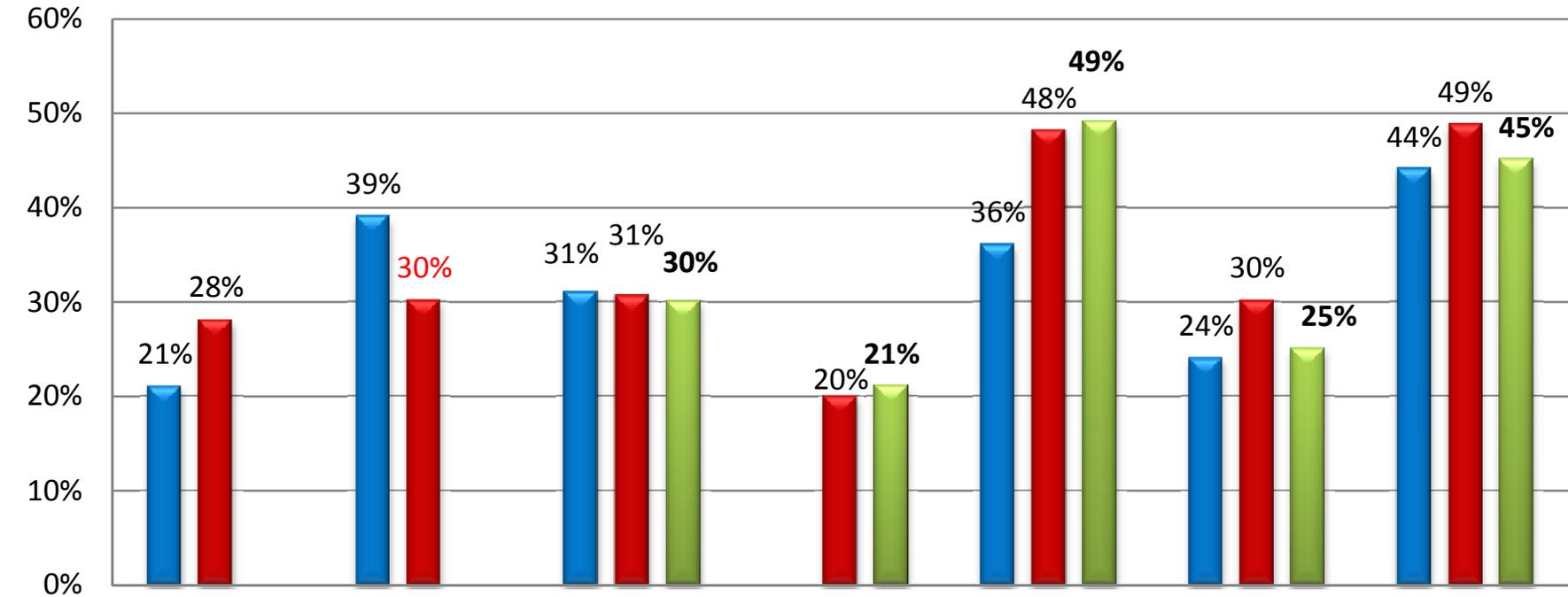


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Farebox Ratio Comparison for Three Years

2007-08 2008-09 2009-10



Route #: Rt 20
Service Area: VV-FF

Route #: Rt 30
Service Area: FF-SAC

Route #: Rt 40
Service Area: VV-BART

Route #: Rt 78
Service Area: VJ-BN -BART

Route #: Rt 80
Service Area: VJ - BART

Route #: Rt 85
Service Area: VJ-FF

Route #: Rt 90
Service Area: FF-BART



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DATE: September 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano County Transit Joint Powers Agreement (JPA)
Consolidation of Benicia and Vallejo Transit Services - Status

Background:

The issue of consolidating some or all of the Solano's transit services had been discussed and proposed for evaluation for several years prior to the STA Board members discussing it formally at the February 2005 Board retreat. At the Board retreat, participants expressed interest and support for transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and that local transit issues and needs would have to be considered and addressed. Later in 2005, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study and approved goals, objectives and evaluation criteria to be incorporated in the scope of work for this study. The Transit Consolidation Study was then conducted and in June 2009, the STA Board approved the following recommendations:

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

Since the STA Board action in June 2009, the STA, and the cities of Benicia and Vallejo have met multiple times. Over the past year a Memorandum of Understanding (MOU) was approved by the three organizations to guide the development of a Solano County Transit Joint Powers Agreement (JPA) and Transition Plan. The JPA is the topic of this staff report.

The development of the MOU, JPA and Transition Plan have been guided by the Solano County Transit Coordinating Committee in coordination with a Management Committee

and a Staff Working Committee. The Coordinating Committee members are Benicia Mayor Patterson, Vallejo Mayor Davis, Benicia Councilmember Ioakimedes, and Vallejo Councilmember Hannigan. The Management Committee consists of the Benicia and Vallejo City Managers and the STA's Executive Director. The Staff Working Committee consisting of transit and management staff from all three agencies with support from legal counsel and consultants.

Over the past year, there has been a consistently high level of cooperation and interest in working toward consolidation and better transit coordination and service. Guiding principles were developed and incorporated into an MOU that was approved by the three agencies (Benicia, Vallejo and STA) to establish a framework for moving toward consolidation (Attachment A). The STA approved the MOU in September 2009 (Attachment B).

A JPA was drafted, reviewed multiple times and approved by the Coordinating Committee in May 2010 (Attachment C). Key points contained in the JPA are:

- The consolidated Benicia/Vallejo transit agency will be known as Solano County Transit (SolTrans);
- The JPA Board will be comprised of the Mayors of Benicia and Vallejo, a City Councilmember from each jurisdiction, and the fifth voting member will be Solano's MTC representative;
- The STA will be an ex-officio member of the Board;

The Coordinating Committee directed that the JPA be forwarded to the member agencies once a Transition Plan was completed. The Transition Plan has been prepared to guide the development of the new SolTrans organization (Attachment D). The Transition Plan covers the following:

- Background
- Structure and Governance
- Financial Management (including a one and 10-year budget)
- Organizational and Human Resources Management
- Service Planning and Operations
- Capital Project Management
- Other Issues: WETA Transition and new Administration Building
- Implementation Schedule

In June 2010, the STA Board approved a contract to retain Phil McGuire to function as the Interim Executive Director of the new JPA. When the JPA is approved by the member agencies, he will work with the new SolTrans Board to begin the steps necessary to build the organization prior to transferring and hiring staff, hiring a permanent Executive Director, transferring service and other contracts, and transferring operating funds and capital assets related to operating service. This transitional process is projected to conclude by the Spring of 2011.

Construction of transit capital projects such as Curtola Park and Ride, Vallejo Station, and Benicia's Park-and-Rides will remain with the cities of Benicia and Vallejo. With the transfer of transit service operations from the Cities to the JPA, the intention is to reimburse both cities for any auditable funds they have advanced to cover transit costs as

well as to start the new JPA on sound financial grounds. To address these and other one-time transitional costs (moving, re-branding, professional services), an estimate has been developed with the Cities and is incorporated into the Transition Plan. STA and SolTrans will approach MTC to assist with these costs and State Transit Assistance Funds (STAF) funds were approved by the STA Board in June 2009 to serve as local match, subject to the JPA being approved by all three agencies as part of a transition plan. During the transition, service levels will remain consistent in both cities. Funding for a joint Short Range Transit Plan (SRTP), requested by the MOU Coordinating Committee, has been secured from MTC and will provide the opportunity for the new agency in its first year to review how the newly combined transit service area may be served.

Subsequent to action by the MOU Coordinating Committee, additional and new issues were raised by Vallejo finance staff, legal counsel and the Vallejo Council's Transit Advisory Committee (VTAC). The STA consultant team and Benicia and Vallejo transit staff have been working to respond to these issues.

Discusson:

This item was brought to the TAC in August. Given that multiple issues remained unresolved, the item was tabled. Subsequently the STA Board at their September meeting approved the STA becoming a member of the JPA contingent upon several conditions (see Attachment E). A Vallejo Council briefing was held on September 14, 2010. Issues raised by Vallejo Finance Department presented at the Council meeting will be addressed when the item is returned to Vallejo Council October 12. Some of the final issues that have been under discussion (budget, impact of Baylink Ferry transferring to WETA) will necessitate modifications to the Transition Plan.

Discussions between the legal counsels of Vallejo and STA to resolve the final language of the JPA document are nearing conclusion. The Coordinating Committee is scheduled to reconvene October 1 to address proposed modifications to the Transition Plan and the JPA. This will be followed by the Benicia City Council action on October 5, Vallejo Council action on October 12 and the STA Board on October 13. If approved, this will enable the new SolTrans JPA to meet in November.

Fiscal Impact:

STA will support the transition as needed with staff time, legal counsel services, and consultant services in support of this effort.

Recommendations:

Informational.

Attachment:

- A. South County Transit Guiding Principles
- B. South County Transit MOU – October 29, 2010
- C. Solano County Transit JPA – approved by Coordinating Committee May 2010
- D. Solano County Transit Transition Plan – July 2, 2010
- E. Solano County Transit JPA STA Conditions

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Solano County Transit

Guiding Principles

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

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Final Benicia/Vallejo Transit Consolidation Evaluation MOU

October 28, 2009

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

THIS AGREEMENT is made and entered into as of this 28th day of Oct., 2009, by and among the municipal corporations of the CITY OF BENICIA ("BENICIA") and the CITY OF VALLEJO ("VALLEJO"), and the SOLANO TRANSPORTATION AUTHORITY, a joint powers entity organized under Government Code section 6500 et seq. and the Congestion Management Agency of Solano County ("STA"). Unless specifically identified, the various public agencies herein may be commonly referred to as "the Parties" or "Authority and Cities" or "Jurisdictions" as the context may require.

RECITALS

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

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

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

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

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

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

services in Benicia and Vallejo; and

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

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

AGREEMENT

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

Part I

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

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

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

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

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

Part II
Guiding Principals

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

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

Part III

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

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

A. Task Area 1: Structure and Governance

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

B. Task Area 2: Public Outreach

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

C. Task Area 3: Finance

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

Task Area 4: Human Resources

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

Task Area 5: Legal

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

Establishment of Joint Powers Agreement (JPA)
Determine how potential United States Department of Labor (USDOL) 13(c) labor protections would be applied to the consolidated entity
Identify organization or entity to provide legal services
Assist in determination of how to best contract for services (exiting service contracts and/or new bids)

Task Area 6: Service Planning and Operations

Establish service objectives and standards including customer service and training standards for a consolidated system
Prepare consolidated Short Range Transit Plan
 Operations
 Capital Improvement Plan (CIP)
Determine how existing service contracts will be transferred and transitioned

Part IV
Interim Service Planning

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

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

Part V
Joint Powers Agreement

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

Part VI
General Terms and Conditions

A. Term of Agreement.

The term of this Agreement shall be as follows:

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

B. Indemnification.

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

C. No Waiver.

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

D. Notices.

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

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

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

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

E. Subcontracts.

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

F. Amendment/Modification.

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

G. Interpretation.

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

H. Severability.

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

I. Local Law Compliance.

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

J. Non-Discrimination Clause.

- a. During the performance of this Agreement, the Parties and their subcontractors shall not deny the benefits thereof to any person on the basis of race, religion,

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

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

K. Access to Records/Retention.

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

L. Conflict of Interest.

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

M. Entirety of Agreement.

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

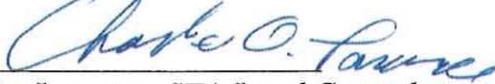
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IN WITNESS WHEREOF, this Agreement was executed by the PARTIES hereto as of the date first above written.

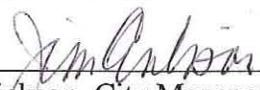
SOLANO TRANSPORTATION AUTHORITY

By: 
Daryl K. Halls, Executive Director

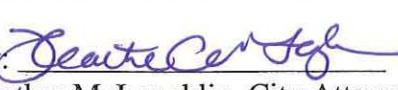
APPROVED AS TO FORM

By: 
Charles Lamoree, STA Legal Counsel

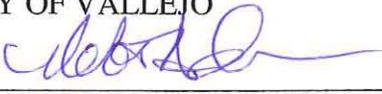
CITY OF BENICIA

By: 
Jim Erickson, City Manager

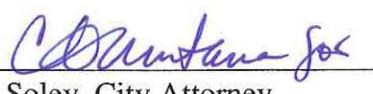
APPROVED AS TO FORM

By: 
Heather McLaughlin, City Attorney

CITY OF VALLEJO

By: 
Robert F. D. Adams, Interim City Manager

APPROVED AS TO FORM

By: 
Fred Soley, City Attorney

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SOLANO COUNTY TRANSIT (“SOLTRANS”)

JOINT POWERS AGREEMENT

(Approved by SolTrans Coordinating Committee on May 17, 2010)

This Joint Powers Agreement is by and among the CITY OF BENICIA, a municipal corporation (hereinafter "BENICIA"), the City of Vallejo, a municipal corporation (hereinafter "VALLEJO"), and the SOLANO TRANSPORTATION AUTHORITY (hereafter "STA"), a joint powers agency and the congestion management agency for Solano County (hereinafter "STA"), which public entities (collectively "Members" or "Member Agencies") have entered into this Joint Powers Agreement ("Agreement") creating Solano County Transit, a joint powers agency. All Members of the Authority are public entities organized and operating under the laws of the State of California and each is a public agency as defined in California Government Code Section 6500.

RECITALS

- A. Government Code Sections 6500-6515 permit two or more local public entities, by agreement, to jointly exercise any power common to them and, thereby, authorizes the Members to enter into this Agreement.
- B. In the performance of their essential governmental functions, Benicia and Vallejo each provide transit services within their respective municipal boundaries and to areas outside of said boundaries in order to perform or participate in intercity, regional transit services.
- C. Among the responsibilities and transportation functions performed by STA, said agency provides planning, funding and management of intercity transit routes and paratransit services and, further, STA is eligible to act as a transit provider.
- D. Public entities have the opportunity to provide transit and related services in a cooperative and coordinated manner, in order to best manage the public resources committed and necessary for delivery of such transit services.
- E. The formation of Solano County Transit enables the Members to take advantage of the opportunities for more economical provision of transit services through economies of scale and to improve and expand the provision of a variety of transit services including, but not limited to, normal and customary intra-city bus transit, intercity transit, paratransit services, dial-a-ride, commuter and passenger ferries, and connecting transit to other transportation providers such as BART and/or the Capitol Corridor commuter train in such manner and at such time as the Members may decide necessary and appropriate for public benefit.
- F. The governing board of each Member has determined that it is in the Member's best interest, and in the public interest, that this Agreement be executed and they become Participating Members of Solano County Transit.

AGREEMENT

1. Formation of the South Solano Transit (SolTrans).
Pursuant to Chapter 5, Division 7, Title 1 of the Government Code of the State of California (commencing with Section 6500) as amended from time to time, and commonly known as the Joint Powers Authority Law, the Members hereby create a joint powers agency which is named Solano County Transit and may otherwise be referred to as "SolTrans" or such other acronym, brand or identifier as determined appropriate by the Board.

2. Parties to Agreement.

In mutual consideration of the promises herein, each Member certifies that it intends to, and does, contract with every other Member which is a signatory to this Agreement and, in addition, with such other Member as may be later added as provided in Section 18. Each Member also certifies that the deletion of any Member from this Agreement does not affect this Agreement or the remaining Members' intent to contract with the other Members then remaining.

3. Purpose; Transfer of Assets; Succession to Existing Contracts.

Solano County Transit will be the agency created by the merger of the presently existing transit services in Benicia and Vallejo through this joint powers agreement. In accordance with a merger schedule, business plan or merger plan approved by the Members contemporaneous with this joint powers agreement, Benicia and Vallejo with transfer, and Solano County Transit will receive, all the transit related assets, personal property, rolling stock and equipment of each presently operating transit service and, thereafter, will operate as a unified entity separate and apart from the originating cities of Benicia and Vallejo. Unless prohibited by law, Solano County Transit shall succeed to and undertake all those transit related agreements in place at the execution of this Agreement. Any debt of a Member to be assumed by Solano County Transit such as but not limited to, funds advanced by Member to their transit system, shall be specifically set forth and described in the approved merger schedule, business plan or merger plan.

4. Transit Employees.

To the degree required by law, existing transit employees of each agency will become employees of the Authority.

5. Membership.

In addition to the originating members Benicia, Vallejo and STA, the following entities, or types of entities, are eligible for membership in Solano County Transit:

- a. Municipal corporations located within the County of Solano;
- b. The County of Solano; or
- c. Any other public entity or public/private partnership providing, or proposed to provide, transit in Solano County.

New members may be added upon the approval of 2/3rds of the Solano County Transit Board and with not less than one vote on the part of each then existing Member agency.

6. Limitation.

Except as otherwise authorized or permitted by the JPA Law and for purposes of, and to the extent required by Government Code Section 6509, Solano County Transit is subject to the restrictions upon the manner of exercising the powers of the Members specified in the Bylaws.

7. Guiding Principles

The following Principles are intended to guide the consolidated Benicia and Vallejo transit services:

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

8. Powers.

Solano County Transit is authorized, in its own name, to do all acts necessary to fulfill the purposes of this Agreement referred to in Section 3 including, but not limited to, each of the following:

- a. Make and enter into contracts;
- b. Incur debts, liabilities and obligations; provided that no debt, liability or obligation of Solano County Transit is a debt, liability or obligation of any Member except as separately agreed to by a Member agreeing to be so obligated;
- c. Acquire, hold, construct, manage, maintain, sell or otherwise dispose of real and personal property by appropriate means, excepting only eminent domain;
- d. Receive contributions and donations of property, funds, services and other forms of assistance from any source including, but not limited to, special or general taxes and assessments; Sue and be sued in its own name;
- e. Employ agents and employees;
- f. Lease real or personal property as lessee and as lessor;
- g. Receive, collect, invest and disburse moneys;
- h. Issue revenue bonds or other forms of indebtedness, as provided by law;
- i. Carry out other duties as required to accomplish other responsibilities as set forth in this Agreement;
- j. Assign, delegate or contract with a Member or third party to perform any of these duties of the Board, including, but not limited to, acting as Executive Director for Solano County Transit;

- k. Exercise all other powers necessary and proper to carry out the provisions of this Agreement;
- l. Claim transit funds from state and federal sources.
- m. These powers will be exercised in the manner provided by applicable law and as expressly set forth in this Agreement or reasonably inferred therefrom.

9. Board of Directors.

The initial Governing Board of Solano County Transit is comprised of five (5) voting directors and one (1) ex-officio, non-voting director. When a director is absent, their alternative may act in their place.

- a. Upon approval of this joint powers agreement, the City Councils of Benicia and Vallejo will appoint two directors and one alternate to be voting members of the Board. Thereafter, each new Member Agency of the Solano County Transit shall appoint two directors and one alternate to be voting members of the Board. The STA Board will appoint the ex-officio member. The directors and/or alternate director appointed by a Member Agency other than the Solano Transportation Authority must be an elected official and a member of the city council or governing board of the member agency. The fifth voting director shall be the Solano County representative to the Metropolitan Transportation Commission (MTC), unless such representative is from either Benicia or Vallejo City Councils or a Supervisorial representative from District 1 or 2, in which case the fifth voting director shall be determined through a process to be established by the balance of the JPA Board. Such process may include the appointment of the MTC representative from the aforementioned jurisdictions at the sole discretion of the remaining JPA Board.
- b. All actions of the Board require the affirmative vote of a majority of the board and at least one vote of director representing each Member Agency.
- c. Directors shall serve a term of two (2) years unless earlier removed by a vote of the remaining directors or replaced by the appointing Member Agency in accordance with that Member Agency's procedures. A voting director is automatically removed if he or she is no longer an elected official or the Solano County representative to the MTC. Directors may serve any number of terms.
- d. Directors and alternate directors are eligible for a stipend of up to \$100 per meeting with a maximum of one compensated meeting per month. The Board may authorize reimbursement of expenses incurred by directors or alternate directors on behalf of the Authority.
- e. The Board may delegate certain powers to specified committees but may not delegate the power to remove Member's representative or amend this joint powers agreement or the Bylaws of Solano County Transit.

10. Committees.

The following committees are hereby established:

- a. Executive Management Committee. The Executive Management Committee periodically meets as necessary to assist in advising the employees or agents and the Board of the Authority, to review proposed budget items, service and fare adjustments, and to otherwise provide management assistance and oversight as necessary. The Executive Committee shall consist of the city managers or designees for Benicia and Vallejo and the Executive Director or designee of the STA.

- b. Technical Advisory Committee. The Technical Advisory Committee will consist of staff representatives appointed by the city manager or executive director of the Member Agencies to coordinate with Agency staff on funding and service issues.
- c. Citizen's Advisory Committee. Each Member Agency will appoint three citizens with demonstrated expertise or special interest in, transit issues and who reside within the boundaries of the agencies that they represent to serve on a Citizen's Advisory Committee (CAC). This will include representatives selected by Benicia, Vallejo and the STA. The CAC will serve as an advisory committee to the Solano County Transit Board and will review and comment to the Solano County Transit Board on the following matters:
 - i. Service and fare adjustments,
 - ii. Development of Short Range Transit Plans, and
 - iii. Review of the agency's annual work plan.
- d. Other Committees. The Board may create other committees from time to time as necessary and appropriate.

11. Officers and Employees

- a. The officers of Solano County Transit are the Board Chair, Vice-Chair, Executive Director, Legal Counsel, Chief Fiscal Officer/Treasurer, and Clerk to the Board. The positions of Chair and Vice-Chair shall be appointed by the members of the Solano County Transit Board from their membership. The Chair and Vice-Chair are directors elected or appointed by the Board at its first meeting and serve the remainder of the year in which appointed and one additional year. Thereafter, terms for Chair and Vice-Chair are one year beginning January 1. The Chair and Vice Chair assume their office upon election by the governing board. If either the Chair or Vice-Chair ceases to be a director, the resulting vacancy will be filled at the next meeting of the Board.
- b. The Board shall appoint an Executive Director and Legal Counsel to the Authority who shall serve at the pleasure of the Authority Board. The Executive Director shall appoint the Authority's Chief Fiscal Officer/Treasurer and the Clerk and who shall serve at the pleasure of the Executive Director.
- c. Board may authorize reimbursement of expenses incurred by officers or employees on behalf of the Authority.
- d. The Board may create such other offices and appoint individuals to such offices it considers either necessary or convenient to carry out the purposes of this Agreement.

12. By-Laws

The Authority Board shall adopt bylaws as necessary and proper for the efficient and effective functioning of the Authority.

13. Limitation on Liability of Members for Debts and Obligations of South Solano Transit Authority.

Pursuant to Government Code Section 6508.1, the debts, liabilities, and obligations of Solano County Transit do not constitute debts, liabilities, or obligations of any party to this Agreement. A Member may separately contract for or assume responsibility for specific debts, liabilities, or obligations of Solano County Transit.

14. Fiscal Year.

The first fiscal year of Solano County Transit is the period from the date of this Agreement through June 30, 2011. Each subsequent fiscal year of the Solano County Transit begins on July 1st and ends on June 30th.

15. Budget.

The Board may adopt, at its sole discretion, an annual or multi-year budget not later than sixty (60) days before the beginning of a fiscal year.

16. Annual Audits and Audit Reports.

The Chief Financial Officer/Treasurer will cause an annual financial audit to be made by an independent certified public accountant with respect to all Solano County Transit receipts, disbursements, other transactions and entries into the books. A report of the financial audit will be filed as a public record with each Member. The audit will be filed no later than required by State law. Solano County Transit will pay the cost of the financial audit and charge the cost against the Members in the same manner as other administrative costs.

17. Establishment and Administration of Funds.

- a. Solano County Transit shall be responsible for the strict accountability of all funds and reports of all receipts and disbursements. It will comply with the provisions of law relating to the establishment and administration of funds, particularly Section 6505 of the California Government Code.
- b. The funds will be accounted for on a full accrual basis.
- c. The Chief Financial Officer/Treasurer will receive, invest, and disburse funds only in accordance with procedures established by the Board and in conformity with applicable state or federal law.
- d. Should Solano County Transit contract with a member agency for the provision of all or some financial services, the funds of Solano County Transit will be maintained in a separate account(s) from those of the member agency itself.

18. New Members.

- a. For the purpose of this section only, all Members admitted after the initial creation of Solano County Transit are New Members.
- b. A public entity meeting the criteria in Section 5 above may be admitted as a New Member upon a two-thirds (2/3) vote of the Board and upon complying with all other requirements established by the Board and the Bylaws.
- c. Each applicant for membership as a New Member must pay all fees and expenses, if any, set by the Board in order to pay for the costs of adding the New Member and to address their participation in the ownership of Solano County Transit assets and liability for any debt of Solano County Transit upon approval as a New Member.

19. Withdrawal From Membership.

Members may withdraw in accordance with conditions set forth in the Bylaws provided that no Member may withdraw if such withdrawal would adversely affect a bond or other indebtedness issued by the Solano County Transit Authority. No withdrawal from membership shall be effective until approval by the Board of a withdrawal schedule, business plan or withdrawal plan approved by the Members Agencies.

20. Termination and Distribution.

- a. This Agreement continues until terminated or the agency is dissolved.
- b. This Agreement it cannot be terminated until such time as all principal of and interest on bonds and other forms of indebtedness issued by Solano County Transit are paid in full or assumed by a successor agency. Thereafter, this Agreement may be terminated by the written consent of two-thirds (2/3) of the Members; provided, however, that this Agreement and Solano County Transit shall continue to exist after termination for the purpose of disposing of all claims, distribution or assets and all other functions necessary to conclude the obligations and affairs of Solano County Transit.
- c. After termination or dissolution of Solano County Transit, any surplus money on deposit in any fund or account of Solano County Transit will be returned to the Member Agencies as required by law. The Board is vested with all powers of Solano County Transit for the purpose of concluding and dissolving the business affairs of the agency.

21. Notices.

Notice to each Member under this Agreement is sufficient if mailed to the Member and separately to the Member's Directors to their respective addresses on file with Solano County Transit.

22. Prohibition Against Assignment.

No Member may assign a right, claim, or interest it may have under this Agreement. No creditor, assignee or third party beneficiary of a Member has a right, claim or title to any part, share, interest, fund or asset of Solano County Transit. However, nothing in this section prevents Solano County Transit from assigning any interest or right it may have under this Agreement to a third party.

23. Amendments.

This Agreement may be amended by an affirmative vote of the governing bodies of two-thirds (2/3rds) of the Members acting through their governing bodies. A proposed amendment must be submitted to each Member at least thirty (30) days in advance of the date when the Member considers it. An amendment is to be effective immediately unless otherwise designated.

24. Severability.

If a portion, term, condition or provision of this Agreement is determined by a court to be illegal or in conflict with a law of the State of California, or is otherwise rendered unenforceable or ineffectual, the validity of the remaining portions, terms, conditions and provisions is not affected.

25. Liability of Solano County Transit.

Subject to limitations thereon contained in any trust agreement or other documents pursuant to which financing of Solano County Transit is implemented, funds of Solano County Transit may be used to defend, indemnify, and hold harmless Solano County Transit, any Member Agency, any Director or alternate, and any employee or officer of the agency for actions taken within the scope of their duties and acting on behalf of Solano County Transit.

26. Governing Law.

This Agreement will be governed by and construed in accordance with the laws of the State of California.

27. Counterparts.

This Agreement may be executed in several counterparts, each of which is an original and all of which constitutes but one and the same instrument.

28. Effective Date.

This Agreement becomes effective and Solano County Transit exists as a separate public entity when approved by the governing boards of the three original Members.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year written below.

SOLANO TRANSPORTATION AUTHORITY

APPROVED AS TO FORM

By: _____
Daryl K. Halls, STA Executive Director

By: _____
Charles Lamoree, STA Legal Counsel

CITY OF BENICIA

By: _____
Jim Erickson, City Manager

By: _____
Heather McLaughlin, City Attorney

CITY OF VALLEJO

By: _____
Robert F. D. Adams, City Manager

By: _____
Fred Soley, City Attorney

2010

ATTACHMENT D

Solano County Transit SolTrans

DRAFT Transition Plan



(Approved by SolTrans Coordinating Committee June 23, 2010)

7/02/2010



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Section 1: INTRODUCTION

1.1 Background

In 2005, the Solano Transportation Authority (STA) Board held a retreat to discuss a variety of policies and financial issues facing Solano County. One of the resulting action items directed STA staff to complete a comprehensive evaluation and consolidation study of Solano County's six transit operators. Currently each transit service is operated by a local City government.

To guide this effort, the STA Board adopted a set of four goals for the consolidation study:

1. To streamline transit service, simplifying and improve access to transit use for riders.
2. To achieve service efficiencies and economics.
3. To provide a central focus on transit service for the County.
4. To create a robust transit service to meet the growing transit needs of the County.

Over the next several years, the study was funded, a consultant retained (DKS Associates) and a countywide transit consolidation study was conducted. The study began with extensive outreach to a broad range of stakeholders, an analysis of existing services, funding trends, and potential opportunities for consolidation of multiple combinations or all of the six transit operators. In Phase II, six major consolidation options were presented and analyzed against criteria established by the STA Board. A Transit Consolidation Steering Committee, consisting of the full STA Board and all the City Managers/and County CAO, guided this effort. In May 2009, the Steering Committee reviewed the findings of Phase II, and forwarded several recommendations to the STA Board for action.

One of the Steering Committee's recommendations was the consolidation of Benicia and Vallejo Transit systems. In June 2009, the STA Board took action to move forward by recommending the consolidation of the Benicia and Vallejo Transit systems. This was with the concurrence of the Board members from these two jurisdictions.

During the course of the Transit Consolidation Study, both Benicia and Vallejo requested an assessment of their transit systems. A consultant, funded by the STA, conducted both assessments. Benicia's current local transit service structure was implemented after the assessment of the service in FY2008-09 and following the inauguration of SolanoExpress Rt. 78. The City of Benicia has operated the Benicia Breeze transit service for many years. It currently operates five routes, two shuttles, dial-a-ride, paratransit service and a taxi scrip program. The majority of service is local with some service to Diablo Valley College (DVC) and Sun Valley Mall in Contra Costa County as well as to Vallejo Medical Centers. The Benicia Breeze service uses a fleet of cutaway buses to deliver service Monday-Saturday. Benicia Breeze carried 80,000 passengers in FY2008-09.

The City of Vallejo has been operating bus service since the 1930's. Vallejo Transit currently operates seven local routes, three intercity routes, ADA paratransit service, and a taxi scrip program. In addition, the City of Vallejo operates the Baylink Ferry and its complementary bus service to San Francisco, Rt. 200. This ferry/Rt. 200 service is in the process of being transitioned to the Water Emergency Transit Authority (WETA) as directed by State legislation. Vallejo Transit has a fleet of approximately 70 large buses for fixed-route service includes 10

buses that are leased to Fairfield and Suisun Transit for Route 90 and 12 buses cutaways for paratransit service. Service is offered Monday-Saturday on all routes with limited service on Sundays. In FY2008-09, the Vallejo Transit bus system carried 1.8 million passengers.

Since the June 2009 STA Board action and recommendation that Benicia and Vallejo transit services be consolidated, the two cities have been actively working together with STA at the policy and staff levels. Meetings were held monthly from June 2009 through October 2009. A policy level committee (Coordinating Committee) guided the effort. The Mayors of Benicia and Vallejo and a councilmember from each City were the Committee members. Two other committees were established: Management Committee and a Working Group. The two City Managers and the STA Executive Director comprise the Management Committee and Benicia, Vallejo, and STA transit staffs and consultants comprise the Working Group.

By the Fall of 2009, the Coordinating Committee had prepared a Memorandum of Understanding (MOU) to guide the development a Joint Powers Agreement (JPA) which would operate the proposed combined transit service. The Coordinating Committee selected Solano County Transit (SolTrans) as the name for the new organization. A JPA was drafted, refined and approved by the Coordinating Committee in May 2010.

Benicia conducted public outreach in fall and winter of 2009/10 to explain the proposed consolidation and address any concerns. Public interest was minimal and issues raised were addressed.

A more extensive public outreach in both Benicia and Vallejo to address transit service issues will be as part of the process of developing the first joint Benicia/Vallejo Short Range Transit Plan (SRTP). This is discussed in further detail in Chapter 5

1.2 Purpose

The purpose of the Transition Plan is to provide the Coordinating Committee and City decision-makers with information on key issues related to governance, finances, organizational responsibilities, and service planning. It also provides a transition plan for the key functions of the agency. As such the Transition Plan will inform decisions about the formation of the consolidated agency and provides a roadmap for transitioning from two city operated transit services to an independent transit authority operated through a Joint Powers Agreement (JPA).

1.3 Transition Plan Organization

The Transition Plan is organized in six sections following this introductory section. A brief description of each section is provided below.

Structure and Governance – This section includes the principles guiding the consolidation, the Joint Powers Authority structure and membership, and discusses the establishment of by-laws for the new organization.

Financial Management – Presents the one-time and ongoing costs of consolidation, a draft 2010-11 budget for the consolidated agency, and ten-year budget outlook. This section provides a description of how the financial management functions will be organized and delivered. The recommended capital asset ownership is also discussed.

Organization and Human Resources Management – Presents the organization structure and staffing plan, a plan for transitioning existing employees to the new agency, and describes how the human resources and benefits administration function will be carried out. The development of human resources policies and procedures is also discussed.

Service Planning and Operations – This section discusses the development of the Short Range Transit Plan for the new agency and presents options for managing the transit operating contracts.

Capital Project Management – Addresses how capital projects will be managed for the new agency.

Other Issues – This section addresses the transition of ferry service to WETA and discusses the Downtown Bus Transfer Center Administration Building

Implementation Schedule – A schedule is provided for the key activities required to ensure that the new agency is fully functioning before the end of FY2010-11.

Section 2: STRUCTURE AND GOVERNANCE

The decision to consider consolidating Benicia Breeze and Vallejo Transit took place over several years, beginning with the initial recommendations contained in the Solano County Transit Consolidation Plan. An initial undertaking of the Cities of Benicia and Vallejo was to start with the establishment of a Memorandum of Understanding (MOU) laying out the intent of the two parties to work cooperatively toward consolidating under a formal Joint Powers Agreement (JPA). A key component of the MOU is the Guiding Principles that the Steering Committee developed early in the planning process.

2.1 Guiding Principles for Consolidation

The Coordinating Committee adopted the following guiding principles in July 2009, and incorporated these principles into the Memorandum of Understanding adopted by the City of Benicia, City of Vallejo, and STA Board.

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

inconveniences due to the transition. If possible, service levels shall be maintained and expanded.

7. The consolidated transit service shall maximize opportunities for regional funding.

These principles will continue to be in effect as the agencies transition from city operated transit services to a consolidated transit agency operated through a Joint Powers Agreement.

2.2 Form of Governance

The Coordinating Committee opted to recommend a Joint Powers Authority as the form of governance of the new agency. The government Code of the State of California, Chapter 5, Division 7, title 1 commencing with Section 6500 permits two or more local public entities, by agreement, to jointly exercise any power common to them. This State law is commonly known as the Joint Powers Authority Law.

The City of Benicia, the City of Vallejo, and the Solano Transportation Authority are members of the Joint Powers Authority and each member agency will approve the Joint Powers Agreement to form Solano County Transit (SolTrans). New members may be added upon the approval of two-thirds of the Solano County Transit Board and with not less than one vote on the part of each then existing member agency.

2.3 Board Membership and Terms

The initial Governing Board of Solano County Transit will be comprised of five voting directors and one ex-officio, non-voting director. The Cities of Benicia and Vallejo will each appoint two directors and one alternate to be voting members of the Board. Each City's alternate shall vote only in the absence of one of the directors from their City. The STA Board will approve the ex-officio member. The directors and/or alternate director appointed by a member agency other than the Solano Transportation Authority must be an elected official and a member of the City Council or governing Board of the member agency. The fifth voting director shall be the Solano County representative to the Metropolitan Transportation Commission (MTC), unless such representative is from either Benicia or Vallejo City Councils or a Supervisorial representative from District 1 or District 2, in which case the fifth voting director shall be determined through a process to be established by the balance of the JPA Board.

Directors shall serve a term of two years unless removed by a vote of the remaining directors or replaced by the appointing member agency. Directors may serve any number of terms.

An Executive Management Committee, Technical Advisory Committee, and Citizen's Advisory Committee are established in the Joint Powers Agreement. The Board may create other committees from time to time as necessary and appropriate.

2.4 By-Laws and Policies and Procedures

The Solano County Transit Board shall adopt by-laws as necessary and proper for the efficient and effective functioning of the agency. The by-laws may establish among other things, the conditions for withdrawal of a member, the scheduling of Board meetings, quorum requirements, provisions for amending the by-laws, requirements for records and reports, and the conflict of interest code. The Board may amend the by-laws from time to time.

Section 3: FINANCIAL MANAGEMENT

In recent years, all California and Bay Area transit agencies have been operating within serious fiscal constraints due to the current economic conditions. Both Benicia Breeze and Vallejo Transit are facing funding shortfalls in the near term. As a consolidated agency, SolTrans will face similar revenue constraints, but will also have greater opportunity to improve the efficiency of its combined services and to take advantage of potential new funding sources and existing regional sources of funds. The financial impacts of consolidation, a draft FY2010-11 budget, financial management requirements and issues, and capital asset ownership are addressed in this section.

3.1 Financial Impacts of Consolidation

Consolidation of Benicia Breeze and Vallejo Transit provides opportunities for cost savings and will also result in new requirements and additional costs. The draft FY2010-11 budgets for both entities were reviewed and analyzed for purposes of identifying revenues available and estimated costs and cost savings that might be realized from the consolidation. Based on this review, a consolidated FY2010-11 budget was developed.

In general, the financial impacts of consolidation fall into two areas: one-time costs, and ongoing or recurring costs.

Ongoing Cost Impacts

A review of the two transit agencies' budgets indicated that certain administrative costs could be eliminated with consolidation, and other administrative costs may increase. Some Vallejo allocated administrative overhead costs were identified as potential reductions.

As an independent agency, and based on existing staffing, one additional staff position is recommended to meet the functional needs of the new agency. Initially, information technology, legal, and audit costs are expected to be greater than the current level of expenditure of the two transit agencies. The economies of scale experienced by the cities for these items are not expected to be achieved by the separate and independent agency. The amount of administrative savings in Vallejo overhead costs are projected to be greater than or equal to the anticipated increased administrative costs of the new agency.

Vallejo Transit and Benicia Breeze contract for fixed route and paratransit services with MV Transit. The contract between Benicia Breeze and MV Transit is not providing service as cost effectively as the contract between Vallejo Transit and MV Transit. Alternative contracting terms and structures are proposed to be examined to develop the most cost-effective means for operating the consolidated service. Savings are projected to be achieved through these contract alternatives. At this time, these savings are not reflected in the draft FY2010-11 budget for SolTrans, but will be addressed through future contract negotiations after the JPA is formed.

One-Time Costs

To initiate services as a new agency, there will be certain start-up costs and potential requirements to retire debt incurred previously by the two transit agencies. The one-time costs for SolTrans start up are estimated to be between the range of \$1,248,500 - \$1,486,500. These costs are presented separate from the annual FY2010-11 budget to provide a more accurate picture of the annual ongoing budget of the agency. It is recommended the new agency work with STA and the Metropolitan Transportation Commission (MTC) to seek regional funding to offset the one-time transitional costs and as such these revenues are not included in the FY2010-11 annual budget.

A summary of the estimated one-time expenses is provided below.

One-Time Expense	Low Estimate	High Estimate
• Debt Retirement (<i>To be substantiated with auditable documentation</i>)	\$850,000	\$850,000
• Office Relocation	\$93,500	\$167,000
• Re-Branding of new transit services	\$195,000	\$279,500
• Professional Services (legal, HR, etc.)	\$110,000	\$190,000
TOTAL	\$1,248,500	\$1,486,500

3.2 Draft FY2010-11 Budget and Financial Plan

A consolidated budget based on the draft budgets for Benicia Breeze and Vallejo Transit for FY2010-11 was developed and reviewed extensively by the Staff Working and Management Committees. The Summary Budget for FY2010-11 is shown in Appendix A.

Key assumptions used in developing the budget are:

- All transit revenues currently available to both transit systems will be dedicated to the new authority;
- Vallejo Ferry service will continue in local operation through FY2010-11;
- 7 full time staff positions (a combination of 5 existing positions at Vallejo Transit, 1 position at Benicia Breeze, and 1 new position) will serve SolTrans;
- Financial services, benefits administration, payroll, information technology and legal services will be provided through contracts;
- Existing transit operating service contracts will continue as currently structured. Potential savings will be reflected when options are fully assessed and implementation is imminent;
- Modest changes in transit service levels will be implemented, and expenses will be kept within budgeted revenues.

The FY2010-11 budget is balanced, and Transportation Development Act (TDA) reserves of \$4.8 million are projected to be available at fiscal year end.

3.3 Ten Year Outlook

Using the FY2010-11 combined budget as a base, the costs and revenues were estimated for the ten year period ending in FY2018-19. Due to declines in TDA revenues, the elimination of State Transit Assistance funds (STAF) for a period, the uncertainties of when STAF funding might resume, and the exhaustion of American Recovery and Reinvestment Act (ARRA) federal economic stimulus funds, both Benicia Breeze and Vallejo Transit face annual operating deficits in the near term. Specifically, Benicia Breeze would be in a deficit position in FY2011-12 without cost cutting measures or new/increased revenues. Vallejo Transit has approximately \$4.8 million in TDA reserves in FY2010-11. These TDA reserves have been generated by utilizing the one-time only ARRA funds first. Drawing down on those reserves over time would defer a deficit position until FY2012-13.

The potential for reducing operating service contract costs over the next year will have a positive impact on the SolTrans budget, and would likely avoid a deficit for the agency until FY2013-14 if no other measures were taken. By conducting a joint Short Range Transit Plan, it is recommended SolTrans evaluate all available revenue sources, fare structure, service levels and service delivery, and the capital plan for new agency over the next ten years.

An important goal of the Short Range Transit Plan (SRTP) process is to balance resources with expenditures through cost effective and equitable service provision. In addition, establishing reasonable operating reserves for SolTrans will be an important financial objective. The operating reserve will address unforeseen circumstances impacting costs or revenues and will allow for logical, well planned responses to changes in financial position. The SolTrans Board of Directors will need to establish a financial reserve policy including a minimum and maximum amount to be funded as well as processes and conditions for allocating reserve funds.

Findings from the draft FY2010-11 budget and initial ten year outlook indicate that:

- Some new/increased administrative costs of the consolidated transit agency are projected to be offset by administrative overhead savings;
- Opportunities exist for cost savings in operating service contracts;
- Regional and countywide funding for one-time consolidation costs need to be identified;
- Financial issues facing the consolidated agency are similar to those the two existing agencies would face independently if consolidation were not to occur; however opportunities to address this shortfall should be increased through consolidation
- Existing reserves will be exhausted and deficits are predicted to occur in 1 – 3 years without cost cutting measures or revenue enhancements.

3.4 Financial Management Services

The existing transit agencies are provided with a range of financial services from their respective cities. Both cities charge the transit operation with a share of the costs for providing those services. As proposed, the new joint powers agency will be independent of the operations of the

two cities and will need to establish an independent finance accounting section within the new agency. However, due to the size of the new agency, it is not cost effective for all finance functions to be initially performed “in-house”; rather, certain services will be best provided by others under contract to the new agency.

The SolTrans staffing plan recommends a Finance Manager who is responsible for performing the majority of the finance functions with minimal staff support within the agency. An in-house grants administrator will perform grants acquisition and management. The transit operating service contractors are responsible for fare collection, fare handling, and cash deposits of fares to the bank. The Finance Manager, however, will need to be supported with an accounting system, payroll processing, and other cash management services.

The Staff Working Committee considered alternatives for procuring financial services for SolTrans, including issuing a Request for Proposals (RFP) to the two cities and any other public entities that might be interested and capable of providing these services. Although the Cities of Benicia and Vallejo staff initially agreed that an RFP process was not necessary in the short term, and that Vallejo would provide accounting services and Benicia would provide cash for payments to be reimbursed with grant funds this approach was abandoned at the City of Vallejo’s request. SolTrans will issue an RFP for these services and select a contractor for these services. The contract costs are estimated to be within the current budget for these items.

Accounting Services

The draft scope of services that will be needed by SolTrans includes the following:

1. Manage the general ledger, accounts payable, accounts receivable, and payroll of SolTrans using the City’s accounting system.
2. Establish and maintain internal controls.
3. Maintain banking relationships required to carry out the services of this contract.
4. Support SolTrans in the preparation of annual financial statements.
5. Support SolTrans in the development of annual budgets.
6. Coordinate with SolTrans on payroll processing.
7. Provide regular financial reports as required by SolTrans, including monthly financial reports.
8. Establish an A-87 Indirect Cost Allocation plan for SolTrans, if needed.
9. Provide cash management for the JPA, including payments for operating and capital needs of the agency that are reimbursed by grants and other sources of funds.

Armored car services will be provided under a contract between SolTrans and a private provider, similar to the current practice with Vallejo Transit.

Procurement Management

As a Federal Transit Administration (FTA) grantee, SolTrans will need to meet FTA’s procurement requirements. These requirements are significant and require specialized training and expertise to manage. As recommended by FTA, SolTrans should employ an experienced Procurement Manager responsible for this function.

3.5 Asset Ownership

Benicia Breeze and Vallejo Transit own assets typical of all transit agencies. The majority of these assets were procured with federal, State, or regional transit grant funds and are recommended to be transferred to the new agency. A summary of the assets to be transferred is shown below.

Currently Owned By Vallejo Transit	
Asset	Location
• 60 Transit Buses	1850 Broadway
• 10 Transit Buses	Leased to Fairfield and Suisun Transit
• 28 In-Bus Monitoring Cameras	
• 12 Paratransit Vans	3215 Sonoma Boulevard
• 8 Service Vehicles	1850 Broadway
• Admin/Maintenance Facility <ul style="list-style-type: none"> - Land, building - Paving, fencing, lighting - Vehicle washer - Bus Terminal - Maintenance equipment - Computer software 	1850 Broadway
• Security Tower	York and Marin
• Security Tower	Curtola and Lemon
• Sereno Transit Center	Sereno Street
• Bus Shelter (400)	Various Bus Stops

Currently Owned By Benicia Breeze	
Asset	Location
7 Transit Buses	
• 10 Paratransit Vans	
• 1 Service Vehicle	
• Bus Shelters	Various Bus Stops

These assets will need to be transferred in accordance with the requirements of the grants with which they were funded. The asset transfers will be recorded in the accounting records and fixed asset inventories of both cities and SolTrans.

The Vallejo Station and the Downtown Bus Transfer Center are currently included as assets of the Public Works Department of the City of Vallejo. The Vallejo Station is under development and will serve bus and ferry riders. It is funded with a variety of sources of federal, State and regional funds. The Downtown Bus Transfer Center is under construction. Improvements to Curtola Park and Ride have been funded for development. The City of Vallejo is managing the development of these projects and is likely to operate and maintain the facilities. At this time, it is recommended that the Vallejo Station, the Downtown Bus Transfer Center, and Curtola Park and Ride remain as assets of the City of Vallejo. Transfer of the Downtown Bus Transfer Facility may be considered by SolTrans and the City of Vallejo in the future. Opportunities to generate revenue at these facilities for the purpose of covering maintenance or other transit costs should be reviewed.

3.6 Grantee Status

Both Benicia Breeze and Vallejo Transit are grantees of the Federal Transit Administration (FTA), Caltrans, and MTC. It is recommended that existing open grants with Benicia Breeze and Vallejo Transit will be transferred to SolTrans once the new JPA has gained status as a new grantee. Existing grants must be inventoried, those ready to be closed will be closed, and a determination on whether open grants will be transferred or will remain with the two cities will be made. Examples of grants that may remain with the cities include Vallejo Station grants, grants for projects (assets) that will remain with the cities, and grants that are within six months of completion and close out.

It is recommended that Vallejo, Benicia, and STA staff schedule a meeting with FTA Region IX to discuss the potential consolidation efforts transpiring between Vallejo and Benicia to update FTA and to receive guidance and recommendations of how to proceed.

There are five (5) basic steps in becoming a FTA grantee: Step 1: Demonstrate Legal Capacity; Step 2: Comply with Civil Rights; Step 3: Demonstrate Financial Capacity; Step 4: Demonstrate Technical Capacity; and Step 5: Transportation Electronic Award and

Management (TEAM). These steps can all be accomplished by the new JPA and are briefly described below.

1. **Demonstrate Legal Capacity:** Legal capacity is demonstrated by submitting an authorizing resolution to FTA which provides the basis for the new grantee mission and goals and develops the legal authority to specify the programs the grantee is eligible for federal funding. The legal counsel also certifies that the grantee will comply with federal regulations in the FTA Master Agreement.
2. **Comply with Civil Rights:** Benicia and Vallejo should already have signed policies statements assuring complaints with Title VI of the Civil Right Act of 1964. However, the two cities could have different procedures. For example, their public notification process and/or complaint process could be different between the two cities. The Board would need to select Benicia's or Vallejo procedures, or blend the two together. A new Disadvantaged Business Enterprise (DBE) Plan and Annual Goal would need to be established for the new entity along with Equal Employment Opportunity (EEO) plan.
3. **Demonstrate Financial Capacity:** Each new grantee must be capable of proving they can provide the local share portion of the projects they apply to FTA for. To demonstrate financial capacity, a three to five year financial profile is required for FTA and Region IX for approval.
4. **Demonstrating Technical Capacity:** This process is related to the Federal Certification and Assurances certified by legal counsel. There are 24 areas covered by the Triennial Review. The triennial review is one of the Federal Transit Administration's (FTA) management tools for examining grantee performance and adherence to current FTA requirements and policies. Mandated by Congress in 1982, the triennial review occurs once every three years. It examines how recipients meet statutory and administrative requirements, especially those that are included in the Annual Certifications and Assurances those grantees submit.

Benicia and Vallejo recent Triennial Review recommendations should be reviewed and the status of corrective implementation updated.

24 areas covered by triennial review by STA:

- | | |
|--------------------------------------|---|
| 1. Legal | 13. Fare Increases and Major Service Reductions |
| 2. Financial | 14. Half Fare |
| 3. Technical | 15. Americans with Disabilities Act |
| 4. Satisfactory Continuing Control | 16. Charter Bus |
| 5. Maintenance | 17. School Bus |
| 6. Procurement | 18. National Transit Database |
| 7. Disadvantaged Business Enterprise | 19. Safety and Security |
| 8. Buy America | 20. Drug-Free Workplace |
| 9. Debarment/ Suspension | 21. Drug and Alcohol Program |
| 10. Lobbying | 22. Equal Employment Opportunity |
| 11. Planning/Program of Projects | 23. ITS Architecture |
| 12. Title VI | 24. ARRA |

In some of these areas, the manuals will need to be rewritten to replace the current city with the new entity name.

5. **Set up Transportation Electronic Award and Management (TEAM) accounts.** The new entity will need to complete forms to set up accounts for each person in the organization who will have access to TEAM and who will have access to Electronic Clearing House Operation (ECHO). TEAM web based program that is designed for grant management. In TEAM, the grantee will apply for grant and submit milestones reports to FTA. The ECHO system is the electronic reimbursement system set up for drawing down FTA funds after the funds have been expended. The funds are then wired to the grantee bank account within one to two business days. The new entity will also need a Data Universal Numbering System DUNS number to apply for FTA funding. This procedure takes up two to three weeks.

Section 4: ORGANIZATION AND HUMAN RESOURCES MANAGEMENT

4.1 Organization and Staffing Plan

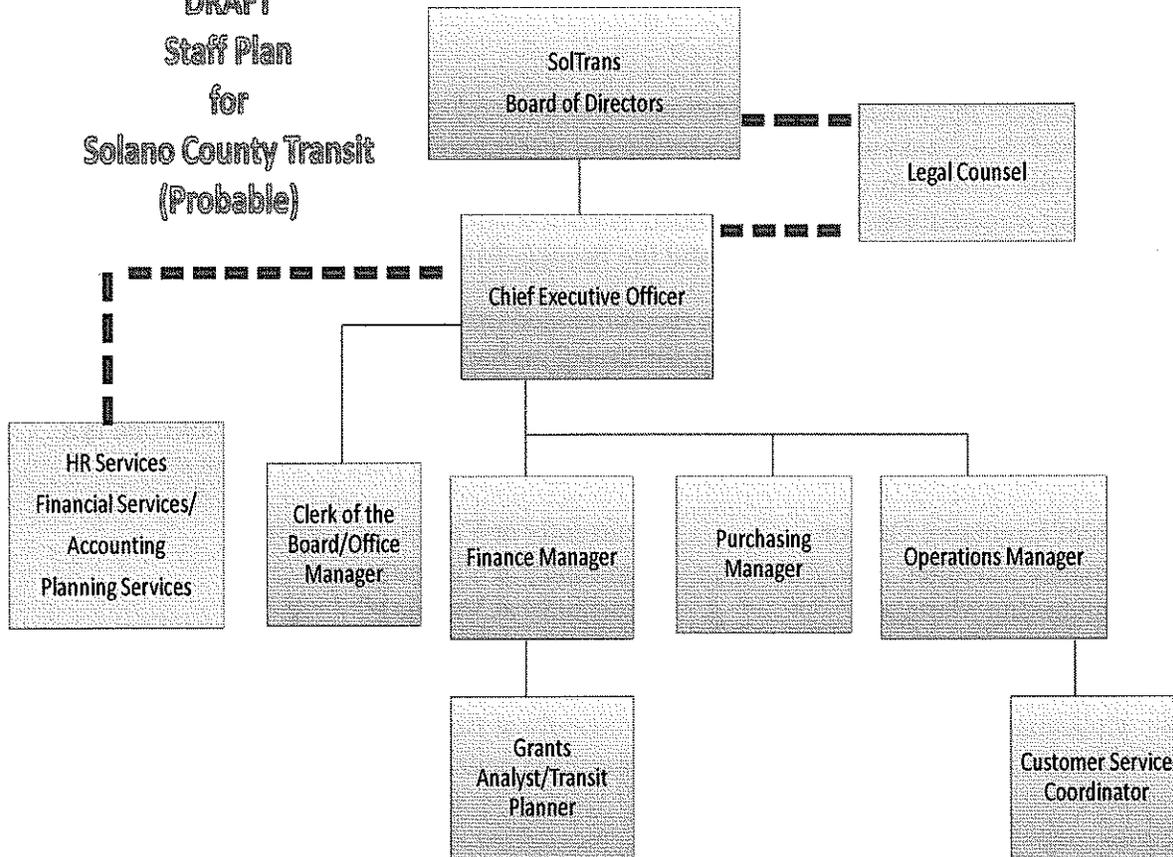
In order to address the issues of organizational structure and staffing for the proposed Solano County Transit (SolTrans) joint powers agreement, a comparison study was performed of transit properties in the North Bay and Contra Costa County of similar size and scope. A concurrent job analysis study was performed which included interviews of all incumbent staff and management of Vallejo City Transportation Division and the Benicia Breeze.

Based on the results of these studies, it is recommended that the consolidated agency be comprised initially of seven employees as illustrated on the attached Draft Staff Plan for Solano County Transit. Of these seven, five represent the current positions at Vallejo City Transportation Division; one represents the current position at Benicia Breeze; and one is a proposed new position. More specifically, the proposed staffing plan is as follows:

- Chief Executive Officer (currently at Vallejo (vacant))
- Finance Manager (currently at Vallejo)
- Purchasing Manager (currently at Vallejo)
- Operations Manager (currently at Vallejo)
- Grants Analyst/Transit Planner (currently at Vallejo (vacant))
- Customer Service Coordinator (currently at Benicia Breeze (vacant))
- Clerk of the Board/Office Manager (proposed new position)

Initially, legal, financial and human resources services, and certain transit planning services are recommended to be provided through contractual agreements. These functions will report to the Chief Executive Officer and Board of Directors as depicted on the Draft Staff Plan. Over time, it is expected that SolTrans may bid out for some or all of these services. One of the first tasks of the JPA will be to confirm or modify the proposed staffing.

DRAFT
Staff Plan
for
Solano County Transit
(Probable)



4.2 Position Descriptions

Detailed Position Descriptions have been drafted for the proposed staffing plan described above. In some cases, the titles have been modified; however, the functional responsibilities remain similar to the incumbent positions. These Position Descriptions are subject to final review and approval by the SolTrans Board of Directors or its designee.

A Clerk of the Board/Office Manager position has been added to address the new function of the agency board administration. Organization of Board agendas and materials, serving as Clerk at the Board meetings, and compiling meeting minutes are some of the responsibilities of this position. In addition, this position will provide administrative management and support to the office.

4.3 Salaries and Benefits

A salary and benefits package for the seven proposed positions is being developed for approval by the new JPA. Three of the positions are currently filled by existing staff from the City of Vallejo. The intent is to cause no harm to any existing employees who transfer from the City of Vallejo to the SolTrans JPA. Although the details are not specified in this Transition Plan, the SolTrans salary and benefit package is intended to be equivalent to the existing actual salary and benefit package. This can be offered and accommodated in the proposed SolTrans budget.

4.4 Transfer of Existing Employees

Job descriptions have been drafted and will be approved by the new JPA before the transfer of existing employees. A salary range with a compensation package will be approved. It is recommended that an Executive Director be selected prior to the transitioning of employees to enable this individual to coordinate the application and selection process for the remaining staff. An interim Executive Director has been retained to help complete the transition and to facilitate the recruitment of the permanent Executive Director.

The SolTrans JPA will adopt a policy for transitioning existing employees of City of Benicia/Benicia Breeze and City of Vallejo/Vallejo Transit to the new JPA. The policy will be developed and implemented in coordination with the Cities of Benicia and Vallejo. The intent of the policy will be to transition employees with minimal disruption, equal employment opportunities considerations and consistency in policy administration. This policy will be utilized to transition staff with employee status at the Cities of Benicia and Vallejo that work to support transit operations at the time of the transition.

The SolTrans Board will approve the process and a policy for transitioning employees. It will identify an application process for existing employees only and a time period for acting on these applications. All existing employees will be required to complete an application for the position they are interested in transitioning to if they wish to be considered for a position with the new JPA. The new Executive Director will interview the incumbents and decide upon the appointments. Transitioning employees will be given notification in writing of the results of their application and interview. If they have been selected, their compensation package will be specified in the offer. This process is projected to be brief from beginning to end (approximately

a week). It will be concluded prior to recruitment to fill vacancies from outside applicants. New SolTrans employees will be subject to all personnel policies and procedures adopted by the JPA.

4.5 Provision of Human Resources Services

The Human Resources functions shall be contracted out on an as-needed basis. Such services shall include, but are not limited to, salary and benefits administration. Consultations and guidance on general human resources matters will be performed on an as-needed basis. SolTrans shall also have the option of obtaining consulting assistance and guidance on additional human resource issues, such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

4.6 Human Resources Policies and Procedures

The SolTrans JPA will need to adopt Human Resources Policies and Procedures. These may be initially drawn from Policies and Procedures used by the member agencies. The areas that will need to be covered will include, but may not be limited to, the following subjects:

- Employment At Will
- Equal Employment Opportunity
- Americans with Disabilities
- Employment Eligibility and Registry
- Recruitment and Selection
- Introductory Period
- Job classification Administration
- Compensation Policy
- Performance Evaluation Program
- Personnel Records
- Hours of Work
- Alternative Work Weeks
- Overtime Pay
- Attendance & Tardiness
- Poor Performance and Discipline Issues
- Grievance Procedure
- Resignation/Termination
- Retirement and Social Security
- Health and Welfare Benefits
- Workers' Compensation
- Holidays
- Vacations and Management Leave
- Sick Leave
- Professional Training & Development
- Expense Reimbursement
- Security and Privacy
- Computer and Email Policy
- Safety and Workplace Violence
- Dress Code
- Driving Policy

Section 5: SERVICE PLANNING AND OPERATIONS

5.1 Existing Services

Benicia Breeze

The City of Benicia provides primarily local public transportation services. The City values and is committed to providing public transportation mobility to its residents and employers. The City provides four different services:

- Fixed Route Bus
- Dial-a-Ride
- Paratransit
- Subsidized Local and Intercity Taxi

Local flex route bus services are provided throughout Benicia. One fixed-route and a few weekly special shuttles connect Benicia to Contra Costa County at Sun Valley Mall and Diablo Community College in Pleasant Hill and to Vallejo medical facilities. The fleet consists of 17 vehicles and primarily cutaways are used on all services. In FY2009-10, Benicia Breeze is projected to carry 87,000 passenger trips. MV Transportation Inc. is the current contractor for all services except taxi. The current service contract's base terms expire June 30, 2011.

Dial-a-ride service operates on the flex routes during the midday, evenings, and Saturdays. Paratransit service connects Benicia residents to Vallejo for out of city trips.

The local (within Benicia and Vallejo city limits) taxi program provides a 50% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

There have been no recent service changes and none are proposed at this time. The August 2009 Benicia Breeze schedule will be incorporated into the inventory of service at the initiation of the JPA

Vallejo Transit

The City of Vallejo provides a comprehensive mix of both local and regional public transportation services. The City's continued dedication to improving its transportation services have helped turn Vallejo into one of the most important regional transit hubs in the San Francisco Bay Area. The City provides four different services:

- Fixed Route Bus
- Demand Response Paratransit
- Subsidized Local and Intercity Taxi
- Ferry

Local bus service is provided throughout most of Vallejo. Regional bus service directly connects Vallejo to Benicia, Fairfield, and multiple locations in Contra Costa County at BART Stations

(El Cerrito del Norte, Pleasant Hill, and Walnut Creek). The fleet consists of 70 vehicles. In the last fiscal year, Vallejo Transit provided 1,658,505 passenger trips. Vallejo Citizens Transit Corporation (VCTC) a subsidiary of MV Transportation Inc. is the current contractor. The contract was awarded on February 5, 2008 for a period of three years, commencing on April 1, 2008 through March 31, 2011.

Demand response service utilizes 12 vehicles to provide complementary ADA paratransit within a ¾ mile corridor of the fixed route service area. In the last fiscal year, Vallejo RunAbout provided 28,783 passenger trips. MV Transportation is the current contractor and their initial contract term expires June 30, 2011.

The local subsidized taxi program provides a 40% fare subsidy to disabled and elderly persons age 65 or older for trips within the city limits. The Intercity ADA Taxi Scrip Program provides an 85% fare subsidy to ADA certified residents offering an alternative to traditional paratransit.

The City of Vallejo has been operating the Baylink Ferry service since 1986. The Baylink Ferry operates between Vallejo and San Francisco with complementary bus service on Rt. 200. The Ferry will not be part of the SolTrans JPA as State legislation has directed that the Baylink Ferry operation be transferred to the Water Emergency Transportation Authority (WETA). This will be discussed in further detail in Chapter 7 in this Transition Plan.

Vallejo Transit had considered plans to undertake a service change in Summer 2010 or later in the fiscal year. A service change proposal was reviewed by the SolTrans Coordinating Committee in May 2010. Public meetings would be held prior to a Vallejo City Council action for implementation that had been tentatively planned for August 2010 that is now planned for later in the fiscal year.

5.2 Status of Service Planning and Planning Studies

One of the first tasks of the new JPA will be to prepare a joint Short Range Transit Plan for the combined services. Vallejo Transit had been scheduled to complete a mini-SRTP to cover the Benicia/Vallejo service area in FY2010-11. The development of a full Benicia/Vallejo SRTP would be managed by the new JPA and be the first opportunity to review how services, fleets, and other capital can be combined to maximize cost efficiencies and streamline service for the public.

5.3 Operating Contract Opportunities

The staff has reviewed the operating contracts with MV. There are three contracts that cover the various services in Vallejo and Benicia. The City of Vallejo has two contracts; one providing fixed route services, the other providing RunAbout paratransit service. The City of Benicia has one contract covering all of its services. A comparison of key contract provisions between the three documents has been prepared. There are several options for the transition of these contracts to the JPA. A brief review of the options follows:

Option 1: Roll the RunAbout and Benicia contracts into the Vallejo fixed route agreement. This option has been explored with City procurement staff and in a general

inquiry to Federal Transit Administration (FTA). The feedback from both sources is that this would constitute a cardinal change in the agreement for fixed route services and that FTA would require that the contract be rebid.

Option 2: Split the Benicia services between fixed route and paratransit and roll the respective portions into either the Vallejo fixed route agreement or the RunAbout agreement. This would align the services with the comparable Vallejo agreement. Both the Vallejo RunAbout and Benicia Breeze contracts envisioned the possible incorporation of the Vallejo and Benicia service when originally put out to bid. So certain provisions in the agreement set the stage for such consolidation. Adding the Benicia fixed route portion to the Vallejo fixed route contract would likely be an immaterial change not triggering an FTA requirement to rebid nor a renegotiation of the contract rate due to the relative size of the fixed route portion of the Benicia contract.

Option 3: Roll the entire Benicia contract into the RunAbout contract. This option would be based in part on the concept that the Benicia service pattern and approach is better suited and more like the RunAbout contract than it is the Vallejo fixed route service. Taking this approach would not involve any union implications if the service remains at the Bennett Street location currently shared by Vallejo RunAbout and Benicia Breeze as the only employees represented by a bargaining unit today are the Vallejo fixed route employees.

Option 4: Continue operating all three contracts separately but under the management of the JPA. All three agreements contain provisions allowing the assignment of the contracts to a new governmental agency if one is created. This would be a simple alternative and not require doing anything to the agreements at this time. This approach would not realize the benefits of consolidating to save cost.

The base terms of all three of the operating contracts expire in 2011. The Vallejo fixed route contract expires on March 31, 2011. The Vallejo RunAbout contract and the Benicia Breeze contracts both expire on June 30, 2011. If significant adjustments to the agreements and consequently the total operating cost cannot be achieved in negotiations with MV, the services could all be combined into a single RFP and a new solicitation could be conducted in anticipation of the contract expiration date of June 30, 2011. A three-month extension would have to be negotiated to extend the fixed route contract to the June 30 date.

The contracts have been reviewed and a comparison matrix prepared. The service contracts are expected to continue in their current form at the time of the SolTrans JPA formation. After SolTrans JPA staff has been established to oversee the contracts, the service contracts will be transferred to the JPA. Both of these actions are projected to occur in the Spring of 2011. The transfer could be done via simple reassignment as outlined in Option 4 above or Options 1, 2 or 3 may be the preferred approach by the new SolTrans JPA. This is recommended to be determined by the new JPA after it is formed.

Section 6: CAPITAL PROJECTS DELIVERY

6.1 Facilities

Benicia Breeze and Vallejo Transit are responsible for the construction of capital projects required to meet the transit system operating needs and for the purchase of bus and paratransit fleets (revenue vehicles), other vehicles and equipment. The new agency will have similar responsibilities.

As provided for in the Joint Powers Agreement and as described in Section 3 of this plan, the assets currently owned by the two agencies will be transferred to Solano County Transit. Maintenance of these capital assets will be the responsibility of the new agency.

The City of Vallejo Public Works Department is responsible for the design and construction of the Vallejo Station Intermodal Facility, a multimodal waterfront transportation facility intended to be the principal transit hub serving the City of Vallejo as well as providing a gateway to the North Bay and Solano County. Funded with a variety of transit capital funding sources, the station is currently under construction and is planned to be completed in 2011. The project will continue to be managed by the City of Vallejo while Vallejo Transit and Benicia Breeze transition to SolTrans. Once completed, agreements between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the station will be needed.

Similarly, expansion plans for the Curtola Park and Ride Facility are currently under the management of the City of Vallejo Public Works Department. The project will continue to be managed by the City of Vallejo while the transit consolidation proceeds. Once complete, agreements will be needed between the City and SolTrans for the asset ownership, leasing, management, operation and maintenance of the facility.

Management of future construction projects undertaken by SolTrans will follow requirements of the funding agencies contributing to the project. For example, projects funded with Federal Transit Administration Authority funds must follow FTA guidelines including third party contracting guidelines. Future construction projects may involve contracts with the Cities in which the project is located for project management assistance, and or for other phases of project delivery.

6.2 Vehicle Procurements

Procurement of vehicles and equipment will be managed by SolTrans, and are not anticipated to require assistance from Benicia or Vallejo.

Section 7: OTHER ISSUES

7.1 WETA Transition

In addition to operating bus service, the City of Vallejo operates the Baylink Ferry Service. The Baylink Ferry operates seven days a week between Vallejo and San Francisco. Vallejo owns four ferryboats and operates a complementary bus route (Rt. 200). Rt. 200 serves only the two ferry terminals (Vallejo and San Francisco), uses the same fare instrument, and has a schedule integrated with the ferry schedule. Rt. 200 has also provided back-up when the ferry ridership is over capacity or when trips are cancelled typically for mechanical reasons. The ferry service is operated by contract with Blue and Gold and the Rt. 200 as part of the overall MV bus operations contract.

In 2007, the California State legislators approved SB 976 that directed that the Vallejo Baylink Ferry be one of two existing Bay Area ferry services to be transferred to the Water Emergency Transportation Authority (WETA). Follow-up legislation in 2008 (SB 1093) approved and further clarified this transition. The City of Vallejo has been in discussions with WETA since that time to coordinate the transfer of the service and related assets. The timing of the transfer is currently expected to occur January or June 2011. Until the service is transferred, the City of Vallejo will continue to operate the Baylink ferryboat and bus service. After the transfer of ferry service to WETA, it is expected that the Rt. 200 bus service will be contracted back to SolTrans with full cost recovery.

7.2 Downtown Vallejo Bus Transfer Center – Administration Building

The City of Vallejo is currently constructing the Downtown Bus Transfer Center. This facility will replace the York/Marin transfer location that had been the main transfer hub for many years. The new Downtown Bus Transfer Center will be a bus-only facility located between Santa Clara and Sacramento Streets in what had been parking lots behind retail and commercial buildings on Maine and Georgia Streets; it will be adjacent and connected to the future Vallejo Station.

Along with the multiple bus bays the transfer center will include a new 5,000 square foot, two-story Administration Building. The building will provide a breakroom for drivers, restrooms, a bus ticket sales outlet, and video security monitoring. The building has also been planned to house Vallejo Transit administrative staff on the second floor. There will be space for multiple offices, work area, and a conference room. There is adequate space for the proposed staffing for the new SolTrans organization.



Although a conference room will be located in the Admin Building, it will not be large enough for SolTrans Board meetings. It is recommended the JPA Board meetings be alternately held at the Benicia and Vallejo City Council Chambers.

Construction began on the Bus Transfer Center in Summer 2009 and is projected to conclude by Spring 2011. Once the building is complete, SolTrans staff is expected to be located there.

Section 8: IMPLEMENTATION SCHEDULE

**Solano County Transit (SolTrans)
MAJOR MILESTONES**

Action	Revised 6/21/10
Final Agreement Prepared	May 2010
Select Interim Executive Director for MOU/JPA	May 2010
Draft Transition Plan: per MOU (Draft JPA agreement, By-laws, etc.)	June 2010
JPA Agreement and Transition Plan Adopted by Jurisdictions	June/July/August 2010
Modest Service Adjustments Implemented by City of Vallejo (reviewed by Coordinating Committee)	FY2010-11
JPA Board Meets for First Time	September 2010
Recruitment of JPA Executive Director	September 2010 - January 2011
JPA Board enters into agreements (accounting, HR, legal, etc.)	September 2010 – December 2010
Develop Short Range Transit Plan (SRTP) and Capital Improvement Plan (CIP)	September 2010-April 2011
Transition of Staff to JPA Employment	April 1, 2011
Transition of Service Contracts to JPA	April 1, 2011
Adopt SRTP, CIP	April 2011
Service Changes Implemented by JPA	July – Sept 2011

APPENDIX A

BUDGET

FY 2010-11 Combined Solano County Transit Budget

Revenues

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Revenues			
Fares	\$3,021,000	\$50,000	\$3,071,000
FTA Section 5307 Operating Assistance			-
FTA Section 5307 Preventive Maintenance			-
FTA ARRA Preventive Maintenance	1,339,813		1,339,813
FTA Section 5311 Non-Urbanized Area	180,000		180,000
FTA Section 5316 JARC	400,000		400,000
FTA Section 5317 NF			-
STAF Operating Assistance - Vallejo Rev Base			-
STAF Operating Assistance - Vallejo Prop 42			-
STAF Operating Assistance - Benicia Rev Base		18,245	18,245
STAF Operating Assistance - Benicia Prop 42			-
STAF Operating Assistance - Solano County Pop Base			-
STAF Lifeline	200,000		200,000
Regional Measure 2 (RM-2)	1,223,840		1,223,840
Transportation Development Act (TDA)	3,182,847	512,415	3,695,262
Intercity Funding Agreement	400,000	(65,660)	334,340
Bridge Toll AB 664 PM			-
Other revenues	20,500	10,000	30,500
Bus Revenues Subtotal	9,968,000	525,000	10,493,000
Ferry Revenues			
Fares	6,320,000		6,320,000
FTA Section 5307 Preventive Maintenance	1,000,000		1,000,000
Bridge Toll 2% Revenue Program	400,000		400,000
Bridge Toll 5% Unrestricted State Funds	1,300,000		1,300,000
Regional Measure 2 (RM-2)	2,740,500		2,740,500
One-time Solano County			-
Supplemental Regional Measure 2 (WETA) for Contingency	2,174,500		2,174,500
Transportation Development Act (TDA)			-
Transportation Development Act (TDA) One time			-
State Transit Assistance - One time			-
Terminal Leases	19,000		19,000
Transfer In, General Fund			-
Labor Day Weekend Service (BATA)			-
Other revenues	2,000		2,000
Ferry Revenues Subtotal	13,956,000	-	13,956,000
Paratransit Revenues			
Fares - Existing	118,000	13,000	131,000
FTA Section 5307 10% ADA set-aside	667,000		667,000
STAF Operating Assistance			-
Transportation Development Act (TDA)	359,000	404,000	763,000
Paratransit Revenues Subtotal	1,144,000	417,000	1,561,000
Taxi Scrip Revenues			
Taxi Coupon Sales - Local	138,000	3,735	141,735
Taxi Coupon Sales - Regional	15,000		15,000
Transportation Development Act (TDA)	108,000	7,265	115,265
Taxi Scrip Revenues Subtotal	261,000	11,000	272,000
FAREBOX REVENUES	9,597,000	66,735	9,678,735
FUNDING SOURCE REVENUES	15,732,000	886,265	16,603,265
Total, Revenues	\$25,329,000	\$953,000	\$26,282,000

FY 2010-11 Combined Solano County Transit Budget

Expenditures

	Vallejo	Benicia	JPA
	FY2010/11		
	Revised	Projected	Proj Total
Bus Expenses			
Operating Contract	8,537,000	355,000	8,892,000
Fuel	1,777,000	57,000	1,834,000
Insurance costs	400,000		400,000
Security	136,000		136,000
Bus Facility Maintenance	62,000		62,000
Bus Maintenance		19,000	19,000
Utilities	32,000		32,000
Printing	13,000		13,000
Professional Services		6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)		(1,481,000)
Ferry Ticket Office Transfer to Ferry	(177,000)		(177,000)
General Administration - Ferry Absorb			-
General Administration - Bus	669,000	88,000	757,000
Bus Expenses Subtotal	9,968,000	525,000	10,493,000
Ferry Expenses			
Operating Contract	6,408,000		6,408,000
Professional Services	128,000		128,000
Fuel	4,518,000		4,518,000
Dry Docking	180,000		180,000
Security	68,000		68,000
Space Rental & Lease Dockage Fees	74,000		74,000
Building Maintenance	74,000		74,000
Utilities	106,000		106,000
Printing	14,000		14,000
Route 200 Costs	1,481,000		1,481,000
Ferry Ticket Office from Bus	177,000		177,000
General Administration	728,000		728,000
Ferry Expenses Subtotal	13,956,000	-	13,956,000
Paratransit Expenses			
Operating Contract - Existing	1,024,000	328,000	1,352,000
Fuel	44,000		44,000
Maintenace		45,000	45,000
Printing	9,000		9,000
General Administration	67,000	44,000	111,000
Paratransit Expenses Subtotal	1,144,000	417,000	1,561,000
Taxi Scrip Expenses			
Scrips Payments - Local	230,000	11,000	241,000
Scrips Payments - Regional	15,000		15,000
General Administration	16,000		16,000
Taxi Scrip Expenses Subtotal	261,000	11,000	272,000
OPERATING CONTRACT	9,561,000	683,000	10,244,000
OTHER EXPENSES	1,812,000	270,000	2,082,000
Total, Expenses	\$25,329,000	\$953,000	\$26,282,000

	Vallejo		Benicia		JPA		FY2011/12	FY2012/13	FY2013/14	FY2014/15	FY2015/16	FY2016/17	FY2017/18	FY2018/19
	Revised	Projected	Revised	Projected	Proj Total	Projected								
Bus Revenues														
Fares	\$3,021,000	\$30,000	\$3,071,000	-	\$3,107,000	\$3,143,000	\$3,179,000	\$3,223,840	\$3,265,800	\$3,291,000	\$3,329,000	\$3,368,000	\$3,368,000	
FTA Section 5307 Operating Assistance	1,339,813	-	1,339,813	-	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000	
FTA Section 5307 Preventive Maintenance	180,000	-	180,000	-	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	
FTA ARRA Preventive Maintenance	400,000	-	400,000	-	-	-	-	-	-	-	-	-	-	
FTA Section 5311 Non-Urbanized Area	-	-	-	-	-	-	-	-	-	-	-	-	-	
FTA Section 5316 JARC	-	-	-	-	-	-	-	-	-	-	-	-	-	
FTA Section 5317 NF	-	-	-	-	-	-	-	-	-	-	-	-	-	
STAF Operating Assistance - Vallejo Rev Base	-	18,245	-	18,245	-	-	-	-	-	-	-	-	-	
STAF Operating Assistance - Vallejo Prop 42	-	-	-	-	-	-	-	-	-	-	-	-	-	
STAF Operating Assistance - Benicia Rev Base	-	-	-	-	-	-	-	-	-	-	-	-	-	
STAF Operating Assistance - Benicia Prop 42	-	-	-	-	-	-	-	-	-	-	-	-	-	
STAF Operating Assistance - Salano County Pop Base	-	-	-	-	-	-	-	-	-	-	-	-	-	
STAF Lifeline	200,000	-	200,000	-	200,000	212,000	225,000	239,000	253,000	268,000	283,000	298,000	313,000	
Regional Measure 2 (RM-2)	1,223,840	512,415	1,736,255	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	1,223,840	
Transportation Development Act (TDA)	3,182,847	3,695,262	6,878,109	6,205,083	6,205,083	6,205,083	6,205,083	6,205,083	6,205,083	6,205,083	6,205,083	6,205,083	6,205,083	
Intercity Funding Agreement	400,000	(65,660)	334,340	344,000	354,000	354,000	354,000	354,000	354,000	354,000	354,000	354,000	354,000	
Bridge Toll AB 664 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other revenues	20,500	10,000	30,500	-	21,100	21,700	22,400	23,100	23,800	24,500	25,200	25,900	26,600	
Bus Revenues Subtotal	9,968,000	\$25,000	10,493,000	2,000	11,432,000	11,986,633	12,532,155	13,079,819	13,621,118	14,162,118	14,709,609	15,252,118	15,799,609	
Ferry Revenues														
Fares	6,320,000	-	6,320,000	-	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	6,320,000	
FTA Section 5307 Preventive Maintenance	1,000,000	-	1,000,000	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	
Bridge Toll 2% Revenue Program	400,000	-	400,000	-	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	400,000	
Bridge Toll 5% Unrestricted State Funds	1,300,000	-	1,300,000	-	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	
Regional Measure 2 (RM-2)	2,740,500	-	2,740,500	-	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	2,740,500	
One-time Salano County	-	-	-	-	-	-	-	-	-	-	-	-	-	
Supplemental Regional Measure 2 (R/ETRA) for Contingency	2,174,500	-	2,174,500	-	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	2,174,500	
Transportation Development Act (TDA)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transportation Development Act (TDA) One-time	-	-	-	-	-	-	-	-	-	-	-	-	-	
State Transit Assistance - One-time	19,000	-	19,000	-	19,000	19,000	19,000	19,000	19,000	19,000	19,000	19,000	19,000	
Terminal Leases	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transfer In, General Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	
Labor Day Weekend Service (BATVA)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other revenues	2,000	-	2,000	-	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	
Ferry Revenues Subtotal	13,956,000	-	13,956,000	2,000	13,956,000									
Paratransit Revenues														
Fares - Excluding	118,000	13,000	131,000	138,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	120,000	
FTA Section 5307 10% ADA set-aside	667,000	667,000	1,334,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	667,000	
STAF Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transportation Development Act (TDA)	359,000	404,000	763,000	788,200	833,600	883,900	933,200	983,500	1,033,800	1,084,100	1,134,400	1,184,700		
Paratransit Revenues Subtotal	1,144,000	417,000	1,561,000	1,474,200	1,627,600	1,670,900	1,720,200	1,770,500	1,820,800	1,871,100	1,921,400	1,971,700	2,022,000	
Taxi Strip Revenues														
Taxi Coupon Sales - Local	138,000	3,735	141,735	138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000	138,000	
Taxi Coupon Sales - Regional	15,000	-	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	
Transportation Development Act (TDA)	108,000	7,265	115,265	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	119,000	
Taxi Strip Revenues Subtotal	361,000	11,000	372,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	
PANBBOX REVENUES														
FUNDING SOURCE REVENUES	9,597,000	66,735	9,663,735	3,365,000	3,401,000	3,437,000	3,473,000	3,511,000	3,549,000	3,587,000	3,625,000	3,663,000	3,701,000	
Total Revenues	15,732,000	888,265	16,620,265	16,003,265	9,914,700	9,692,232	9,038,055	9,208,319	9,823,099	10,258,918	10,712,169	11,190,521	11,709,521	
	\$25,309,000	\$953,000	\$26,262,000	\$26,262,000	\$13,279,700	\$13,093,232	\$12,478,055	\$12,897,009	\$13,340,319	\$13,807,918	\$14,299,169	\$14,816,521	\$15,333,521	
Net Annual Results														
Bus	-	-	-	(496,277)	(1,512,445)	(1,506,701)	(1,478,981)	(1,449,182)	(1,395,931)	(1,333,879)	(1,271,728)	(1,209,577)	(1,147,426)	
Ferry	-	-	-	0	0	0	0	0	0	0	0	0	0	
Paratransit	-	-	-	0	0	0	0	0	0	0	0	0	0	
Taxi	-	-	-	0	0	0	0	0	0	0	0	0	0	
Transportation Development Act (TDA) Beginning Balance	4,706,443	176,711	4,883,154	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	
Annual Revenue - Vallejo	3,790,551	793,936	4,584,487	4,028,586	4,274,585	4,520,584	4,766,583	5,012,582	5,258,581	5,504,580	5,750,579	6,000,578	6,250,577	
Annual Revenue - Benicia	-	-	-	900,055	951,204	1,002,253	1,053,302	1,104,351	1,155,400	1,206,449	1,257,498	1,308,547	1,359,596	
Add: Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	
Use for Operations	(3,649,847)	(923,680)	(4,573,527)	(6,980,683)	(144,943)	(80,300)	(144,943)	(80,300)	(80,300)	(80,300)	(80,300)	(80,300)	(80,300)	
Plus Thru-to-Start for Planning and Admin	(136,622)	(23,847)	(160,469)	(144,943)	(144,943)	(144,943)	(144,943)	(144,943)	(144,943)	(144,943)	(144,943)	(144,943)	(144,943)	
Transportation Development Act (TDA) Ending Balance	4,880,625	231,200	5,111,825	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	2,116,715	
Reserve	-	-	-	16%	-	-	-	-	-	-	-	-	-	

City of Vallejo - Vallejo Transit
 Ten Year - FY 2009/10 - FY 2018/19
 Detailed Operating Expenditure by Mode

-12%

	Vallejo FY2010/11 Revised	Benicia FY2010/11 Projected	JPA Proj Total	JPA FY2011/12 Projected	JPA FY2012/13 Projected	JPA FY2013/14 Projected	JPA FY2014/15 Projected	JPA FY2015/16 Projected	JPA FY2016/17 Projected	JPA FY2017/18 Projected	JPA FY2018/19 Projected
Bus Expenses											
Operating Contract	8,537,000	355,000	8,892,000	9,159,000	9,434,000	9,716,000	10,008,000	10,308,000	10,617,000	10,936,000	11,264,000
Fuel	1,777,000	57,000	1,834,000	1,870,000	1,929,000	1,987,000	2,046,000	2,105,000	2,163,000	2,222,000	2,280,000
Insurance costs	400,000		400,000	412,000	424,000	437,000	450,000	464,000	478,000	492,000	507,000
Security	136,000		136,000	140,100	144,300	148,600	153,100	157,700	162,400	167,300	172,300
Bus Facility Maintenance	62,000		62,000	63,900	65,800	67,800	69,800	71,900	74,100	76,300	78,600
Bus Maintenance	19,000		19,000	20,000	21,000	22,000	23,000	24,000	25,000	26,000	27,000
Utilities	32,000		32,000	33,000	34,000	35,000	36,100	37,200	38,300	39,400	40,600
Printing	13,000		13,000	13,400	13,800	14,200	14,600	15,000	15,500	16,000	16,500
Professional Services	6,000		6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Route 200: Transfer costs to WETA	(1,481,000)		(1,481,000)	(1,541,000)	(1,672,000)	(1,722,000)	(1,774,000)	(1,827,000)	(1,881,000)	(1,937,000)	(1,994,000)
Ferry Ticket Office Transfer to Ferry	(177,000)		(177,000)	(182,000)	(187,000)	(193,000)	(199,000)	(205,000)	(211,000)	(217,000)	(224,000)
General Administration - Ferry Absorb				750,000	773,000	796,000	820,000	845,000	870,000	896,000	923,000
General Administration - Bus				688,000	705,000	730,000	752,000	775,000	798,000	822,000	847,000
Bus Expenses Subtotal	669,000	88,000	757,000	11,432,400	11,694,900	12,044,600	12,405,600	12,776,800	13,155,300	13,545,000	13,944,000
Ferry Expenses											
Operating Contract	6,408,000		6,408,000								
Professional Services	128,000		128,000								
Fuel	4,518,000		4,518,000								
Dry Docking	180,000		180,000								
Security	68,000		68,000								
Space Rental & Lease Dockage Fees	74,000		74,000								
Building Maintenance	74,000		74,000								
Utilities	106,000		106,000								
Printing	14,000		14,000								
Route 200 Costs	1,481,000		1,481,000								
Ferry Ticket Office from Bus	177,000		177,000								
General Administration	728,000		728,000								
Ferry Expenses Subtotal	13,956,000	-	13,956,000	-							
Paratransit Expenses											
Operating Contract - Existing	1,024,000	328,000	1,352,000	1,406,000	1,449,000	1,492,000	1,537,000	1,583,000	1,630,000	1,679,000	1,729,000
Fuel	44,000		44,000	45,000	46,000	48,000	49,000	50,000	52,000	53,000	55,000
Maintenance	46,000	45,000	91,000	93,000	9,600	10,200	10,800	11,400	11,900	12,500	13,100
Printing	9,000		9,000	9,300	9,600	9,900	10,200	10,500	10,800	11,100	11,400
General Administration	67,000	44,000	111,000	69,000	71,000	73,000	75,000	77,000	79,000	81,000	83,000
Paratransit Expenses Subtotal	1,144,000	417,000	1,561,000	1,575,300	1,623,600	1,670,900	1,720,200	1,770,500	1,823,800	1,878,100	1,934,400
Taxi Strip Expenses											
Scripts Payments - Local	230,000	11,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000	241,000
Scripts Payments - Regional	15,000		15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000
General Administration	16,000		16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000
Taxi Strip Expenses Subtotal	261,000	11,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000	272,000
OPERATING CONTRACT	9,561,000	683,000	10,244,000	10,565,000	10,883,000	11,208,000	11,545,000	11,891,000	12,247,000	12,615,000	12,993,000
OTHER EXPENSES	1,812,000	270,000	2,082,000	2,714,700	2,706,500	2,779,500	2,852,800	2,928,300	3,004,100	3,080,100	3,157,400
Total Expenses	\$26,329,000	\$953,000	\$26,282,000	\$13,279,700	\$13,689,500	\$13,987,500	\$14,397,800	\$14,819,300	\$15,251,100	\$15,695,100	\$16,150,400
PROOF											
Annual price per gallon	\$3.14	\$3.14	\$3.14	\$3.20	\$3.30	\$3.40	\$3.50	\$3.60	\$3.70	\$3.80	\$3.90
Growth			5%	2%	3%	3%	3%	3%	3%	3%	3%
Fuel Annual Consumption (in gallons)											
Ferry	1,439,000		1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000	1,439,000
Bus	566,000	18,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155	584,155
Paratransit	14,000		14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000	14,000
Total	2,019,000	18,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155	2,037,155
General Admin costs	1,480,000	132,000	1,612,000	1,523,000	1,569,000	1,615,000	1,663,000	1,713,000	1,763,000	1,815,000	1,869,000
				-5%	3%	3%	3%	3%	3%	3%	3%

Note: All other expenditures are projected to increase by 3% annually.

APPENDIX B

CAPITAL ASSETS

City of Benicia
 Transit - Schedule of Capital Assets
 As of June 30, 2009

Z:\My Documents\SolTrans SoCo Transit\Transition Plan\070210 Transition Plan\[(06) Appendix B Capital Assets Ben, transit capital assets (4).xls]Transit

Sys No	Ext	In Svc Date	Est Life	Acquired Value	Prior Accum Depn	Current Depreciation	Accum Depn
Class = Equipment							
002468	Fd Cutaway	09/26/95	07 00	12,616.75	12,616.75	0.00	12,616.75
002809	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002810	35' Gillig bus	05/22/00	12 00	266,525.39	180,856.52	22,210.45	203,066.97
002866	Gillig Phantom	09/22/00	12 00	267,397.00	172,693.87	22,283.08	194,976.95
002867	00 Ventura minivan	12/22/00	05 00	32,947.00	32,947.00	0.00	32,947.00
002992	00 Ventura minivan	02/22/01	05 00	32,895.84	32,895.84	0.00	32,895.84
002993	00 Ford cutaway	07/18/01	07 00	58,760.91	58,061.40	699.51	58,760.91
002994	00 Ford cutaway	07/19/00	07 00	59,527.25	59,527.25	0.00	59,527.25
003159	03 Toyota Prius	04/08/03	06 00	21,350.45	18,681.65	2,668.80	21,350.45
003254	DAR vehicle	06/30/04	05 00	2,080.00	1,664.00	416.00	2,080.00
003321	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003322	06 Eldorado Aerotech	11/30/05	05 00	51,374.50	26,543.49	10,274.90	36,818.39
003323	06 Eldorado Aerotech	11/30/05	05 00	51,374.49	26,543.49	10,274.90	36,818.39
003324	Bus fareboxes	12/30/05	05 00	30,230.57	15,115.28	6,046.11	21,161.39
003330	Farebox, decals, shell	06/22/06	05 00	18,983.23	7,593.30	3,796.65	11,389.95
003364	07 Cutaway-starcraft	06/30/07	07 00	62,519.02	8,931.29	8,931.29	17,862.58
003452	08 Cutaway-starcraft	06/30/08	07 00	74,419.39	0.00	10,631.34	10,631.34
003454	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003455	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003456	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
003457	Particulate traps	06/30/08	07 00	133,275.61	0.00	19,039.37	19,039.37
003458	Foothill bus-donated	06/30/08	07 00	25,829.91	0.00	3,689.99	3,689.99
003459	Foothill bus-donated	06/30/08	07 00	20,352.24	0.00	2,907.46	2,907.46
003460	Foothill bus-donated	06/30/08	07 00	3,234.03	0.00	462.01	462.01
003461	Foothill bus-donated	06/30/08	07 00	18,991.76	0.00	2,713.11	2,713.11
003462	Particulate traps	06/30/08	07 00	21,863.47	0.00	3,123.35	3,123.35
Class = E				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,650,039.10	862,071.14	172,023.72	1,034,094.86
Count = 26							
Class = Structure							
002558	Bus stops	06/30/97	05 00	5,000.00	5,000.00	0.00	5,000.00
Class = S				5,000.00	5,000.00	0.00	5,000.00
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				5,000.00	5,000.00	0.00	5,000.00
Count = 1							
Division = TRANSIT				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Less disposals and transfers				0.00	0.00		0.00
Count = 0							
Net Subtotal				1,655,039.10	867,071.14	172,023.72	1,039,094.86
Count = 27							

#	DESCRIPTION	USE	Vehicle ID No.	Serial Number / VIN	Manufacturer	Useful Life	Acq Date	Age	In need of Replace/Rehab	Replace Year	Fed Share	Federal No.	Local Share	Grant Name	LOCATION	Acquisition Cost	Cumulative Depreciation	Book Value
1	Transit Buses	Transit Bus	1018	1G0YTR2J0D921653	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
2	1983 RTS's	Transit Bus	1027	1G0YTR2J0D921615	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
3	1983 RTS's	Transit Bus	1049	1G0YTR2J0D921651	GGT GMC / RTS	12	9/1/1983	26	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
4	1983 RTS's	Transit Bus	1063	1G0YTR2J0D921637	GGT GMC / RTS	12	11/1/1983	26	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
5	1983 RTS's	Transit Bus	1065	1G0YTR2J0D921606	GGT GMC / RTS	12	11/1/1983	26	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	128,194.77	80,121.72	48,073.05
6	1995 Transit Bus	Transit Bus	4313	A000181	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
7	1995 Transit Bus	Transit Bus	4314	A000182	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
8	1995 Transit Bus	Transit Bus	4315	A000183	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
9	1995 Transit Bus	Transit Bus	4316	A000184	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
10	1995 Transit Bus	Transit Bus	4317	A000185	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
11	1995 Transit Bus	Transit Bus	4318	A000186	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
12	1995 Transit Bus	Transit Bus	4319	A000187	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
13	1995 Transit Bus	Transit Bus	4320	A000188	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
14	1995 Transit Bus	Transit Bus	4321	A000189	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
15	1995 Transit Bus	Transit Bus	4401	A000191	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
16	1995 Transit Bus	Transit Bus	4402	A000192	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
17	1995 Transit Bus	Transit Bus	4403	A000193	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
18	1995 Transit Bus	Transit Bus	4404	A000194	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
19	1995 Transit Bus	Transit Bus	4405	A000195	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
20	1995 Transit Bus	Transit Bus	4406	A000196	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
21	1995 Transit Bus	Transit Bus	4407	A000197	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
22	1995 Transit Bus	Transit Bus	4408	A000198	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
23	1995 Transit Bus	Transit Bus	4409	A000199	Gilling Corp	12	3/1/1995	14	YES	2013	80%	CA-90-X586	20%	TDA/AB 664	1850 Broadway	175,000.00	175,000.00	-
24	1995 Transit Bus	Transit Bus	4410	1VH5H3H2416501627	Orion Bus	12	10/1/2001	8	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
25	2001 Transit Bus	Transit Bus	4411	1VH5H3H2816501628	Orion Bus	12	10/1/2001	8	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
26	2001 Transit Bus	Transit Bus	4412	1VH5H3H2816501629	Orion Bus	12	10/1/2001	8	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
27	2001 Transit Bus	Transit Bus	4413	1VH5H3H2416501630	Orion Bus	12	10/1/2001	8	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
28	2001 Transit Bus	Transit Bus	4414	1VH5H3H2616501631	Orion Bus	12	10/1/2001	8	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
29	2001 Transit Bus	Transit Bus	4415	1VH5H3H2616501632	Orion Bus	12	10/1/2001	8	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
30	2001 Transit Bus	Transit Bus	4416	1VH5H3H2X16501633	Orion Bus	12	10/1/2001	8	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
31	2001 Transit Bus	Transit Bus	4417	1VH5H3H2X16501634	Orion Bus	12	10/1/2001	8	YES	2013	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	336,824.36	210,515.20	126,309.16
32	2001 Transit Bus	Transit Bus	BL01	1TUFCH6AXH0606624	MCI	12	8/1/1987	22	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
33	1987 MCI TMC	Transit Bus	BL02	1TUFCH6AXH0606623	MCI	12	8/1/1987	22	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
34	1987 MCI TMC	Transit Bus	BL03	1TUFCH6AXH0606627	MCI	12	8/1/1987	22	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	121,945.36	75,841.45	45,804.91
35	1987 MCI	Transit Bus	BL04	1M8PDMFA1P053961	MCI	12	6/1/2001	6	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
36	2001 MCI	Transit Bus	BL05	1M8PDMFA3P055607	MCI	12	6/1/2001	6	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
37	2001 MCI	Transit Bus	BL06	1M8PDMFA3P055607	MCI	12	6/1/2001	6	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
38	2001 MCI	Transit Bus	BL07	1M8PDMFA3P055607	MCI	12	6/1/2001	6	YES	2016	80%	CA-90-X389	20%	TDA/AB 664	1850 Broadway	280,921.00	280,921.00	119,791.00
39	2003 MCI	Transit Bus	BL08	1M8PDMFA3P055608	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
40	2003 MCI	Transit Bus	BL09	1M8PDMFA3P055609	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
41	2003 MCI	Transit Bus	BL10	1M8PDMFA3P055610	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
42	2003 MCI	Transit Bus	BL11	1M8PDMFA3P055611	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
43	2003 MCI	Transit Bus	BL12	1M8PDMFA3P055612	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
44	2003 MCI	Transit Bus	BL13	1M8PDMFA3P055613	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
45	2003 MCI	Transit Bus	BL14	1M8PDMFA3P055614	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
46	2003 MCI	Transit Bus	BL15	1M8PDMFA3P055615	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
47	2003 MCI	Transit Bus	BL16	1M8PDMFA3P055616	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
48	2003 MCI	Transit Bus	BL17	1M8PDMFA3P055617	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
49	2003 MCI	Transit Bus	BL18	1M8PDMFA3P055618	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
50	2003 MCI	Transit Bus	BL19	1M8PDMFA3P055619	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
51	2003 MCI	Transit Bus	BL20	1M8PDMFA3P055620	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
52	2003 MCI	Transit Bus	BL21	1M8PDMFA3P055621	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
53	2003 MCI	Transit Bus	BL22	1M8PDMFA3P055622	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
54	2003 MCI	Transit Bus	BL23	1M8PDMFA3P055623	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
55	2003 MCI	Transit Bus	BL24	1M8PDMFA3P055624	MCI	12	12/20/2003	6	YES	2016	80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	224,653.67	224,653.67	190,091.61
56	2003 MCI	Transit Bus	BL25	1M8PDMFA3P055625	MCI	12	12/20/2003	6	YES	2016	80%	CA-						

#	DESCRIPTION	USE	Vehicle ID No.	Serial Number / VIN	Manufacturer	Useful Life	Acq Date	Age	In need of Replace/Rehab	Replace Year	Fed Share	Fed Grant No.	Local Share	Grant Name	LOCATION	Acquisition Cost	Cummulative Depreciation	Book Value
1	2008 Ford Van	Paratransit Van	1710	FDXE455E6DA09091	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
2	2008 Ford Van	Paratransit Van	1711	FDXE455E6DA02090	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
3	2008 Ford Van	Paratransit Van	1712	FDXE455E6DA02089	El Dorado Bus Sales	7	8/20/2008	3		2012	80%	CA-90-Y327	20%	AB 664	3215 Sonoma	70,480.01	20,556.65	49,923.36
4	2001 Ford F350 Type 2	Paratransit Van	1701	FDXE45581HB03318	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
5	2001 Ford F350 Type 2	Paratransit Van	1702	FDXE45581HB03323	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
6	2001 Ford F350 Type 2	Paratransit Van	1703	FDXE45581HB03321	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
7	2001 Ford F350 Type 2	Paratransit Van	1704	FDXE45581HB03320	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
8	2001 Ford F350 Type 2	Paratransit Van	1705	FDXE45581HB03322	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
9	2001 Ford F350 Type 2	Paratransit Van	1706	FDXE45581HB03324	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
10	2001 Ford F350 Type 2	Paratransit Van	1707	FDXE45581HB03323	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
11	2001 Ford F350 Type 2	Paratransit Van	1708	FDXE45581HB03279	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
12	2001 Ford F350 Type 2	Paratransit Van	1709	FDXE45581HB03277	El Dorado Bus Sales	7	7/12/2001	8	YES		80%	CA-90-X989	20%	AB 664	3215 Sonoma Blvd	55,709.80	55,709.80	-
13	1980 Ford Ranger	Service Vehicle	107	1FTCR107LUC20270	Wilson-Cornelius Ford	5	8/1/80	19	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	9,476.00	9,476.00	-
14	1981 Ford F-350 Dly	Service Truck	106	2FDLFJ7MMA30219	Wilson-Cornelius Ford	5	10/1/80	19	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	20,684.00	20,684.00	-
15	1987 Ford F-350	Service Truck	110	3FEJF73V5MA33496	Wilson-Cornelius Ford	5	10/1/87	12	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	20,684.00	20,684.00	-
16	2000 Ford Windstar	Supervisor Car	112	2FVZA514YBB73355	Wilson-Cornelius Ford	5	5/7/2000	9	YES		80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	16,778.69	16,778.69	-
17	2001 Taurus	Supervisor Car	113	1FAFP96L0G173966	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	15,516.94	15,516.94	-
18	2001 Taurus	Supervisor Car	114	1FAFP96L0G173966	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	15,516.94	15,516.94	-
19	2002 Ford F150	Service Truck	115	1FTRP17242NB23034	Wilson-Cornelius Ford	5	5/7/2002	7	YES		80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	17,101.84	17,101.84	-
20	2002 Ford Taurus	Supervisor Car	117		Wilson-Cornelius Ford	5	7/12/2005	4		2010	80%	CA-90-X083	20%	TDA/AB 664	1850 Broadway	25,000.00	25,000.00	-
21	Administration and Maintenance Facility Building	Admin/Maint			Lead Asset											143,401.65	143,401.65	-
22	Admin/Maint Folly - Land	Admin/Maint			Land Asset											374,548.00	374,548.00	-
23	Admin/Maint Folly - Building	Admin/Maint			Amoroso Construction	50	3/1/89	20		2039	80%	CA-09-0042, 0036	20%	TDA/AB 664	1850 Broadway	1,033,000.00	493,544.42	539,455.58
24	Admin/Maint Folly - Vehicle Wash	Admin/Maint			Amoroso Construction	50	3/1/89	20		2039	80%	CA-09-0042, 0036	20%	TDA/AB 664	1850 Broadway	37,300.00	17,821.09	19,478.91
25	Admin/Maint Folly - Bus Terminal	Admin/Maint			Amoroso Construction	50	3/1/89	20		2039	80%	CA-09-0042, 0036	20%	TDA/AB 664	1850 Broadway	25,300.00	22,207.72	3,092.28
26	Security Tower	Security Tower			Amoroso Construction	45	3/1/1989	20		2034	80%	CA-09-0042, 0036	20%	TDA/AB 664	York & Marin Parking Lot	7,707.00	2,140.80	5,566.20
27	Sanborn Transit Center	Bus Station			Amoroso Construction	45	6/02/2006	20		2034	80%	CA-09-0042, 0036	20%	TDA/AB 664	Cunha & Lamson Parking Lot	1,869.53	1,869.53	5,739.47
28	Lift Gate UPRI	Maintenance			Chilton Brothers	45	6/02/2006	20		2034	80%	CA-90-1130, 1240	100%	TDA	1850 Broadway	5,100.00	5,100.00	1,739,306.27
29	Flat Mtd Shire	Office		1480	Flat Mtd Shire	5	6/30/2005	20	YES		80%	CA-90-X358	100%	TDA	1850 Broadway	8,500.00	8,500.00	706.90
30	Transit Bus Engine	Transit Bus Engine		A000161	Flat Computing Inter	3	5/1/81	3		2010	80%	CA-90-X358	20%	TDA/AB 664	1850 Broadway	8,500.00	8,500.00	-
31	Engine Refurb	Engine Refurb			Cummins	3	6/30/2006	3	YES		80%	CA-90-Y130	20%	TDA/AB 664	1850 Broadway	8,500.00	8,500.00	-
32	Pressure Washer	Maintenance			Trapeze Software Group	5	5/28/2004	5		2013	80%	CA-90-Y414	100%	STA	1850 Broadway	638,257.89	638,257.89	-
33	The Changer (Machine)	Maintenance			O'Connell Jetting Systems	5	9/23/2008	1		2013	80%	CA-90-Y327	20%	Briggs T01 AB 664	1850 Broadway	108,887.33	108,887.33	-
34	Repair Bus Fleet (TPAINT)	Maintenance			AH-PAC Tire Dist, Inc.	5	11/12/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	6,624.38	6,624.38	7,761.94
35	Bus Signage (TSGN)	Rolling Stock Rehab			Cash Specialties	2	6/30/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	5,202.01	5,202.01	7,381.81
36	GROUP OF PAINTING/CURBING	Admin/Maint Rehab			Ron Silkscreen & Sign	2	6/30/2008	1		2010	80%	CA-90-Y199	20%	TDA & STAF	1850 Broadway	21,066.75	105,328.39	105,328.39
37	GROUP OF PAINTING/CURBING	Admin/Maint Rehab			Ron Silkscreen & Sign	2	10/11/1988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	35,357.36	16,178.68	-
38	GROUP OF PAINTING/CURBING	Admin/Maint Rehab			Ron Silkscreen & Sign	2	10/11/1988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	21,066.75	21,066.75	-
39	GROUP OF PAINTING/CURBING	Admin/Maint Rehab			Ron Silkscreen & Sign	2	10/11/1988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	15,400.00	15,400.00	-
40	GROUP OF OUTDOOR LIGHTING	Admin/Maint Rehab			Tolar Manufacturing Co.	20	10/11/1988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	36,600.00	36,600.00	-
41	GROUP OF OUTDOOR LIGHTING	Admin/Maint Rehab			Tolar Manufacturing Co.	20	10/11/1988	21	YES		80%	CA-09-0042, 0036	20%	TDA & STAF	1850 Broadway	297,000.00	200,475.00	96,525.00
42	Bus Shelter	Bus Stops			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	50,500.00	34,087.50	16,412.50
43	Bus Shelter	Bus Stops			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	141.93	5,535.08
44	Bus Shelter	Bus Stops			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	5,677.00	141.93	5,535.08
45	Bus Shelter	Bus Stops			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	4,924,617.61	1,974,065.51	2,950,552.10
46	Bus Shelter	Bus Stops			Tolar Manufacturing Co.	20	6/30/2008	0		2023	80%	CA-90-Y414	20%	Prop 1B	Bus Stop	27,666,429.46	16,500,933.85	11,065,475.51

**CONDITIONS OF APPROVAL
for
STA JOINING THE SOLTRANS JPA**

1. All key transit operating assets and rolling stock are identified to be transferred and are verified by a third-party as available for use by the JPA via transfer of assets or agreement, including the Broadway bus yard, prior to transfer of transit staff or service contracts;
2. An updated SolTrans FY2011-12 operating budget is approved by SolTrans Coordinating Committee without a projected operating deficit or service reduction prior to the completion of FY 2011-12;
3. As part of the transition, the Vallejo bus system and its revenues and assets will be held separate from the City of Vallejo's bankruptcy proceedings;
4. A Request for Proposal (RFP) is released to begin the Benicia/Vallejo Short Range Transit Plan (SRTP) to assess and plan for future transit service in Benicia and Vallejo and to develop a longer range transit operating and financial plan;
5. All Benicia and Vallejo transit funds (TDA, RM2, State, Federal, and other transit operating funds) are transferred to the SolTrans JPA as part of the JPA's preparation to be established as a direct transit claimant for Benicia and Vallejo; and
6. SolTrans JPA operates as an independent agency per the JPA and Transition Plan and is not prevented or inhibited from utilizing the guiding principles outlined in the JPA for the proposed consolidation.

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DATE: September 20, 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 in 2007, 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)	\$835,912
<u>TOTAL</u>	<u>\$1,475,912</u>

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 Fiscal Year (FY) 2009-11, almost \$3.8 million was awarded for bus shelters, replacement vehicles, bike racks, expanding and sustaining Lifeline identified service (Attachment A). The STA is requesting the transit operators provide a status update on these projects.

Discussion:

At several recent Consortium meetings, there has been discussion about updating the Transit Capital lists for two key purposes: 1.) show how previous funding allocations have been used to meet transit capital needs, and 2.) to update lists to be prepared when funding opportunities arise. Solano 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 B) and Minor Transit Capital Investment Plan (Attachment C). Three transit (Dixon, Rio Vista, and Vacaville) operators have updated their transit capital and three transit operators have not. 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.

Over the past year, federal stimulus provided funding to transit operators for transit capital projects (Attachment D). Solano County transit operators received almost \$18 million in funding for transit capital projects from the Federal Transit Administration (FTA). The federal economic stimulus funded projects that need to be updated and/or removed from the Transit Capital List. Attachment D provides details for the transportation projects for Solano County that have received federal stimulus funding. The STA staff is also requesting the transit operators review and update the transit stimulus list by providing completion date and anticipated completion dates.

It is requested each operator email their updated Minor Transit Capital and Fleet Inventory forms to Liz Niedziela. If your 10-Year Transit Fleet and Minor Transit Capital Investment Plan are not updated, STA staff cannot include transit operators to the STA Board for their approval. The lists are scheduled to be presented to the Board at its December meeting. Submit completed forms to STA by October 20th.

Instruction for Completing the Transit Capital Forms

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, 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, 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. 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.

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. Lifeline Funding
- B. 10-Year Transit Fleet Investment Plan
- C. 10-Year Minor Transit Capital Needs
- D. Stimulus Funding For Transit Capital Projects

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LIFELINE FUNDING

			Total	Status
JARC	Vallejo Transit	Expanding Route 5 to Vallejo Campus (2 Years)	\$250,000	
JARC	Benicia CAC	DRIVES/CARS Programs	\$30,000	
JARC	FAST	Installation of MCI Luggage/Bike Racks	\$45,000	
JARC	FAST	Route 8 Frequency for Travis AFB Shuttle	\$91,834	
TOTAL JARC			\$416,834	

STAF	Vallejo Transit	Route 85 - Sustaining (4 Years)	\$ 500,000	
STAF	Vallejo Transit	Route 1 - Sustaining (4 Years)	\$ 800,000	
STAF	Dixon Read-Ride	Saturday and Weekday Service (4 Years)	\$ 521,159	
STAF	FAST	Route 30 Saturday Service (Year 2010-11)	\$ 68,385	
TOTAL STAF			\$ 1,889,544	

Prop 1B	Dixon Read-Ride	Bus Replacement	\$ 60,000	
Prop 1B	FAST	Shelters	\$ 419,088	
Prop 1B	Vallejo Transit	Shelters	\$ 761,014	
Prop 1B	Vacaville City Coach	Shelters	\$ 109,800	
Prop 1B	Dixon Read-Ride	Bus (local match)	\$ 15,000	
Prop 1B	FAST	Replacement Vehicle	\$ 41,600	
Prop 1B	FAST	Downtown Flex Shuttle	\$ 60,000	
TOTAL PROP 1B			\$ 1,466,502	

TOTAL Lifeline Funds Awarded \$ 3,772,880

Capital Projects are in Bold

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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 surplus, retired, doesn't need replacement, new vehicle, etc)

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
VACAVILLE															
Vacaville	901	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	389,524	Marh 2006	30	15	2	In Service	Local FR	Very Good
Vacaville	902	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	401,756	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	903	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	385,469	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	904	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	397,583	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	905	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	358,661	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	906	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	398,995	Mar-06	30	15	2	Spare	Local FR	Very Good
Vacaville	907	Gillig	30/96b6ct Phantom	Diesel	1995	2010	1	376,421	Mar-06	30	15	2	Spare	Local FR	Very Good
Vacaville	908	BlueBird	2903 QBRE	CNG	2001	2013	2	97,810	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	909	BlueBird	2904 QBRE	CNG	2001	2013	2	99,925	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	910	BlueBird	2905 QBRE	CNG	2001	2013	2	94,575	Mar-06	30	15	2	In Service	Local FR	Very Good
Vacaville	911	BlueBird	2906 QBRE	CNG	2001	2013	2	103,909	Mar-06	30	15	2	Spare	Local FR	Very Good
Vacaville	912	BlueBird	2907 QBRE	CNG	2001	2013	2	98,982	Mar-06	30	15	2	Spare	Local FR	Very Good
Vacaville															
Vacaville	954	El Dorado	Ford E350 Turtletop	Diesel	1999	2008	1	98,563	Mar-06	8	0	2	In Service	Paratransit	Good
Vacaville	955	El Dorado	Ford E350 Turtletop	Diesel	1999	2008	1	97,852	Mar-06	8	0	2	Spare	Paratransit	Good
Vacaville	956	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	23,011	Mar-06	8	0	2	In Service	Paratransit	New
Vacaville	957	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	21,028	Mar-06	8	0	2	In Service	Paratransit	New
Vacaville	958	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	21,009	Mar-06	8	0	2	Spare	Paratransit	New
Vacaville	959	El Dorado	Ford E350 El Dorado	Diesel	2006	2015	2	22,695	Mar-06	8	0	2	Spare	Paratransit	New

Status/Notes- Feb 2010					Comments
Mileage	Date Mileage Taken	In Service/ Spare	Intercity, Local FR, Paratransit	Condition	(include if vehicle has been surplused, 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			
					Purchased, Procured, or Funded	Fund Source(s)	Year	Total Cost	Unfunded	
Status December 2007										
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						

Stimulus Funding
Transit Capital Projects

Tier	Local Agency	Project Title	ARRA	Status
T1	City of Benicia	Fueling Station Upgrade	\$ 57,000	
T1	City of Benicia	Replace 12 Bus Shelters	\$ 68,400	
T1	City of Benicia	Operating Assistance	\$ 6,600	
FTA 5311	City of Dixon	Preventative Maintenance for Dixon Re	\$ 48,000	
FTA 5311	City of Dixon	Municipal Service Center	\$ 381,676	
FTA 5311	City of Dixon (STA transferred)	Paratransit Buses (3)	\$ 225,000	
T1	City of Fairfield	FAST Preventative Maintenance	\$ 826,080	
T1	City of Fairfield	Bus Purchase/Replacement (3)	\$ 417,747	
T1	City of Fairfield	GFI Fareboxes	\$ 1,577,660	
T1	City of Fairfield	Operating Assistance	\$ 313,498	
T1-S	City of Fairfield	GFI Fareboxes	\$ 172,340	
T2	City of Fairfield	Bus Purchase/Replacement (6)	\$ 788,484	
FTA 5311	City of Rio Vista	Preventative Maintenance	\$ 75,000	
T1	City of Vacaville	Fixed Route Bus Replacement	\$ 1,734,372	
T1	City of Vacaville	Vacaville Intermodal Station	\$ 482,702	
T1-S	City of Vacaville	Fareboxes	\$ 115,330	
T2	City of Vacaville	Vacaville Intermodal Station	\$ 527,655	
T1	City of Vallejo	Rehab/Preventative Maintenance	\$ 3,238,768	
T1	City of Vallejo	Ferry Terminal ADA, Rehab	\$ 800,000	
T1	City of Vallejo	Bus Maintenance Facility	\$ 812,324	
T1	City of Vallejo	Repower Ferry Engines	\$ 2,000,000	
T1	City of Vallejo	Operating Assistance	\$ 761,232	
T1-S	City of Vallejo	Vallejo Station Bus Transit Center	\$ 439,212	
T2	City of Vallejo	Vallejo Station	\$ 2,009,466	
FTA 5311	City of Vallejo (STA transferred)	Paratransit Buses (1)	\$ 75,000	
			\$ 17,953,546	



DATE: September 20, 2010
TO: SolanoExpress Intercity Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Notice of Proposed Urban Area Criteria for 2010 Census Status

Background/Discussion:

Distribution of federal transit funds known as “5307 funds” for several Solano transit operators are based on formulas related to Urbanized Areas. Currently Vallejo Transit, Benicia Breeze, Fairfield and Suisun Transit (FAST), and Vacaville City Coach receive 5307 funds. The other two operators (Dixon Redit-Ride and Rio Vista Delta Breeze) located in rural areas receive similar federal funds through the rural 5311 formula program. The current urbanized areas were defined by the 2000 census data. With 2010 census data, new criteria for the proposed Urbanized Areas are being developed by the federal government and can be found in the August 24th Federal Register, Notice of Proposed Urban Area Criteria for 2010 Census Status (Attachment A).

The proposed changes to the Urbanized Area (UA) appear to include some significant changes to UA boundaries in Solano and could ultimately change how the federal transit funds are distributed to and within Solano County. Currently the Fairfield/Suisun area and Vacaville are two distinct small UAs and each receives a formula distribution of 5307 funds. With their 2010 combined population of over 200,000 for the first time, the two areas are proposed to be combined into one. There are two potential key implications of being ‘upgraded’ to a Large UA vs. a Small UA. First, if the current policy remains that 5307 can only be used for capital in Large UAs, this removes the flexibility that Vacaville City Coach and FAST have enjoyed by being able to also use these funds for operating without restrictions. Secondly, there would be one allocation to the UA which FAST and VV City Coach would need to coordinate with one another, and MTC, on how to share the funds between their two systems.

Benicia Breeze and Vallejo Transit are currently both in the Small Vallejo UA. They have *not* had the flexibility to use the 5307 funds for operating without incurring some restrictions on their capital funding priorities and have had to coordinate with one another on how to share the funds between their two systems. With ferry and bus service into the urban core of the Bay Area, Vallejo has also been able to take advantage of regional funding from the San Francisco (UA). Given the near-term potential consolidation of the Benicia Breeze and Vallejo Transit, clarity on how this area of the county will be affected by the proposed UA policy is of great interest.

The proposed policy has been issued for comments. Comments are due November 22, 2010. The STA has begun discussions with its federal lobbyist and arranged a meeting with MTC to better clarify the potential implications to Solano transit with the proposed

criteria. A verbal update of the results of these meetings will be provided at the Consortium. STA staff suggests further discussion at the Consortium.

Fiscal Impact:

None to STA. Impact to local transit operators to be determined

Recommendation:

Informational.

Attachment:

- A. Federal Register – Notice of Proposed Urban Area Criteria for the 2010 Census



Federal Register

**Tuesday,
August 24, 2010**

Part IV

Department of Commerce

Bureau of the Census

**Proposed Urban Area Criteria for the
2010 Census; Notice**

DEPARTMENT OF COMMERCE**Bureau of the Census**

[Docket Number 100701026–0260–02]

Proposed Urban Area Criteria for the 2010 Census**AGENCY:** Bureau of the Census, Department of Commerce.**ACTION:** Notice of proposed criteria and request for public comment.

SUMMARY: This notice provides the Bureau of the Census' (hereafter, Census Bureau's) proposed criteria for defining urban areas based on the results of the 2010 Decennial Census (the term "urban area" as used throughout this notice refers generically to urbanized areas of 50,000 or more population and urban clusters of at least 2,500 and less than 50,000 population). It also provides a description of the changes from the final criteria used for Census 2000. The Census Bureau is requesting public comment on these proposed criteria.

The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data. Since the 1950 Census, the Census Bureau has reviewed and revised these criteria, as necessary, for each decennial census. The revisions over the years reflect the Census Bureau's desire to improve the classification of urban and rural territory to take advantage of newly available data, as well as advancements in geographic information processing technology.

DATES: Any comments, suggestions, or recommendations concerning the criteria proposed herein should be submitted in writing no later than November 22, 2010.

ADDRESSES: Please submit written comments on the proposed criteria to Timothy Trainor, Chief, Geography Division, U.S. Census Bureau, Washington, DC 20233–7400.

FOR FURTHER INFORMATION CONTACT: Vincent Osier, Chief, Geographic Standards and Criteria Branch, Geography Division, U.S. Census Bureau, via e-mail at vincent.osier@census.gov or telephone at 301–763–9039.

SUPPLEMENTARY INFORMATION: The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The boundaries of this "urban footprint" have been defined using measures based primarily on population counts and residential population density, but also through criteria that account for non-residential urban land uses, such as commercial, industrial, transportation, and open space that are part of the urban landscape. Since the 1950 Census, when densely settled urbanized areas (UAs) of 50,000 or more people were first defined, the urban area delineation process has addressed non-residential urban land uses through criteria designed to account for commercial enclaves, special land uses such as airports, and densely developed noncontiguous territory.

In delineating urban and rural areas, the Census Bureau does not take into account or attempt to meet the requirements of any nonstatistical uses of these areas or their associated data. Nonetheless, the Census Bureau recognizes that some federal and state agencies use the Census Bureau's urban-rural classification for allocating program funds, setting program standards, and implementing aspects of their programs. The agencies that use the classification and data for such nonstatistical uses should be aware that the changes to the urban area criteria also might affect the implementation of their programs.

The Census Bureau is not responsible for the use of its urban-rural classification in nonstatistical programs. If a federal, tribal, state, or local agency voluntarily uses the urban-rural classification in a nonstatistical program, it is that agency's responsibility to ensure that the classification is appropriate for such use. In considering the appropriateness of the classification for use in a nonstatistical program, the Census Bureau urges each agency to consider permitting appropriate modifications of the results of implementing the urban-rural classification specifically for the purposes of its program. When a program permits such modifications, the Census Bureau urges each agency to describe and clearly identify the different criteria being applied to avoid confusion with the Census Bureau's official urban-rural classifications.

I. History

Over the course of a century in defining urban areas, the Census Bureau has introduced conceptual and methodological changes to ensure that the urban-rural classification keeps pace with changes in settlement patterns and with changes in theoretical and practical approaches to interpreting and understanding the definition of urban areas. Prior to the 1950 Census, the Census Bureau primarily defined "urban" as any population, housing, and territory located within incorporated places with a population of 2,500 or more. That definition was easy and straightforward to implement, requiring no need to calculate population density; to understand and account for actual settlement patterns on the ground in relation to boundaries of administrative units; or to consider densely settled populations existing outside incorporated municipalities. For much of the first half of the twentieth century, that definition was adequate for defining "urban" and "rural" in the United States, but by 1950 it became clear that it was incomplete.

Increasing suburbanization, particularly outside the boundaries of large incorporated places led the Census Bureau to adopt the UA concept for the 1950 Census. At that time, the Census Bureau formally recognized that densely settled communities outside the boundaries of large incorporated municipalities were just as "urban" as the densely settled population inside those boundaries. Due to the limitations in technology for calculating and mapping population density, delineation of UAs was limited to cities of at least 50,000 people and their surrounding territory. The geographic units used to analyze settlement patterns were enumeration districts, but to facilitate and ease the delineation process, each incorporated place was analyzed as a single unit—that is, the overall density of the place was calculated and if it met the minimum threshold, it was included in its entirety in the UA. Outside UAs, "urban" was still defined as any place with a population of at least 2,500. The Census Bureau recognized the need to identify distinct unincorporated communities existing outside the UAs, and thus created the "census designated place" (CDP)¹ and designated those with populations of at least 2,500 as urban.

¹ A CDP is a statistical geographic entity encompassing a concentration of population, housing, and commercial structures that is clearly identifiable by a single name, but is not within an incorporated place. CDPs are the statistical counterparts of incorporated places.

Starting with the 1960 Census and continuing through the 1990 Census, the Census Bureau made a number of changes to the methodology and criteria for defining UAs, but retained the 1950 Census basic definition of "urban," which was defined as UAs with a population of 50,000 or more and defined primarily on the basis of population density; and places with a population of 2,500 or more located outside UAs. The enhancements made by the Census Bureau to the methodology and criteria used during this period included:

(1) Lowering, and eventual elimination, of minimum population criteria for places that formed the "starting point" for delineating a UA. This made recognition of population concentrations independent of the size of any single place within the concentration.

(2) Identification of "extended cities"—incorporated places containing substantial amounts of territory with very low population density, which were divided into urban and rural components using 100 persons per square mile (ppsm) as the criterion. This kept the extent of urban territory from being artificially exaggerated by thinly settled corporate annexations.

(3) Implementation for the 1990 Census of nationwide coverage by census blocks, and use of interactive analysis of population density patterns at the census block level, or by groups of blocks known as "analysis units," using Census Bureau-developed delineation software. This enhancement allowed greater flexibility when analyzing and defining potential UAs, as opposed to using enumeration districts and other measurement units defined prior to data tabulation.

(4) Implementation of qualification criteria for incorporated places and CDPs for inclusion in a UA based on the existence of a densely populated "core" containing at least fifty percent of the place's population. This eliminated certain places from the urban area classification because much of their population was scattered rather than concentrated.

For Census 2000, the Census Bureau took advantage of technological advances associated with geographic information systems (GIS) and spatial data processing to classify urban and rural territory on a more consistent and nationally uniform basis than had been possible previously. Rather than delineating urban areas in an interactive and manual fashion, the Census Bureau developed and utilized software that automated the examination of population densities and other aspects

of the criteria to delineate urban areas. This new automated urban area delineation methodology provided for a more objective application of criteria compared to previous censuses in which individual geographers applied the urban area criteria to delineate urban areas interactively. This new automated approach also established a baseline for future delineations to enable the Census Bureau to provide comparable data for subsequent decades.

Changes for Census 2000

The Census Bureau adopted six substantial changes to its urban area criteria for Census 2000:

(1) Defining urban clusters (UCs). Beginning with Census 2000, the Census Bureau created and implemented the concept of an urban cluster. Urban clusters are defined as areas of at least 2,500 and less than 50,000 people using the same residential population density-based criteria as applied to UAs. This change provided for a conceptually consistent, seamless classification of urban territory. For previous censuses, the lack of a density-based approach for defining urban areas of less than 50,000 people resulted in underbounding of urban areas where densely settled populations existed outside place boundaries or overbounding when cities annexed territory with low population density. Areas where annexation had lagged behind expansion of densely settled territory, or where communities of 2,500 up to 50,000 people were not incorporated and were not defined as CDPs, were most affected by the adoption of density-based UCs. As a result of this change, the Census Bureau no longer needed to identify urban places located outside UAs for the purpose of its urban-rural classification.

(2) Disregarding incorporated place and CDP boundaries when defining UAs and UCs. Taking place boundaries into account in previous decades resulted in the inclusion of territory with low population density within UAs when the place as a whole met minimum population density requirements, and excluded densely settled population when the place as a whole fell below minimum density requirements. Implementation of this change meant that territory with low population density located inside place boundaries (perhaps due to annexation, or the way in which a CDP was defined) no longer necessarily qualified for inclusion in an urban area. However, it also meant that non-residential urban land uses located inside a place's boundary and located on the edge of an urban area might not

necessarily qualify to be included in a UA or UC.

(3) Adoption of 500 persons per square mile (ppsm) as the density criterion for recognizing some types of urban territory. The Census Bureau adopted a 500 ppsm population density threshold at the same time that it adopted its automated urban area delineation methodology. This ensured that census blocks that might contain a mix of residential and non-residential urban uses, but might not have a population density of at least 1,000 ppsm, could qualify for inclusion in an urban area. For the 1990 Census, geographers could interactively modify analysis units to include census blocks with low population density that might contain non-residential urban uses, while still achieving an overall population density of at least 1,000 ppsm. Adoption of the lower density threshold facilitated use of the automated urban area delineation methodology, and provided for comparability with the 1990 methodology. This change did not result in substantial increases to the extent of urban areas.

(4) Increase in the jump distance from 1.5 to 2.5 miles. The Census Bureau increased the jump distance from 1.5 to 2.5 miles. A "jump" is the distance across territory with low population density separating noncontiguous qualifying territory from the main body of an urban area. The increase in the jump distance was a result of changing planning practices that led to the creation of larger clusters of single-use development. In addition, research conducted prior to Census 2000 showed that some jumps incorporated in UA definitions in 1990 were actually longer than 1.5 miles as a result of the subjective identification of undevelopable territory. As used in previous censuses, only one jump was permitted along any given road connection.

(5) Introduction of the hop concept to provide an objective basis for recognizing small gaps within qualifying urban territory. For Census 2000, the Census Bureau officially recognized the term "hops," which is defined as gaps of 0.5 miles or less within a qualifying urban territory. Hops are used primarily to account for territory in which planning and zoning processes result in alternating patterns of residential and non-residential development over relatively short distances. This provided for a more consistent treatment of short gaps with low population density, some of which had been treated as jumps in the 1990 urban area delineation process (and not

permitted if identified as a second jump), while others were interpreted as part of the pattern of urban development and grouped with adjacent, higher density blocks to form qualifying analysis units.

(6) Adoption of a zero-based approach to defining urban areas. The urban area delineation process in previous censuses had generally been an additive process, where the boundary of a UA from the previous census providing the starting point for review for the next census. The changes made for Census 2000 were substantial enough to warrant the Census Bureau to re-evaluate the delineation of all urban areas as if for the first time, rather than simply making adjustments to the existing boundary. The Census Bureau adopted this zero-based approach to ensure that all urban areas were defined in a consistent manner.

The six changes described above represent the major modifications implemented for the 2000 Census. They illustrate the substantial shift in approach adopted by the Census Bureau in its procedure for delineating urban areas. However, the availability of new

datasets and continued research since the 2000 Census show the potential for further improvements for the 2010 Census.

II. Differences Between the Proposed 2010 Census Urban Area Criteria and the Census 2000 Urban Area Criteria

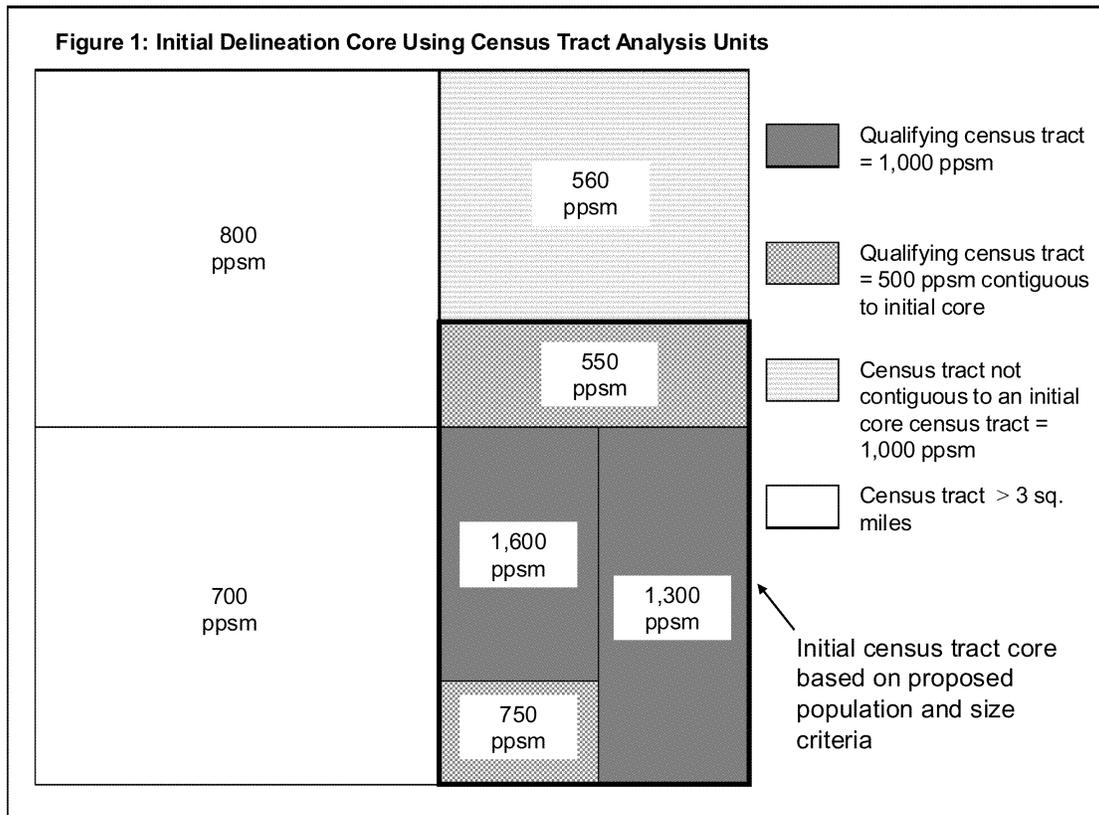
For the 2010 Census, the Census Bureau proposes moderate changes and enhancements to the criteria to improve upon the classification of urban and rural areas while continuing to meet the objective of a uniform application of criteria nationwide. The proposed changes and enhancements recognize that the Census Bureau's urban-rural classification provides an important national baseline definition of urban and rural areas.

The following summary describes the differences between the Census 2000 urban area criteria and the urban area criteria proposed for the 2010 Census.

Use of Census Tracts as Analysis Units in the Initial Phase of Delineation

For the Census 2000 urban area delineation process, the Census Bureau used blocks and block groups as

analysis units (geographic building blocks). For the 2010 Census delineation process, the Census Bureau proposes replacing block groups with census tracts as the analysis unit during the delineation of the initial urban area core. Similar to the way block groups were used in 2000, if a census tract does not meet specified proposed area measurement and density criteria, the focus of analysis will shift to individual census blocks within the tract, and delineation will continue at the block level. During the initial urban area core delineation (see section B.1 in the proposed urban area criteria below for a description of an initial urban area core), the maximum size threshold for qualifying census tracts will be three square miles compared to the two square mile threshold adopted for block groups for Census 2000 (Figure 1). Changing the urban area core delineation analysis unit to the census tract offers advantages of increased consistency and comparability, since census tracts are more likely to retain their boundaries over time than block groups.



Although census tracts will be used in the delineation of initial urban area cores, as in Census 2000 census blocks will continue to form the analysis units

when analyzing territory beyond the qualifying tracts, for example on the edge of the urban area or when

including noncontiguous territory via hops and jumps.

Test delineations of initial cores in selected areas of the United States

(Figure 2) show slight decreases in territory and only slight increases in population qualifying as urban when

the initial analysis unit is changed from the block group to the census tract.²

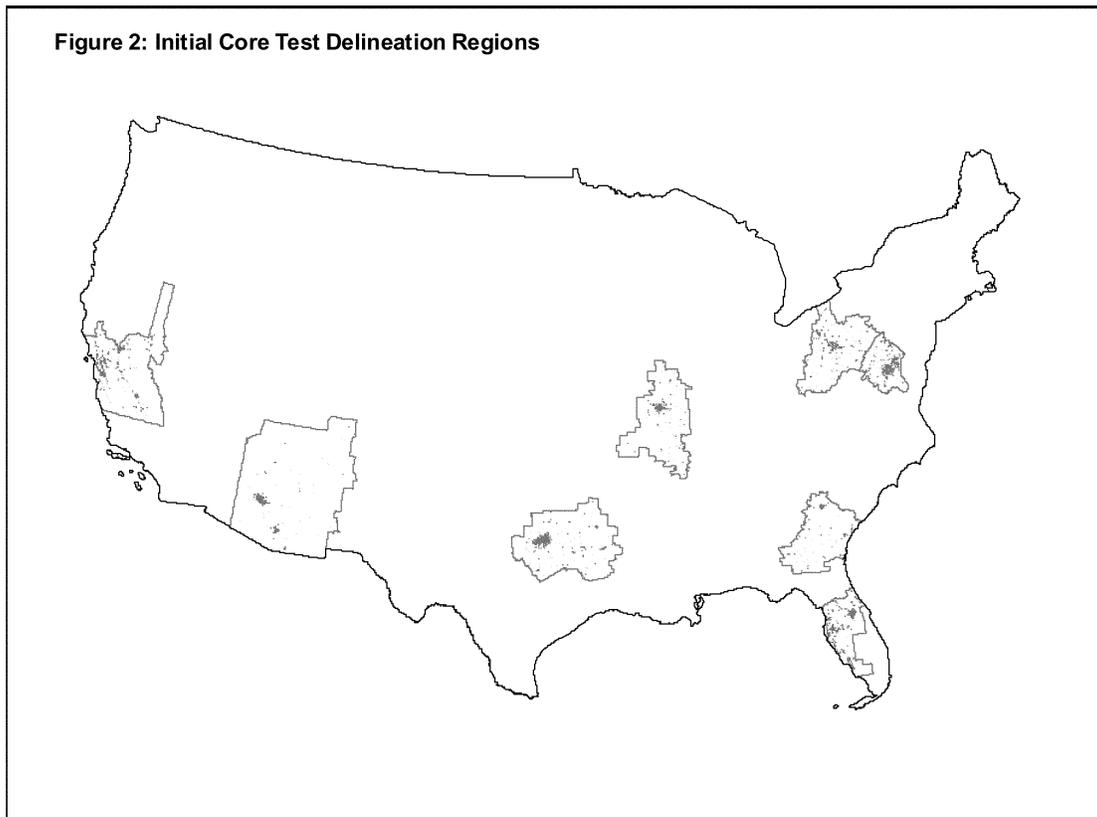


Figure 2: Initial Core Test Delineation Regions

Table 1 provides a comparison of the number of cores defined using block groups as analysis units with the

number defined using census tracts. Population, land area, and population

density for the cores also are provided for comparison.

TABLE 1—COMPARISON OF INITIAL URBAN AREA CORES DEFINED USING BLOCK GROUPS OR CENSUS TRACTS AS ANALYSIS UNITS

	Number of cores	Population in cores (Census 2000)	Land area (sq. miles)	Population density (people per square mile)
Block group as analysis unit when defining cores	904	42,213,521	15,027	2,809
Census tract as analysis unit when defining cores	924	42,384,952	14,525	2,918

The small reduction in initial urban area core territory shown by the test data is due to the use of census tracts, which are larger geographic units, and therefore less likely than block groups to qualify under the density requirements. As a result, when using census tracts, the delineation process shifts to census block-level analysis sooner than would be the case when using block groups.

Maximum Distances of Jumps

The Census Bureau is considering reducing the maximum jump distance to 1.5 miles based on data users' comments that the 2.5 mile distance adopted for the 2000 Census was too generous in some situations and resulted in the overextension of urban area territory. The Census Bureau seeks comment on whether the jump distance should revert

to the 1.5 mile maximum that was in use from 1950 through 1990.

Use of Land Use/Land Cover Data

The Census Bureau plans to use the newly available National Land Cover Database (NLCD) developed by the Multi-Resolution Land Characteristics Consortium to identify business districts and commercial zones, located both on

² Two initial core test delineations were performed for eight test delineation regions covering an area of approximately 392,900 square miles. The first initial core test delineation used the same population count, population density,

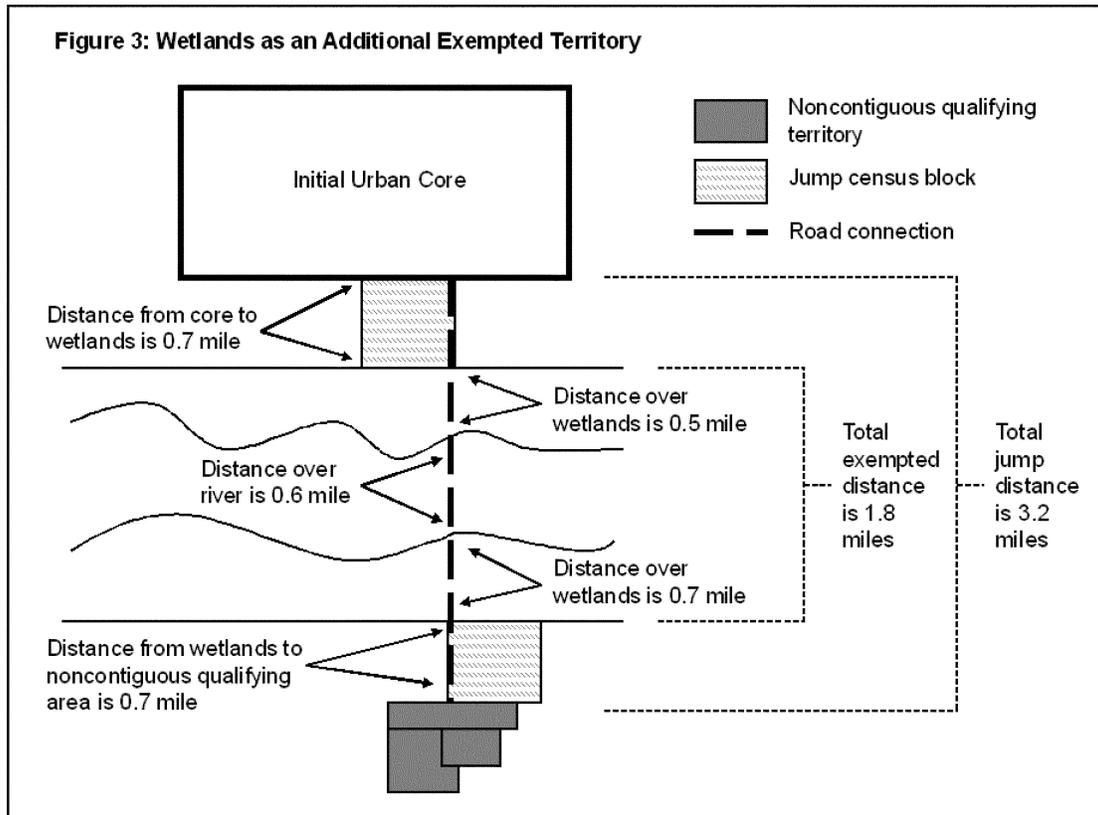
geographic area, and proximity criteria used for the Census 2000 urban area delineation. The second test used the proposed criteria for the same items, but also reflected the 2010 Census proposed use of census tracts in the identification of initial cores.

Both tests used Census 2000 population counts and geography and implemented the impervious surface and enclave criteria proposed for the 2010 Census in this notice.

the edge and in the interior of an urban area that would not qualify as urban based on residential population measures alone. The NLCD is a consistently defined national land cover dataset³ that would enable the Census Bureau to add further territory to the list of exempted territory and enforce its

qualification criteria objectively (Figure 3). This nationwide dataset will assist the Census Bureau in identifying, and qualifying as urban, sparsely populated urban-related territory associated with a high degree of impervious surface land cover. It also will assist the Census Bureau to identify land cover types that

restrict development, such as marshes, wetlands, and estuaries, which will be included as exempted territory. Without such recognition, these types of undevelopable land covers would otherwise prohibit two or more communities to connect via a jump, even though they share functional ties.



Qualification of Airports for Inclusion in Urban Areas

For Census 2000, airports with an annual enplanement (departing passengers) of 10,000 or greater qualified for inclusion in an urban area if adjacent to other qualifying territory. For the 2010 Census, the Census Bureau proposes lowering the minimum annual enplanement threshold to 2,500 passengers to provide a better inclusion of airports, particularly those adjacent to smaller initial urban cores. Based on annual passenger boarding and all-cargo data published by the Federal Aviation Administration for the 2007 calendar year, lowering the enplanement threshold would result in an additional 152 airports included in urban areas.⁴

Elimination of the Central Place Concept

The Census Bureau proposes to discontinue identifying central places as part of the 2010 Census urban area delineation process. A central place is the most populous place within an urban area or any other place that meets specified population criteria. Starting with the 1990 Census, the identification of central places was no longer necessary for the process of delineating urban areas. For Census 2000, the urban area delineation process moved away from a "place-based" definition of urban areas, which caused some central places to be split between urban and rural territory. Moreover, the Office of Management and Budget (OMB) identifies principal cities as part of the

metropolitan and micropolitan statistical areas program.⁵ The list of principal cities identified by the OMB is quite similar to what would emerge if the urban area process created a list of central places. The Census Bureau no longer sees a need for a second representation of the same concept in its statistical and geographic data products. Therefore, the Census Bureau proposes to eliminate the use of central places in the 2010 Census urban area delineation criteria.

Requirement for Minimum Population Residing Outside Institutional Group Quarters

The Census 2000 urban area delineation criteria resulted in the identification of 24 urban clusters consisting entirely or predominantly of

³ The NLCD includes data for the entirety of the United States, Puerto Rico, and the U.S. Virgin Islands.

⁴ The Federal Aviation Administration (FAA) annual passenger boarding and all-cargo data

extracted from the Air Carrier Activity Information System published for the 2007 calendar year reports 409 airports had an annual enplanement of at least 10,000 passengers in any year between 2000 and 2007.

⁵ See the "2010 Standards for Delineating Metropolitan and Micropolitan Statistical Areas," *Federal Register*, Vol. 75, No. 123, Monday, June 28, 2010.

population residing in institutional group quarters (GQs). Most of these urban clusters comprised only the few census blocks in which the institutional GQ was located. These blocks met the population density requirements specified in the Census 2000 criteria, and encompassed at least 2,500 persons. Although the population densities of these areas exceed the minimum thresholds specified in the Census 2000 urban area criteria, and the total populations exceed 2,500, they lack most of the residential, commercial, and infrastructure characteristics typically associated with urban territory. The Census Bureau proposes that in addition to at least 2,500 total population, an area must contain at least 1,500 persons who reside outside institutional GQs to qualify as urban.

Splitting Large Urban Agglomerations

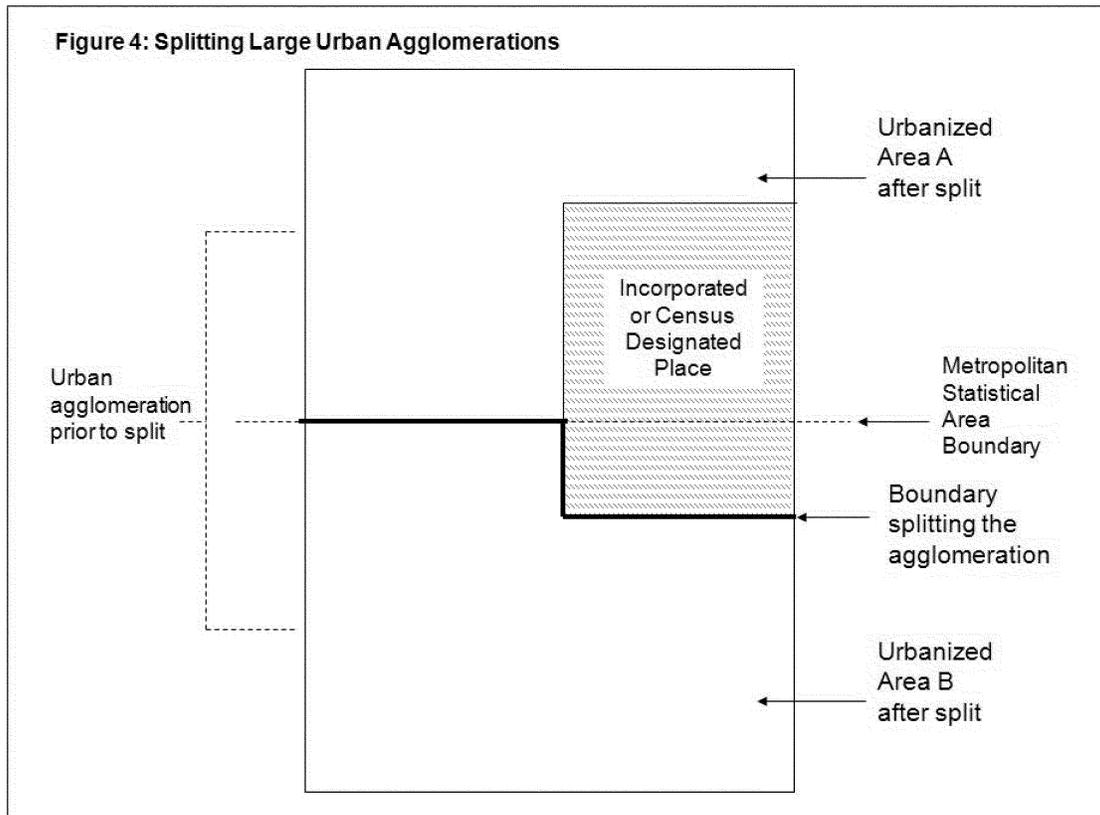
Similar to the delineation process used for the 2000 Census, the Census Bureau will use the same automated urban area delineation methodology for determining urban and rural areas in the 2010 Census. Use of this approach will result in some exceptionally large urban

agglomerations of continuously developed territory. Although such areas do reflect the reality of urbanization at one scale, the areas may be cumbersome and less satisfactory for more localized applications. For example, an area of virtually continuous urbanization exists from northeastern Maryland through the Philadelphia area, central New Jersey, the New York City area, and central Connecticut to beyond Springfield, MA. This area of near-continuous urbanization encompasses nine UAs defined for Census 2000. Another area of continuous urbanization exists in the San Francisco Bay area, including the San Francisco-Oakland, San Jose, and several smaller areas.

The Census Bureau anticipates that many data users would find these large agglomerations to be inconvenient for meaningful analysis, and therefore, proposes that they be split in some consistent fashion. For example, the Census Bureau split large agglomerations for Census 2000 by using metropolitan statistical area and primary metropolitan statistical area (PMSA) boundaries as a guide to identify the narrowest area along the

high density “corridor” between larger core areas. For instance, the corridor of high residential population density between Baltimore, MD, and Washington, DC, was narrowest in northern Prince George’s County, MD, in the area of Beltsville, MD, and near the boundary between the Washington PMSA and the Baltimore PMSA.

For the 2010 Census urban area delineation process, the Census Bureau proposes splitting large agglomerations along metropolitan statistical area boundaries, resulting in the identification of individual UAs. In New England, large agglomerations would be split based on the boundaries of metropolitan New England city and town areas (NECTAs). In areas where an incorporated place or a CDP crosses the metropolitan statistical area or NECTA boundary, the boundary splitting the large agglomeration would be modified to follow the incorporated place or CDP boundary. The incorporated place or CDP would be assigned to the resulting UA that contains the largest proportion of the place’s land area (Figure 4). Urban clusters would not be created as a result of splitting.



This approach has the advantage of simplicity and ease of implementation. It also maintains some comparability

with previous decades’ criteria and definitions. This approach, however, results in some circularity of

outcomes—the metropolitan statistical area and NECTA definitions that would be used to split large agglomerations are

those that were defined on the basis of Census 2000 data, including Census 2000 urban area definitions; the 2010 UAs resulting from the splitting process will form the cores of metropolitan statistical areas and NECTAs. In addition, this approach will result in the movement of some territory and population from one UA to another. For example, the split between the Washington and Baltimore UAs would occur along the Howard County, MD-Prince George's County, MD boundary; territory in northern Prince George's County, MD that currently is in the Baltimore UA would be included in the Washington UA. The split between the San Francisco-Oakland and San Jose UAs would shift northward to follow the San Mateo County, CA-Santa Clara County, CA boundary.

Based on Census 2000 UAs, the Census Bureau has identified 52 potential agglomerations consisting of multiple and currently separate UAs. These agglomerations contain UAs that currently are contiguous as well as some that are in close proximity to each other and that potentially could form a continuous agglomeration when areas

are redefined based on 2010 Census data (note, however, that inclusion in the list below does not necessarily mean that contiguity will exist between two UAs when redefined). The following table lists the potential agglomerations, the component UAs, and the estimated population based on the 2006–2008 ACS 3-year estimates (margins of error are not noted in the table below; 3-year estimates were used because not all UAs met the 65,000 person threshold for ACS 1-year estimates). The Census Bureau is considering applying a 1,000,000 person minimum population threshold to identify agglomerations to be split, but seeks comment on the appropriate population size threshold to determine which large agglomerations would be split. Other minimum population thresholds under consideration are 500,000 and 250,000. Based on 2006–2008 ACS estimates, 27 of the 52 potential agglomerations have populations less than 1,000,000; 14 have populations less than 500,000; and four have populations less than 250,000. If a threshold of 1,000,000 people is chosen as the minimum for splitting large agglomerations, all formerly separate

UAs in agglomerations of less than 1,000,000 people would be merged to form a single UA. If 500,000 people is adopted as the minimum threshold, then all formerly separate UAs in agglomerations of less than that threshold would be merged. Because UAs form the cores of metropolitan statistical areas, the merger of formerly separate UAs might affect the delineation of metropolitan and micropolitan statistical areas. It is important to note that some of the agglomerations listed below are contained within the same metropolitan statistical area, and as a result, would not be split, regardless of the threshold chosen. The agglomerations are: Dallas-Fort Worth; Houston-Texas City; Phoenix-Mesa; San Diego-Mission Viejo; St. Louis-Alton; Pittsburgh-Uniontown-Monessen; Kansas City-Lee's Summit; Charlotte-Gastonia-Concord; Nashville-Murfreesboro; Oklahoma City-Norman; Honolulu-Kailua; Stockton-Lodi-Manteca; Boise City-Nampa; Modesto-Turlock; Santa Rosa-Petaluma; Beaumont-Port Arthur; and Fairfield-Vacaville.

TABLE 2—POTENTIAL URBAN AGGLOMERATIONS

Potential urban agglomeration	Census 2000 UAs contained within the potential agglomeration	2006–2008 ACS 3-year estimated population
New York-Philadelphia-Connecticut	New York-Newark, NY-NJ-CT; Philadelphia, PA-NJ-DE-MD; Allentown-Bethlehem, PA-NJ; Lancaster, PA; Pottstown, PA; Reading, PA; Trenton, NJ; Hightstown, NJ; Vineland, NJ; Poughkeepsie-Newburgh, NY; Bridgeport-Stamford, CT; Danbury, CT-NY; Hartford, CT; New Haven, CT; Norwich-New London, CT; Waterbury, CT; Springfield, MA-CT.	29,028,337
Los Angeles-Riverside-San Bernardino	Los Angeles-Long Beach-Santa Ana, CA; Riverside-San Bernardino, CA; Camarillo, CA; Hemet, CA; Oxnard, CA; Santa Barbara, CA; Santa Clarita, CA; Simi Valley, CA; Temecula-Murrieta, CA; Thousand Oaks, CA.	15,492,749
Chicago-Kenosha-Racine-Round Lake Beach	Chicago, IL-IN; Kenosha, WI; Round Lake Beach-McHenry-Grayslake, IL-WI; Racine, WI.	8,944,789
Boston-Providence-Worcester	Boston, MA; Providence, RI-MA; Worcester, MA-CT; Barnstable Town, MA; Leominster-Fitchburg, MA; New Bedford, MA; Dover-Rochester, NH; Manchester, NH; Nashua, NH; Portsmouth, NH.	6,692,295
Baltimore-Washington	Aberdeen, MD; Baltimore, MD; Washington, DC-VA-MD; St. Charles, MD ..	6,585,315
San Francisco-Oakland-San Jose	San Francisco-Oakland, CA; San Jose, CA; Antioch, CA; Concord, CA; Livermore, CA; Vallejo, CA.	5,870,212
Dallas-Fort Worth	Dallas-Fort Worth-Arlington, TX; Denton-Lewisville, TX; McKinney, TX	5,006,527
Houston-Texas City	Houston, TX; Texas City, TX; Galveston, TX; The Woodlands, TX	4,599,176
Detroit-Ann Arbor-Port Huron	Detroit, MI; Ann Arbor, MI; Port Huron, MI; South Lyon-Howell-Brighton, MI	4,326,040
Atlanta-Gainesville	Atlanta, GA; Gainesville, GA	4,196,670
San Juan-Aguadilla-Ponce	San Juan, PR; Aguadilla-Isabela-San Sebastián, PR; Arecibo, PR; Fajardo, PR; Florida-Barceloneta-Bajadero, PR; Guayama, PR; Juana Díaz, PR; Mayagüez, PR; Ponce, PR; San Germán-Cabo Rojo-Sabana Grande, PR; Yauco, PR.	3,591,491
Phoenix-Mesa-Avondale	Phoenix-Mesa, AZ; Avondale, AZ	3,328,183
San Diego-Mission Viejo	San Diego, CA; Mission Viejo, CA	3,273,255
Seattle-Bremerton-Marysville	Seattle, WA; Bremerton, WA; Marysville, WA	3,206,057
Cleveland-Akron-Canton-Lorain-Elyria	Cleveland, OH; Akron, OH; Canton, OH; Lorain-Elyria, OH	2,722,194
Tampa-St. Petersburg-Lakeland-Winter Haven	Tampa-St. Petersburg, FL; Lakeland, FL; Winter Haven, FL; Brooksville, FL.	2,719,812
Cincinnati-Dayton-Middletown	Cincinnati, OH-KY-IN; Dayton, OH; Middletown, OH; Springfield, OH	2,426,070
Denver-Boulder-Longmont	Denver-Aurora, CO; Boulder, CO; Longmont, CO; Lafayette-Louisville, CO	2,339,587
St. Louis-Alton	St. Louis, MO-IL; Alton, IL	2,184,037

TABLE 2—POTENTIAL URBAN AGGLOMERATIONS—Continued

Potential urban agglomeration	Census 2000 UAs contained within the potential agglomeration	2006–2008 ACS 3-year estimated population
Orlando-Ocala-Kissimmee	Orlando, FL; Ocala, FL; Kissimmee, FL; Lady Lake, FL; Leesburg-Eustis, FL	1,814,061
Pittsburgh-Uniontown-Monessen	Pittsburgh, PA; Uniontown-Connellsville, PA; Monessen, PA	1,792,892
Kansas City-Lee's Summit	Kansas City, MO-KS; Lee's Summit, MO	1,468,106
Salt Lake City-Ogden-Layton	Salt Lake City, UT; Ogden-Layton, UT	1,439,004
Indianapolis-Anderson	Indianapolis, IN; Anderson, IN	1,367,392
Charlotte-Gastonia-Concord	Charlotte, NC-SC; Gastonia, NC; Concord, NC; Rock Hill, SC	1,282,839
Nashville-Murfreesboro	Nashville-Davidson, TN; Murfreesboro, TN	983,180
Raleigh-Durham	Raleigh, NC; Durham, NC	974,582
Palm Bay-Melbourne-Titusville-Vero Beach	Palm Bay-Melbourne, FL; Titusville, FL; Vero Beach-Sebastian, FL; Port St. Lucie, FL	938,675
Oklahoma City-Norman	Oklahoma City, OK; Norman, OK	875,469
Honolulu-Kailua (Honolulu County)	Honolulu, HI; Kailua (Honolulu County), HI	854,430
McAllen-Harlingen	McAllen, TX; Harlingen, TX	753,816
Greensboro-High Point-Winston-Salem	Greensboro, NC; High Point, NC; Winston-Salem, NC	741,457
Sarasota-Bradenton-Punta Gorda	Sarasota-Bradenton, FL; North Port-Punta Gorda, FL	726,695
Bonita Springs-Naples-Cape Coral	Bonita Springs-Naples, FL; Cape Coral, FL	659,480
Harrisburg-York-Lebanon	Harrisburg, PA; York, PA; Lebanon, PA	651,160
Greenville-Spartanburg	Greenville, SC; Spartanburg, SC; Mauldin-Simpsonville, SC	568,737
Pensacola-Fort Walton Beach	Pensacola, FL-AL; Fort Walton Beach, FL	506,715
Stockton-Lodi-Manteca	Stockton, CA; Lodi, CA; Manteca, CA	501,544
Spokane-Coeur d'Alene	Spokane, WA-ID; Coeur d'Alene, ID	441,042
Boise City-Nampa	Boise City, ID; Nampa, ID	422,639
Modesto-Turlock	Modesto, CA; Turlock, CA	414,571
South Bend-Elkhart	South Bend, IN-MI; Elkhart, IN-MI	408,373
Salinas-Santa Cruz-Watsonville	Salinas, CA; Santa Cruz, CA; Watsonville, CA	388,071
Charleston-Huntington	Charleston, WV; Huntington, WV-KY-OH	354,568
Santa Rosa-Petaluma	Santa Rosa, CA; Petaluma, CA	351,752
Rockford-Beloit	Rockford, IL; Beloit, WI-IL	337,215
Atlantic City-Wildwood	Atlantic City, NJ; Wildwood-North Wildwood-Cape May, NJ	280,698
Appleton-Oshkosh	Appleton, WI; Oshkosh, WI	263,213
Beaumont-Port Arthur	Beaumont, TX; Port Arthur, TX	249,716
Macon-Warner Robins	Macon, GA; Warner Robins, GA	232,780
Kingsport-Johnson City	Kingsport, TN-VA; Johnson City, TN	208,241
Fairfield-Vacaville	Fairfield, CA; Vacaville, CA	207,859

Proposed Urban Area Criteria for the 2010 Census

The proposed criteria outlined herein apply to the United States,⁶ Puerto Rico, and the Island Areas.⁷ The Census Bureau proposes the following criteria and characteristics for use in identifying the areas that will qualify for designation as urbanized areas and urban clusters for use in tabulating data from the 2010 Census, the American Community Survey (ACS), the Puerto Rico Community Survey, and potentially other Census Bureau censuses and surveys.

⁶ For Census Bureau purposes, the United States includes the 50 States and the District of Columbia.

⁷ For Census Bureau purposes, the Island Areas include American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, the U.S. Virgin Islands, and the U.S. Minor Outlying Islands. The U.S. Minor Outlying Islands are an aggregation of nine U.S. territories: Baker Island, Howland Island, Jarvis Island, Johnston Atoll, Kingman Reef, the Midway Islands, Navassa Island, Palmyra Atoll, and Wake Island.

A. 2010 Census Urban Area, Urbanized Area, and Urban Cluster Definitions

For the 2010 Census, an urban area will comprise a densely settled core of census tracts⁸ and/or census blocks⁹ that meet minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to the proposed criteria mentioned above must encompass at least 2,500 people, at least 1,500 of which reside outside institutional group quarters. Urban areas that contain

⁸ A census tract is made up of from one to ten census block groups within a single county. A census block group is a collection of one to 999 census blocks within a single census tract.

⁹ A census block is the smallest geographic area for which the Census Bureau tabulates data and is an area normally bounded by visible features, such as streets, rivers or streams, shorelines, and railroads, and by nonvisible features, such as the boundary of an incorporated place, MCD, county, or other 2010 Census tabulation entity.

50,000 or more people are designated as urbanized areas (UAs); urban areas that contain at least 2,500 and less than 50,000 people are designated as urban clusters (UCs). The term “urban area” refers to both UAs and UCs. The term “rural” encompasses all population, housing, and territory not included within an urban area.

As a result of the urban area delineation process, an incorporated place or census designated place (CDP) may be partly within and partly outside an urban area. Any place that is split by an urban area boundary is referred to as an extended place. Any census geographic areas, with the exception of census blocks, may be partly within and partly outside an urban area.

All proposed criteria based on land area, population, and population density, reflect the information contained in the Census Bureau's Master Address File/Topologically Integrated Geographic Encoding and Referencing (MAF/TIGER) Database (MTDB) at the time of the initial delineation. All calculations of

population density include only land; the areas of water contained within census tracts and census blocks are not used to calculate population density.

B. Proposed UA and UC Delineation Criteria

The Census Bureau proposes to define urban areas primarily on the basis of residential population density measured at the census tract and census block levels of geography. Two population density thresholds are utilized in the delineation of urban areas: 1,000 ppsm and 500 ppsm. The higher threshold is consistent with final population density criteria used in the 1960 through 1990 urban area delineation processes; it is used to identify the starting point for delineation of individual, potential urban areas and ensures that each urban area contains a densely settled core area that is consistent with previous decades' delineations. The lower threshold was adopted for the Census 2000 process when the Census Bureau adopted an automated delineation methodology; it ensures that additional territory that may contain a mix of residential and non-residential urban uses can qualify for inclusion in an urban area.

1. Identification of Initial Urban Area Cores

The Census Bureau proposes to begin the delineation process by identifying and aggregating contiguous census tracts, each having a land area less than three square miles and a population density of at least 1,000 ppsm. If a qualifying census tract does not exist, then one or more contiguous census blocks that have a population density of at least 1,000 ppsm are identified and aggregated. This aggregation of contiguous census tracts or census blocks, as appropriate, would be known as the "initial urban area core."

After the initial urban area core with a population density of 1,000 ppsm or more is identified, a census tract is included in the initial urban area core if it is adjacent to other qualifying territory and has a land area less than three square miles and a population density of at least 500 ppsm.

A census block¹⁰ is included in the initial urban area core if it is adjacent to other qualifying territory and

¹⁰ Due to imposed restrictions on the selection of features that could be used as census block boundaries within military installations for the 2010 Census, blocks on military installations that have a population of 2,500 or more are treated as having a population density of 1,000 ppsm if the density is less than 1,000 ppsm. Census blocks that have a population greater than 1,000 and less than 2,500 are treated as having a population density of 500 ppsm.

a. Has a population density of at least 500 ppsm; or

b. At least one-third of the census block consists of territory with a level of imperviousness of at least twenty percent,¹¹ and is compact in nature as defined by a shape index. A census block is considered compact when the shape index is at least 0.185 using the following formula: $I = 4\pi A/P^2$ where I is the shape index, A is the area of the entity, and P is the perimeter of the entity.

The Census Bureau would apply proposed criteria 1.a and 1.b above until there are no blocks to add to the urban area.

2. Inclusion of Noncontiguous Territory Separated by Exempted Territory

The Census Bureau proposes to identify and exempt territory in which residential development is substantially constrained or not possible due to either topographic or land use conditions.¹² Such "exempted" territory offsets urban development due to particular land use, land cover, or topographic conditions. For the 2010 Census, the Census Bureau proposes the following to be exempted territory:

- Bodies of water; and
- Wetlands (belonging to one of eight wetlands class definitions¹³).

Noncontiguous qualifying territory would be added to a core when separated by exempted territory, provided that:

a. The road connection across the exempted territory (located on both sides of the road) is no greater than five miles; and

b. The road connection does not cross more than a total of 2.5 miles of territory not classified as exempted (those segments of the road connection where exempted territory is not on both sides of the road); and

c. The total length of the road connection (exempt distance and non-exempt distance) is no greater than five miles for a jump and no greater than 2.5 miles for a hop.

¹¹ The Census Bureau has found in testing the NLCD that territory with an impervious percent less than twenty percent results in the inclusion of road and structure edges, and not the actual roads or buildings themselves.

¹² The land cover and land use types used to define exempted territory are limited to only those that are included in or can be derived from the Census Bureau's MTDB or the MRLC's 2001 NLCD nationally, consistently, and with some reasonable level of accuracy.

¹³ For the MRLC's 2001 NLCD, wetlands are identified as belonging to one of eight wetlands class definitions including woody, palustrine forested, palustrine scrub/shrub, estuarine forested, estuarine scrub/shrub, emergent herbaceous, palustrine emergent (persistent), or estuarine emergent.

3. Inclusion of Noncontiguous Territory via Hops and Jumps

Noncontiguous territory that meets the proposed population density criteria specified in section B.1.a and b above, but is separated from an initial urban area core of 1,000 or more people, may be added via a "hop" along a road connection of no more than 0.5 miles. Multiple hops may be made along a single road connection, thus accounting for the nature of contemporary urban development which often encompasses alternating patterns of residential and non-residential uses.

After adding territory to an initial urban area core via hop connections, the Census Bureau will identify all cores that have a population of 1,500 or more and add other qualifying territory via a jump connection.¹⁴ Jumps are used to connect densely settled noncontiguous territory separated from the core by territory with low population density measuring greater than 0.5 and no more than 2.5 road miles across. This process recognizes the existence of larger areas of non-residential urban uses or other territory with low population density that does not provide a substantial barrier to interaction between outlying territory with high population density and the main body of the urban area. Because it is possible that any given densely settled area could qualify for inclusion in multiple cores via a jump connection, the identification of jumps in an automated process starts with the initial urban area core that has the largest total population and continues in descending order based on the total population of each initial urban area core. Only one jump is permitted along any given road connection. This limitation, which has been in place since the inception of the urban area delineation process for the 1950 Census, prevents the artificial extension of urban areas over large distances that result in the inclusion of communities that are not commonly perceived as connected to the particular initial urban area core. Exempted territory is not taken into account when measuring road distances across hop and jump corridors.

In addition to the distance criteria listed above, a hop or a jump will qualify if:

a. The census tracts and blocks identified in the high density destination and along the hop or jump corridor have a combined overall

¹⁴ All initial urban area cores with a population less than 1,500 are not selected to continue the delineation as separate urban areas; however, these cores still are eligible for inclusion in an urban area using subsequent proposed criteria and procedures.

population density of at least 500 ppsm, or

b. The high density destination to be added via the hop or jump has a total population of 1,000 or more.

No additional jumps may originate from a qualifying area after the first jump in that direction unless the territory being included as a result of the jump was an initial urban area core with a population of 50,000 or more.

4. Inclusion of Airports

After all territory has been added to the initial core via hop and jump connections, the Census Bureau will then add whole tabulation blocks that approximate the territory of major airports, provided at least one of the blocks that represent the airport is included within or adjacent to the initial core. An airport is identified as a "major airport" if it had an annual enplanement of at least 2,500 passengers in any year between 2000 and the last year of reference in the Federal Aviation Administration's (FAA) Air Carrier Activity Information System.

5. Inclusion of Enclaves

The Census Bureau will add enclaves within the urban area, provided that they are surrounded only by land, by territory that qualified for inclusion in the urban area based on the proposed population density criteria, and at least one of the following conditions is met:

a. The area of the enclave must be less than five square miles; or

b. All area of the enclave is surrounded by territory that qualified for inclusion in the initial core, and is more than a straight-line distance of 2.5 miles from a land block that is not part of the initial core; or

c. The area of the enclave is less than five square miles, is surrounded by both land that qualified for inclusion in the initial core and water, and the length of the line of adjacency with the water is less than the length of the line of adjacency with the land.

6. Inclusion of Indentations

The Census Bureau proposes to evaluate and include territory that forms an indentation within the urban area. Including such territory will produce a smoother and more manageable boundary for each urban area. It would also recognize that small sparsely settled areas that are wholly or partially enveloped by urban territory are more likely to be affected by and integrated with adjacent urban territory and may become more densely settled by future development.

To determine whether an indentation should be included in the urban area,

the Census Bureau proposes to identify a "closure line," defined as a straight line no more than one mile in length, that extends from one point along the edge of the urban area across the mouth of the indentation to another point along the edge of the urban area.

A census block located wholly or partially within an indentation will be included in the urban area if at least 75 percent of the area of the block is inside the closure line. The total area of those blocks that meet or exceed the proposed 75 percent criterion is compared to the area of a circle, the diameter of which is the length of the closure qualification line. The territory within the indentation will be included in the urban area if its area is at least four times the area of the circle and less than five square miles.

If the collective area of the census blocks inside the closure line does not meet the criteria listed above, the Census Bureau will define successive closure lines within the indentation, starting at the mouth and working inward toward the base of the indentation, until the criteria for inclusion are met or it is determined that the indentation will not qualify for inclusion.

7. Splitting Large Agglomerations

The automated urban area delineation methodology that will be used for the 2010 Census may result in large urban agglomerations of continuously developed territory. If such results occur, the Census Bureau proposes splitting large agglomerations of 1,000,000 or more people along metropolitan statistical area boundaries to identify individual UAs. In New England, large agglomerations will be split based on the boundaries of metropolitan New England city and town areas (NECTAs). In situations where an incorporated place or a CDP crosses the metropolitan statistical area or metropolitan NECTA boundary, the boundary splitting the large agglomeration will be modified to follow the incorporated place or CDP boundary. The incorporated place or CDP will be assigned to the resulting UA that contains the largest proportion of the place's land area. Urban clusters would not be created as a result of splitting.

8. Assigning Urban Area Titles

A clear, unambiguous title based on commonly recognized place names helps provide context for data users, and ensures that the general location and setting of the urban area can be clearly identified and understood. The title of an urban area identifies the

place(s) that is (are) most populated within the urban area. All population requirements for places and MCDs apply to the portion of the entity's population that is within the specific urban area being named. The Census Bureau proposes the following criteria to determine the title of a urban area:

a. The most populous incorporated place with a population of 10,000 or more within the urban area will be listed first in the urban area title.

b. If there is no incorporated place with a population of 10,000 or more, the urban area title will include the name of the most populous incorporated place or CDP having at least 2,500 people in the urban area.

Up to two additional places, in descending order of population size, may be included in the title of an urban area, provided that:

a. The place has 250,000 or more people in the urban area; or

b. The place has at least 2,500 people in the urban area, and that population is at least two-thirds of the urban area population of the most populous place in the urban area.

If the urban area does not contain a place of at least 2,500 people, the Census Bureau will use the following rules to identify an urban area title, applying each in order until a title is identified:

a. The governmental MCD having the largest total population in the urban area; or

b. A local name recognized for the area by the United States Geological Survey (USGS)' Geographic Names Information System (GNIS), with preference given to names recognized by the United States Postal Service (USPS).

The urban area title will include the USPS abbreviation of the name of each state or statistically equivalent entity into which the urban area extends. The order of the state names is the same as the order of the related place names in the urban area title.

If a single place or MCD qualifies as the title of more than one urban area, the largest urban area will use the name of the place or MCD. The smaller urban area will have a title consisting of the place or MCD name and the direction (North, South, East, or West) of the smaller urban area as it relates to the larger urban area.

If any title of an urban area duplicates the title of another urban area within the same state, or uses the name of an incorporated place, CDP, or MCD that is duplicated within a state, the name of the county that has most of the population of the largest place or MCD is appended, in parentheses, after the duplicate place or MCD name for each

urban area. If there is no incorporated place, CDP, or MCD name in the urban area title, the name of the county having the largest total population residing in the urban area will be appended to the title.

C. Definitions of Key Terms

Census Block: A geographic area bounded by visible and/or invisible features shown on a map prepared by the Census Bureau. A block is the smallest geographic entity for which the Census Bureau tabulates decennial census data.

Census Designated Place (CDP): A statistical geographic entity encompassing a concentration of population, housing, and commercial structures that is clearly identifiable by a single name, but is not within an incorporated place. CDPs are the statistical counterparts of incorporated places for distinct unincorporated communities.

Census Tract: A small, relatively permanent statistical geographic division of a county defined for the tabulation and publication of Census Bureau data. The primary goal of the census tract program is to provide a set of nationally consistent small, statistical geographic units, with stable boundaries that facilitate analysis of data across time.

Contiguous: Refers to two or more areas sharing common boundaries.

Core Based Statistical Area (CBSA): A statistical geographic entity defined by the U.S. Office of Management and Budget, consisting of the county or counties associated with at least one core (urbanized area or urban cluster) of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with the counties containing the core. Metropolitan and micropolitan statistical areas are the two types of core based statistical areas.

Exempted Territory: Pre-existing landcover that offsets the pattern of urban development.

Group Quarters (GQs): A place where people live or stay, in a group living arrangement, that is owned or managed by an entity or organization providing housing and/or services for the residents. These services may include custodial or medical care, as well as

other types of assistance, and residency is commonly restricted to those receiving these services. This is not a typical household-type living arrangement. People living in GQs are usually not related to each other. GQs include such facilities as college residence halls, residential treatment centers, skilled nursing facilities, group homes, military barracks, correctional facilities, and workers' dormitories.

Impervious Surface: Paved, man-made surfaces, such as roads and parking lots.

Incorporated Place: A type of governmental unit, incorporated under state law as a city, town (except in New England, New York, and Wisconsin), borough (except in Alaska and New York), or village, generally to provide specific governmental services for a concentration of people within legally prescribed boundaries.

Metropolitan Statistical Area: A core based statistical area associated with at least one urbanized area that has a population of at least 50,000. A metropolitan statistical area comprises a central county or counties containing an urbanized area, plus adjacent outlying counties having a high degree of social and economic integration with the central county as measured by commuting.

Micropolitan Statistical Area: A core based statistical area associated with at least one urban cluster that has a population of at least 10,000, but less than 50,000. A micropolitan statistical area comprises a central county or counties containing an urban cluster, plus adjacent outlying counties having a high degree of social and economic integration with the central county as measured by commuting.

Minor Civil Division (MCD): The primary governmental or administrative division of a county in 29 states and the Island Areas having legal boundaries, names, and descriptions. MCDs represent many different types of legal entities with a wide variety of characteristics, powers, and functions depending on the state and type of MCD. In some states, some or all of the incorporated places also constitute MCDs.

New England City and Town Area (NECTA): A statistical geographic entity that is delineated by the U.S. Office of Management and Budget using cities and towns in the New England states as

building blocks, and that is conceptually similar to the metropolitan and micropolitan statistical areas.

Noncontiguous: Refers to two or more areas that do not share common boundaries, such that the areas are separated by intervening territory.

Rural: Territory not defined as urban.

Topologically Integrated Geographic Encoding and Referencing (TIGER): Database developed by the Census Bureau to support its mapping needs for the decennial census and other Census Bureau programs. The topological structure of the TIGER database defines the location and relationship of boundaries, streets, rivers, railroads, and other features to each other and to the numerous geographic areas for which the Census Bureau tabulates data from its censuses and surveys.

Urban: Generally, densely developed territory, encompassing residential, commercial, and other non-residential urban land uses within which social and economic interactions occur.

Urban Area: The generic term used to refer collectively to urbanized areas and urban clusters.

Urban Cluster (UC): A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have at least 2,500 people but fewer than 50,000 people.

Urbanized Area (UA): A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people.

Executive Order 12866

This notice has been determined to be not significant under Executive Order 12866.

Paperwork Reduction Act

This notice does not contain a collection of information subject to the requirements of the Paperwork Reduction Act, 44 United States Code, Chapter 35.

Dated: August 17, 2010.

Robert M. Groves,

Director, Bureau of the Census.

[FR Doc. 2010-20808 Filed 8-23-10; 8:45 am]

BILLING CODE 3510-07-P



DATE: September 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Unmet Transit Needs Process for Fiscal Year (FY) 2010-11
and FY 2011-12

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 FY 2009-10, the City of Rio Vista and the County of Solano used TDA for Streets and Roads. The County of Solano will be the only remaining jurisdiction in the Bay Area that uses TDA funds for streets and roads in FY 2010-11. Annually, the Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, holds a public hearing in the 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 the received written comments, MTC staff then identified pertinent comments for Solano County's local jurisdictions for response. The STA coordinates with the transit operators who must prepare responses specific to their operation.

For FY 2010-11, MTC held a public hearing and received written comments. MTC summarized the key issues of concern and forwarded them to the STA to coordinate a response. After working with Solano's transit operators, STA prepared a response for submittal to MTC. MTC presented the responses to the Programming and Allocations Committee in July 14, 2010 and the Commission made a finding that there are no unmet transit needs that are reasonable to meet in Solano County for FY 2010-11.

When MTC took final action on the FY 2009-10 Unmet Transit Needs process and concluded that there were no reasonable unmet transit needs, they also took action that directed Rio Vista and the County of Solano to develop a TDA phase out plan. Since MTC took this action, MTC and STA have met with both Rio Vista and County of Solano to discuss the TDA phase out plan. As a result of this, in February 2010 Rio Vista City Council took action directing that Rio Vista no longer use TDA funds for streets and roads beginning FY 2010-11. A strategy to phase the County of Solano out of the Unmet Needs process approved by the STA Board April 14, 2010. Therefore, the Unmet Transit Needs process will still be required to allow the County of Solano to claim TDA for streets and roads for FY 2011-12.

Discussion:

On August 17, 2010 MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming \$580,000 in shifted Cycle 1 finding for additional local streets and roads projects in FY 2010-11 as programmed by the STA. On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, Option B was recommended which would meet MTC's FY 2011-12 phase out deadline and enable the programming of \$580,000 of Cycle 1 funds the STA has dedicated for the County of Solano in Cycle 1 (Attachment A). If FY 2011-12 is the last year the County of Solano uses TDA for streets and roads, the Unmet Needs process will no longer be required in Solano County since no jurisdiction will be using TDA funds for streets and roads after the FY 2011-12 Unmet Transit Needs Hearing in December 2010.

MTC has begun establishing the process for FY 2011-12. MTC staff received approval at the September 8, 2010 Program and Allocation Committee meeting to proceed with the Solano County Unmet Needs Public Hearing. MTC will be working with STA staff to establish a date and location for the public hearing as well as outreach for the Unmet Transit Needs process. The TAC, Consortium, and Paratransit Coordinating Council (PCC) will be included in this notification.

Recommendation:

Informational.

Attachments:

- A. STA Letter to County re: Summary of Proposed Phasing Out of the Unmet Needs Process by the County of Solano



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

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Email: staplan@sta-snci.com ♦ Website: solanolinks.com

September 17, 2010

Clifford K. Covey
Interim Director of Resource Management
Solano County Resource Management
675 Texas Street, Suite 5500
Fairfield, CA 94533

RE: Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

Dear Cliff:

I am writing in follow-up to our recent meeting where we discussed options and the timing of the County of Solano phasing out of the Unmet Transit Needs Process that has been utilized to allow the County of Solano to utilize a portion of its local Transportation Development Act (TDA) funds for local streets and roads rehabilitation projects. At the conclusion of this discussion, it was recommended the Solano County consider taking action either through a resolution or via a letter forwarded to the Metropolitan Transportation Commission (MTC) taking action to phase out of the Unmet Transit Needs Process by the conclusion of Fiscal Year (FY) 2011-12 in order to be eligible to receive \$580,000 in Cycle 1 federal Surface Transportation Program (STP) funds in FY 2010-11 or 2011-12.

In recent years, all of Solano County's cities and all of the other Bay Area counties and cities have phased out of the Unmet Transit Needs Process. Beginning in FY 2010-11, the County of Solano is now the only Bay Area local jurisdiction requesting the Unmet Transit Needs Process. In order to accommodate the request of the local agency to utilize local TDA for local streets and roads, MTC schedules an Unmet Transit Needs hearing in Solano County with the assistance of the Solano Transportation Authority (STA). Based on public comments received at the meeting and provided during a two to three week comment period, the STA works with all of Solano's transit operators and the County of Solano to respond to these public comments to help MTC ascertain if there are any reasonable unmet transit needs not being met within the boundaries of the jurisdiction, in this case the County unincorporated area, requesting to use a portion of their TDA funds for local streets and roads. This process does occur in more rural areas of the State of California, but is not common in the more urban regions.

In recent years, the STA has been working with our local transit operators to pursue various opportunities for regional discretionary funds for various transit operations, capital and programs. This effort has been somewhat hampered by Solano County's continued participation in the Unmet Transit Needs Process. In recognition, several of the remaining Solano cities participating in this process have phased out the last three years. Dixon, Suisun City, and Vacaville all phased out joining Benicia, Fairfield and Vallejo in dedicating all of their local TDA funds for transit purposes.

MTC has made it clear that they would like to eliminate the Unmet Transit Need Process from the region by the conclusion of Cycle 1 of the regional allocation of flexible federal STP and Congestion Mitigation and Air Quality (CMAQ) funds which covers FY's 2010-11 and 2011-12. Last year, MTC met with the County and the City of Rio Vista, the last two local agencies in Solano County and the Bay Area region still participating in the Unmet Transit Needs Process, to discuss the two agencies phasing out of the process. Subsequently, the Rio Vista City Council agreed to come out of the process beginning in FY 2010-11.

As part of the allocation of the federal cycle funds in Cycle 1, MTC has provided all nine Bay Area Congestion Management Agencies, including STA, with some flexibility (up to 20%) for programming funds between three categories – local streets and roads, regional bike projects, and Priority Development Areas (PDAs)/Transportation for Livable Communities (TLC).

In recognition of MTC's request for the County of Solano to phase out of this process, the STA Board, on April 14, 2010, approved shifting up to 20% of federal Bicycle, Pedestrian, and TLC grant funding during Cycle 1 to the County of Solano for local streets and roads rehabilitation projects. With this action, an estimated total of \$580,000 in Cycle 1 funds will be available to the County of Solano over the two year timeframe (FY's 2010-11 and 2011-12). This action by the STA Board was intended to help relieve the near-term impact of the loss of the County TDA funds being available for local streets and roads.

Currently, the STA Board only has authority to program Cycle 1 funding (FY 2010-11 & FY 2011-12), which includes the shifting of \$580,000 of Cycle 1 bicycle, pedestrian and TLC funding to Solano County for local streets and roads projects. Once Cycle 2 funding is authorized by MTC, STA staff will recommend that STA Board prioritize Cycle 2 funding priorities at that time, including the shift of up to 20% of TLC, bike and pedestrians funds toward County of Solano for local streets and roads as directed by the STA Board on April 14, 2010, and if MTC allows flexing of Cycle 2 funds. As part of this recommendation, STA staff will seek the County TDA funds be used for countywide benefit projects, such Lifeline projects, Senior and Disabled Study Priority projects, Transit Consolidation Implementation, Intercity Transit Funding Agreement increased contributions, implementation of local element of regional transit projects, or pilot multi-jurisdictional projects.

On the transit side, having additional County TDA funds available for transit will provide the County of Solano with the opportunity to help fund Countywide transit priorities such as transit services for senior and disabled citizens (e.g., Taxi Scrip, paratransit, etc.), support for transit capital projects, support for sustaining or improving Solano Express Service (such as new service on SR 12 Jameson Canyon a component of the Solano County Sustainable Communities Strategy for transportation), Lifeline Transit Service for lower income residents, and opportunities for improved transit efficiencies and accountability (Proposed merger of Benicia Breeze and Vallejo Transit into the Solano County Transit (SolTrans) Joint Powers Agreement). It is recognized by the STA that this shift in funds would reduce the County of Solano's ability to rehabilitate rural roadways in future fiscal years during a period of dwindling government resources.

STA Ltr. to CCovey dated Sept. 17, 2010 re. Summary of Proposed Phasing Out of the Unmet Transit Needs Process by the County of Solano

On August 17, 2010, MTC staff requested that the County of Solano formally commit to phasing out of the Unmet Transit Needs process prior to MTC programming the \$580,000 in shifted cycle one funding for additional local streets and roads projects in FY 2010-11 as programmed by the STA. On August 23rd, STA and County of Solano staff discussed phase out funding options. Based on this meeting, Option B was recommended which would meet MTC's FY 2011-12 phase out deadline and enable the programming of \$580,000 of cycle one funds the STA has dedicated for the County of Solano in cycle 1 shifted funding.

Let me know if you have any questions regarding the specifics of this issue.

Sincerely,



Daryl Halls
Executive Director

CC: Solano County Board of Supervisors
James P. Spering, MTC Commissioner and STA Board Member
STA Board Members
Michael Johnson, County Administrator, County of Solano
Birgitta Corsello, Assistant County Administrator
Paul Wiese, Engineering Manager
Ann Flemer and Alix Bockelman, Metropolitan Transportation Commission

Attachments:

- A. 08-17-2010 Email from MTC to STA regarding "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
- B. 09-08-2010 MTC Programming and Allocations Committee agenda item 2d: "Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process"
- C. STA Unmet Transit Needs Phase Out Recommendation & Five-Year Funding Summary

Sam Shelton

From: Craig Goldblatt [CGoldblatt@mtc.ca.gov]
Sent: Tuesday, August 17, 2010 2:10 PM
To: Sam Shelton
Cc: Alix Bockelman; Bob Bates; Ross McKeown; Daryl Halls; ERichards@sta-snci.com; Janet Adams
Subject: Block Grant funds: Flex to County for Rehabilitation and TDA Unmet Needs Process

Hi, Sam:

Following up on our discussion about Solano's block grant program, we discussed the maximum flexing of amounts from the Regional Bicycle and County TLC programs to the LSR Rehabilitation Program. Through the Strategic Plan process, MTC had concurred that the County of Solano would receive the flexed funds for streets and roads rehabilitation purposes, predicated on a commitment from the County of Solano to phase out their streets and roads claim on TDA funds in 2 years with FY 2011-12 being the last year. As I understand, there has been no formal board action by the County Board of Supervisors to date or letter confirming this understanding by the Public Works Director .

Therefore, MTC is requesting formal communication from the County prior to programming STP funds to their 2012 Pavement Overlay Program, which is the beneficiary of the flex funds. We will not be adding it to the 2011 TIP until we have this documentation; then the project will be added as a TIP amendment to the 2011 TIP. This should not be burdensome to the County as the STP funds they are requesting are not needed until FY 2012.

Let me know if STA or the county has any questions about this.

Craig

**Metropolitan Transportation Commission
Programming and Allocations Committee**

September 8, 2010

Item Number 2d

Unmet Transit Needs Hearings

Subject: Unmet Transit Needs Public Hearing for Solano County

Background: Each year before Transportation Development Act (TDA) funds can be allocated for streets and roads purposes, MTC must conduct a public hearing to receive testimony to determine whether there are any “unmet transit needs which are reasonable to meet” within the jurisdictions of the claimants. We anticipate that TDA funds will be claimed for streets and roads purposes in Solano County. No other county in the Bay Area claims TDA funds for streets and roads purposes.

In accordance with the provisions of Resolution No. 2380, Revised, MTC will hold an unmet transit needs public hearing in November or December 2010 for the upcoming fiscal year 2011-12. Staff is working with the County of Solano and the Solano Transportation Authority to phase out their use of TDA funds for streets and roads purposes in the coming years. Based on current discussions, FY 2011-12 would be the final year for the county to use TDA for streets and roads. If this schedule is maintained, this would be the last Unmet Needs Hearing in Solano County and the region as a whole.

The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. Issues identified at the hearing will be forwarded to the jurisdictions by January 1st and be brought to the Committee in Fall 2011, before any streets and roads claims are brought to the Commission for approval.

Issues: None

Recommendation: We request the Programming and Allocations Committee’s authorization to proceed with the public hearing.

Attachments: None

J:\COMMITTEEPAC\2010 PAC Meetings\09_Sep10_PAC\2d_HearingRequest September UTNeeds.doc



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

Marketing/Promotions:

The 2010 Solano Commute Challenge (SCC) is underway. The SCC is a targeted outreach campaign involving employers and the local business community. Participants will receive incentive rewards by using transit, carpools, vanpools, bikes and walking at least 30 times from August-October. The SCC web-page was posted on the SNCI website, www.commuterinfo.net, on August 1. Participants have the option of tracking their trips electronically through the regional rideshare database or with paper monthly log sheets. Currently, 46 employers have registered and 602 of their employees have signed up to participate. Both are records for the Solano Commute Challenge.

Staff continues to resupply the commuter info display racks throughout Solano and Napa counties with current SolanoExpress brochures and transit schedules. Several transit agencies have seasonal schedules and staff sent a significant number of schedules to all display rack locations.

Events:

SNCI staff information booths at events where transit information is distributed along with a range of other commute options information. Staff attended Health and Benefits Fair events at Kaiser Permanente Medical Office in Vacaville, Solano County Office in Fairfield, Six Flags in Vallejo, and a Job Fair in Suisun City. The summer Farmers Markets season, where transit and ridesharing information is distributed, continues. Staff attended farmers markets in Vallejo and Napa.

Recommendation:

Informational.

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DATE: September 20, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: California Transit Association (CTA) Unfunded Transit Needs Study

Background/Discussion:

The California Transit Association (CTA) is a Sacramento, non-profit organization advocating for California transit interests. CTA has initiated a study that will serve as a part of an assessment of the State's overall unfunded transportation infrastructure needs (including state highways, local streets and roads, local and regional bus and rail transit, ports, etc.) on a 10-year planning horizon. That information, in turn, is expected to be useful for the California Transportation Commission, in its role as an advisory body to the legislature and governor, in addressing the state's future transportation funding needs.

The study is funded with Federal Transit Assistance (FTA) funds which have been allocated to the Sacramento Council of Governments (SACOG). SACOG is issuing the Request for Proposals (RFP) for the study on behalf of CTA. The proposals were due September 17th, and the consultant will start work October 1st. Draft deliverables are due early December with final deliverables due at the end of December. This is obviously an accelerated schedule.

The selected consultant will need information to flow quickly and accurately from transit operators to complete this study on time. This is an opportunity for transit to make its collective needs known at the State level. Although further details on the nature of the data to be requested is unknown, it is important that Solano transit operators be aware of this impending request and be prepared to provide the data once requested and forward it in a timely manner. This effort dovetails in part with the STA's request for minor and fleet transit capital needs updated (see separate report).

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: September 20, 2010
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Associate Planner
 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.

	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.	Webinar About Funding Opportunities Available under Assembly Bill (AB) 118 hosed by California Transit Association	Approximately \$200 million annually through 2015 for new alternative fuel and air quality incentive programs	Webinar on September 28, 2010
4.	Caltrans Bicycle Transportation Account (BTA) Grant*	Estimated \$7 million based on previous cycles	Application Due (Anticipated Date): December 1, 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.

<p>Webinar About Funding Opportunities Available under Assembly Bill (AB) 118 hosed by California Energy Commission</p>	<p>Jeff Wagner Communications Director jeff@caltransit.org</p> <p>Sabrina Means Regulatory Assistant sabrina@caltransit.org</p>	<p>Webinar on September 28, 2010</p>	<p>Approximately \$200 million annually through 2015 for new alternative fuel and air quality incentive programs</p>	<p>Title: AB 118 Funding Opportunities for Alternative-Fuel Advancements</p> <p>Date: Tuesday, September 28, 2010</p> <p>Time: 10:00 AM – 12:00 PM</p>	<p>Space is limited. Reserve your Webinar seat now at: https://www2.gotomeeting.com/register/281420075</p>
<p>Caltrans Bicycle Transportation Account (BTA) Grant*</p>	<p>Sylvia Fung (510) 286-5226 111 Grand Avenue (94612) P.O. Box 23660 Oakland, CA 94623-0660</p>	<p>December 1, 2010 (anticipated deadline)</p> <p>Eligible Applicants: Cities and Counties with an adopted Bicycle Transportation Plan (BTP)</p>	<p>\$7 million</p>	<p>This program provides state funds for city and county projects that improve safety and convenience for bicycle commuters.</p>	<p>Eligible Projects: (1) new bikeways serving major transportation corridors; (2) new bikeways removing travel barriers; (3) secure bicycle parking; (4) bicycle-carrying facilities on public transit; (5) installation of traffic control devices to improve safety; (6) elimination of hazardous conditions on existing bikeways; (7) planning; (8) improvement and maintenance of bikeways http://www.dot.ca.gov/hq/LocalPrograms/bta/BTACallForProjects.htm</p>

*New Funding Opportunity

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