



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

Members:

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

**MEETING NOTICE**

**Wednesday, December 10, 2008**

**STA Board Meeting  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA 94585**

**6:00 p.m. Regular Meeting**

**MISSION STATEMENT – SOLANO TRANSPORTATION AUTHORITY  
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.**

*Times set forth on agenda is an estimate. Items may be heard before or after the times designated.*

<b>ITEM</b>	<b>BOARD/STAFF PERSON</b>
<b>I. CALL TO ORDER – CONFIRM QUORUM</b> (6:00 p.m.)	Chair Spering
<b>II. PLEDGE OF ALLEGIANCE</b>	
<b>III. APPROVAL OF AGENDA</b>	
<b>IV. OPPORTUNITY FOR PUBLIC COMMENT</b> (6:00– 6:05 p.m.)	

Pursuant to the Brown Act, public agencies must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 3 minutes per speaker. Gov’t Code §54954.3(a). By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda is available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masielat, Clerk of the Board, at (707) 424-6008 during regular business hours, at least 24 hours prior to the time of the meeting.

**STA BOARD MEMBERS**

Jim Spering Chair County of Solano	Pete Sanchez Vice-Chair City of Suisun City	Elizabeth Patterson City of Benicia	Jack Batchelor, Jr. City of Dixon	Harry Price City of Fairfield	Jan Vick City of Suisun City	Len Augustine City of Vacaville	Osby Davis City of Vallejo
--	--	--	--------------------------------------	----------------------------------	---------------------------------	------------------------------------	-------------------------------

**STA BOARD ALTERNATES**

Mike Reagan	Mike Segala	Alan Schwartzman	Vacant	Chuck Timm	Vacant	Steve Wilkins	Tom Bartee
-------------	-------------	------------------	--------	------------	--------	---------------	------------

**The complete STA Board Meeting Packet is available on  
STA’s Website at [www.solanolinks.com](http://www.solanolinks.com)**

V. **SWEARING IN OF NEW STA BOARD MEMBERS** Johanna Masiclat  
1. Jack Batchelor, Jr., City of Dixon  
2. Jan Vick, City of Rio Vista  
(6:05 – 6:10 p.m.)

VI. **EXECUTIVE DIRECTOR'S REPORT** Daryl Halls  
(6:10 – 6:15 p.m.)  
**Pg. 1**

VII. **COMMENTS FROM CALTRANS, THE METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA**  
(6:15 – 6:45 p.m.)

- A. **Caltrans Report:**
  - 1. **SR 12 Update** Doanh Nguyen
- B. **MTC Report:**
  - 1. **\$9 Million in RM 2 Funds for Fairfield/Vacaville Rail Station** Commissioner Spring
- C. **STA Reports:**
  - 1. **Federal Legislative Report** Susan Lent, Akin Gump
  - 2. **Solano Commute Challenge – Selection of Winners** Judy Leaks
  - 3. **Regional Measure 2 (RM 2) Presentations** Rod Moresco  
Dan Schiada  
Gene Cortright  
Gary Leach

VIII. **CONSENT CALENDAR**

*Recommendation:*

*Approve the following consent items in one motion.*

*(Note: Items under consent calendar may be removed for separate discussion.)*

(6:45 – 6:50 p.m.)

- A. **STA Board Meeting Minutes of October 8, 2008** Johanna Masiclat  
*Recommendation:*  
*Approve STA Board Meeting Minutes of October 8, 2008.*  
**Pg. 5**
- B. **Review TAC Draft Minutes for the Meeting of November 19, 2008** Johanna Masiclat  
*Recommendation:*  
*Receive and file.*  
**Pg. 13**
- C. **STA's Annual Audit Fiscal Year (FY) 2007-08** Susan Furtado  
*Recommendation:*  
*Accept the FY 2007-08 Annual Audit for STA.*  
**Pg. 17**

- D. Fiscal Year (FY) 2007-08 4<sup>th</sup> Quarter Budget Report** Susan Furtado  
Recommendation:  
*Review and file.*  
**Pg. 19**
- E. STA Employee 2009 Benefit Summary Update** Susan Furtado  
Recommendation:  
*Review and file.*  
**Pg. 25**
- F. Regional Measure 2 (RM 2) Benicia Intermodal Facilities Resolution of Support** Janet Adams  
Recommendation:  
*Approve Resolution No. 2008-09 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Benicia for the Solano County Express Bus North Intermodal Facilities – Benicia Intermodal Facilities.*  
**Pg. 33**
- G. North Connector Contract Amendment – BKF Engineers** Janet Adams  
Recommendation:  
*Approve a contract amendment for BKF Engineers to perform right of way engineering and construction design support services for an amount not-to-exceed \$220,000.*  
**Pg. 57**
- H. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Article 3 Bike Projects** Robert Guerrero  
Recommendation:  
*Approve the attached FY 2008-09 TDA Article 3 Resolution No. 2008-10.*  
**Pg. 61**
- I. Paratransit Coordinating Council (PCC) Appointment** Liz Niedziela  
Recommendation:  
*Appoint Jamie Johnson as a Social Service representative to the PCC for a 3-year term.*  
**Pg. 67**

**IX. ACTION FINANCIAL ITEMS**

**A. Environmental Mitigation for the North Connector Project**

Janet Adams

Recommendation:

Authorize the Executive Director to:

1. Enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector and other adjacent I-80 projects on Solano Community College property, with constructing a commensurate amount of additional parking or pathway improvements on Solano Community College property; and
2. Enter into an agreement to purchase 13 VELB mitigation credits at the off-site French Camp Conservation Bank for an amount not-to-exceed \$60,000.

(6:50 – 6:55 p.m.)

**Pg. 69**

**B. Funding Agreements for the McGary Road/Solano Bikeway Phase 2 Project**

Janet Adams

Recommendation:

Authorize the Executive Director to work with Solano County, the City of Fairfield, and the Solano Land Trust to develop funding agreements for the delivery of the McGary Road/Solano Bikeway Phase 2 Project.

(6:55 – 7:00 p.m.)

**Pg. 71**

**C. Lifeline State Transit Assistance Funds (STAF) and Proposition 1B Call for Projects**

Liz Niedziela

Recommendation:

Approve the following:

1. The 2008 Solano Lifeline Prop 1B and STAF Project Funding Plan as specified in Attachment A;
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC; and
3. Authorize the Executive Director to enter into agreements with Lifeline Project Sponsors by February 2009.
4. Authorize STA staff to work with the three project sponsors for bus shelters and develop a coordinated approach for design and signing and report back to the STA Board.

(7:00 – 7:10 p.m.)

**Pg. 73**

**X. ACTION NON-FINANCIAL ITEMS**

- A. Comprehensive Transportation Plan (CTP) Update – Transit Facilities of Regional Significance, State of the Transit System Report and Transit Element Introduction Chapter** Robert Macaulay  
*Recommendation:*  
*Approve the following documents for inclusion in the 2008 CTP:*
- 1. The Transit Facilities of Regional Significance criteria, project list and map included as Attachments A and B; and*
  - 2. The “State of the System – Transit and Rideshare” Report included as Attachment C; and*
  - 3. The Introduction Chapter to the Transit Element of the Solano CTP included as Attachment D.*
- (7:10 – 7:15 p.m.)  
**Pg. 83**
- B. Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work** Janet Adams  
*Recommendation:*  
*Approve the following:*
- 1. RTIF Nexus Study Scope of Work as specified in Attachment B; and*
  - 2. Authorize the Executive Director to issue a request for proposal and retain a consultant to conduct a RTIF Nexus Study consistent with the specified scope of work.*
- (7:15 – 7:25 p.m.)  
**Pg. 115**
- C. STA’s Draft 2009 Legislative Priorities and Platform** Jayne Bauer  
*Recommendation:*  
*Release STA’s Draft 2009 Legislative Priorities and Platform for a 21-day review and comment period.*  
(7:25 – 7:30 p.m.)  
**Pg. 125**

**XI. INFORMATIONAL ITEMS – NO DISCUSSION**

- A. Regional Measure 2 (RM 2) Projects Update** Janet Adams  
Informational  
**Pg. 145**
- B. Regional Transportation Plan (RTP) T2035 Update** Robert Macaulay  
Informational  
**Pg. 179**
- C. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10** Liz Niedziela  
Informational  
**Pg. 217**

- D. **State Route (SR) 12 Status Update** Robert Macaulay  
Informational  
**Pg. 223**
- E. **Project Delivery Update** Sam Shelton  
Informational  
**Pg. 225**
- F. **Funding Opportunities Summary** Sara Woo  
Informational  
**Pg. 229**
- G. **STA Board Meeting Schedule for 2009** Johanna Masiclat  
Informational  
**Pg. 231**

**XII. BOARD MEMBERS COMMENTS**

**XIII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for **Wednesday, January 14, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**



## MEMORANDUM

DATE: December 3, 2008  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – December 2008

---

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

### **SR 12 West Truck Climbing Lane Project Opens to Traffic**

On December 4<sup>th</sup>, the California Department of Transportation (Caltrans) is scheduled to complete the construction of the 1.3 miles of westbound truck climbing lane and open this interim improvement to traffic. The project was funded through the State Highway Operational and Protection Program (SHOPP) in 2002 and will serve as a good bridge project before the completion of the I-80 High Occupancy Vehicle (HOV) project (next year) and the widening of SR 12 Jameson Canyon from two to four lanes (2010-11).

### **MTC Awards \$9 million in RM 2 Funds to Fairfield/Vacaville Rail Station**

On December 3<sup>rd</sup>, the Metropolitan Transportation Commission (MTC) announced the awarding of \$9 million in Regional Measure 2 (RM 2) bridge toll funds to the Fairfield/Vacaville Rail Station. This additional funding is projected to fully fund phase 1 of the project which has been approved by the Capitol Corridor Joint Powers Board for new intercity rail service once the project is completed. The new station is projected to be completed and ready for new service in 2013.

### **STA Begins Preparing for Next Year's Legislative Season \***

Susan Lent (Akin & Gump), STA's Federal Lobbyist, is scheduled to provide a federal legislative update at the Board meeting. The STA Board is scheduled to travel to Washington, D.C., in early February 2009 to lobby for priority economic stimulus, appropriations, and authorization funds for priority projects. Also this month, staff has prepared the STA's draft 2009 Legislative Platform and Priorities for review and 21 day distribution by the STA Board. Gus Khouri (Shaw/Yoder) is scheduled to provide a State legislative update to the January 2009 STA Board meeting.

**Solano County's Transit Service Faces Daunting Fiscal Challenges**

The STA's Transit Consolidation Steering Committee is scheduled to meet to discuss phase 2 of the study on December 11<sup>th</sup>. A key near term fiscal issue that has emerged as part of the fiscal analysis for this study is the significant transit service impact that recent State budget discussions and the sluggish economy will likely have on critical transit operating revenue sources. The updated Transportation Development Act (TDA) estimates for this fiscal year reveal an estimated 10% drop in TDA revenues for Solano County's transit operators as a result of the significant decline in local sales tax revenues. This reduction in TDA revenues is coupled with proposed reductions in State Transit Assistance Funds (STAF) varying from 50% to 75% as part of the State budget discussions. For the long term, Solano County's transit operators dependency on TDA funds, and other limited sources of federal (5307), regional (Regional Measure 2), and STAF for transit operations which are either flat or volatile based on State budget take-aways have placed the condition of Solano County transit system in a precarious position with a series of significant service reductions and/or fare increases to be anticipated.

**Initiation of Nexus Study for Regional Transportation Impact Fee (RTIF)\***

The past several months, STA staff has been working with each of the seven cities and the County of Solano to consider options for initiation of a Regional Transportation Impact Fee (RTIF) for a range of unfunded and critically needed transportation projects. Based on the Metropolitan Transportation Commission's recently adopted draft Regional Transportation Plan (RTP), Solano County is projected to have only enough future State and Federal funds available over the next 25 to 30 years to fund seven new regionally significant projects. Without a new source of funds, a number of important mobility projects related to future development and growth will not happen. At the meeting of October 8, 2008, the STA Board unanimously directed staff to proceed with options for a countywide RTIF approach. On December 10<sup>th</sup>, the RTIF Policy Advisory Committee will begin discussing governance options, reviewing the scope of work for a countywide nexus study, and schedule.

In order to keep the project on a timely schedule, staff is recommending the STA Board approved the scope of work for the RTIF nexus study and authorize the retention of consultant services to conduct the nexus study.

**Presentations Focused RM 2 Funded Transit Capital Projects \***

Last month, the STA Board received an update from the Capitol Corridor and a status on the Fairfield Vacaville Rail Station and the Dixon Rail Station projects. This month, the project sponsors for the remaining Regional Measure 2 (Bridge Toll) funded transit projects have been invited to provide project status reports. With over \$100 million in transit capital funds already dedicated to Solano County transit facilities, Solano County has an outstanding opportunity to move forward these projects to construction in the next

two to five years. When completed, these projects will help boost Solano County's local economy and provide the necessary infrastructure to support Solano County's current and future transit system. Both the Metropolitan Transportation Commission (MTC) and STA are keenly interested in having these RM 2 funded projects fully funded and expeditiously on a path to rapid implementation. In January 2009, STA staff is planning to prepare an updated RM 2 implementation plan for consideration by the STA Board.

**STA Board to Recognize Solano Businesses and Employees for Meeting the 2<sup>nd</sup> Solano Commute Challenge \***

STA's Solano Napa Commuter Information Program staff is wrapping up a successful 2<sup>nd</sup> Annual Solano Commute Challenge. A total of 39 employers registered with nearly 545 of their employees participating. A total of 299 of their employees met the challenge by using an alternative form of transportation for at least 30 days. These totals far exceed the inaugural event from last year (27 employers, 296 of their employees participated, and 133 employees completed the challenge). The most outstanding work place was the County of Solano with 48 commute champions among their employees. They were followed by Genentech in Vacaville (36), Goodrich in Fairfield (28), and Kaiser in Vallejo (24). At the STA Board meeting, the STA Board Members will be requested to randomly select overall commute champions to receive special commuter incentives.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated 9/30/2008)

**A**

ABAG Association of Bay Area Governments  
ACCMA Alameda County CMA  
ADA American Disabilities Act  
AVA Abandoned Vehicle Abatement  
APDE Advanced Project Development Element (STIP)  
AQMD Air Quality Management District

**B**

BAAQMD Bay Area Air Quality Management District  
BABC Bay Area Bicycle Coalition  
BAC Bicycle Advisory Committee  
BART Bay Area Rapid Transit  
BATA Bay Area Toll Authority  
BCDC Bay Conservation & Development Commission  
BT&H Business, Transportation & Housing Agency

**C**

CAF Clean Air Funds  
CALTRANS California Department of Transportation  
CARB California Air Resources Board  
CCCC (4'Cs) City County Coordinating Council  
CCCTA (3CTA) Central Contra Costa Transit Authority  
CCJPA Capitol Corridor Joint Powers Authority  
CCTA Contra Costa Transportation Authority  
CEQA California Environmental Quality Act  
CHP California Highway Patrol  
CIP Capital Improvement Program  
CMA Congestion Management Agency  
CMAQ Congestion Mitigation & Air Quality Program  
CNG Compressed Natural Gas  
CTC California Transportation Commission

**D**

DBE Disadvantaged Business Enterprise  
DOT Department of Transportation

**E**

ECMAQ Eastern Solano Congestion Mitigation Air Quality Program  
EIR Environmental Impact Report  
EIS Environmental Impact Statement  
EPA Environmental Protection Agency  
EV Electric Vehicle

**G**

GIS Geographic Information System

**H**

HIP Housing Incentive Program  
HOT High Occupancy Toll  
HOV High Occupancy Vehicle

**I**

ISTEA Intermodal Surface Transportation Efficiency Act  
ITIP Interregional Transportation Improvement Program  
ITS Intelligent Transportation System

**J**

JARC Jobs Access Reverse Commute Program  
JPA Joint Powers Agreement

**L**

LEV Low Emission Vehicle  
LIFT Low Income Flexible Transportation Program  
LOS Level of Service  
LS&R Local Streets & Roads

**M**

MIS Major Investment Study  
MOU Memorandum of Understanding  
MPO Metropolitan Planning Organization  
MTC Metropolitan Transportation Commission  
MTS Metropolitan Transportation System

**N**

NCT&PA Napa County Transportation & Planning Agency  
NEPA National Environmental Policy Act  
NHS National Highway System

**O**

OTS Office of Traffic Safety

**P**

PAC Pedestrian Advisory Committee  
PCC Paratransit Coordinating Council  
PCRPP Planning & Congestion Relief Program  
PDS Project Development Support  
PDT Project Delivery Team  
PDWGW Project Delivery Working Group

PMP Pavement Management Program  
PMS Pavement Management System  
PNR Park & Ride  
PPM Planning, Programming & Monitoring  
PS&E Plans, Specifications & Estimate  
PSR Project Study Report  
PTA Public Transportation Account  
PTAC Partnership Technical Advisory Committee (MTC)

**R**

RABA Revenue Alignment Budget Authority  
RBWGW Regional Bicycle Working Group  
RFP Request for Proposal  
RFQ Request for Qualification  
RM 2 Regional Measure 2  
RPC Regional Pedestrian Committee  
RRP Regional Rideshare Program  
RTEP Regional Transit Expansion Policy  
RTIF Regional Transportation Impact Fee  
RTP Regional Transportation Plan  
RTIP Regional Transportation Improvement Program  
RTPA Regional Transportation Planning Agency

**S**

SACOG Sacramento Area Council of Governments  
SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users  
SCTA Sonoma County Transportation Authority  
SCVTA Santa Clara Valley Transportation Authority  
SFCTA San Francisco County Transportation Authority  
SHOPP State Highway Operations & Protection Program  
SMAQMD Sacramento Metropolitan Air Quality Management District  
SMCCAG San Mateo City-County Association of Governments  
SNCI Solano Napa Commuter Information  
SOV Single Occupant Vehicle  
SP&R State Planning & Research  
SR2S Safe Routes to School  
SR2T Safe Routes to Transit  
STA Solano Transportation Authority  
STAF State Transit Assistance Fund  
STIA Solano Transportation Improvement Authority  
STIP State Transportation Improvement Program  
STP Surface Transportation Program

**T**

TAC Technical Advisory Committee  
TAM Transportation Authority of Marin  
TAZ Transportation Analysis Zone  
TCI Transportation Capital Improvement  
TCM Transportation Control Measure  
TCRP Transportation Congestion Relief Program  
TDA Transportation Development Act  
TDM Transportation Demand Management  
TE Transportation Enhancement Program  
TEA-21 Transportation Efficiency Act for the 21<sup>st</sup> Century  
TFCA Transportation Funds for Clean Air Program  
TIF Transportation Investment Fund  
TIP Transportation Improvement Program  
TLC Transportation for Livable Communities  
TMA Transportation Management Association  
TMP Transportation Management Plan  
TOS Traffic Operation System  
TRAC Trails Advisory Committee  
TSM Transportation System Management

**U, V, W, Y, & Z**

UZA Urbanized Area  
VTA Valley Transportation Authority (Santa Clara)  
W2W Welfare to Work  
WCCTAC West Costa County Transportation Advisory Committee  
WETA Water Emergency Transportation Authority  
YSAQMD Yolo/Solano Air Quality Management District  
ZEV Zero Emission Vehicle



*Solano Transportation Authority*

**SOLANO TRANSPORTATION AUTHORITY  
Board Minutes for Meeting of  
October 8, 2008**

**I. CALL TO ORDER**

Chair Woodruff called the regular meeting to order at 6:02 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:**

Eddie Woodruff, Chair	City of Rio Vista
Jim Spring, Vice-Chair	County of Solano
Elizabeth Patterson	City of Benicia
Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield
Pete Sanchez	City of Suisun City
Len Augustine	City of Vacaville
Osby Davis	City of Vallejo

*Arrived at 6:10 p.m.*

**MEMBERS**

**ABSENT:**

None.

**STAFF**

**PRESENT:**

Daryl K. Halls	Executive Director
Charles Lamoree	Legal Counsel
Johanna Masiolat	Clerk of the Board
Janet Adams	Director of Projects
Robert Macaulay	Director of Planning
Liz Niedziela	Transit Manager/Analyst
Jayne Bauer	Legislative and Marketing Program Manager
Susan Furtado	Financial Analyst/Accountant
Robert Guerrero	Senior Planner
Sara Woo	Planning Assistant

**ALSO**

**PRESENT:**

***In Alphabetical Order by Last Name:***

Gene Cortright	City of Fairfield
Birgitta Corsello	County of Solano
Royce Cunningham	City of Dixon
Nick Endrawos	Caltrans District 4
Jeff Knowles	City of Vacaville
Gary Leach	City of Vallejo
Wayne Lewis	City of Fairfield
Gerry Santiago	Caltrans District 4

**II. PLEDGE OF ALLEGIANCE**

**III. APPROVAL OF AGENDA**

On a motion by Board Member Patterson, and a second by Board Member Courville, the STA Board approved the agenda.

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- STA to Celebrate 11<sup>th</sup> Annual Awards Program in Rio Vista
- Update On Rail in Solano: Ridership is Up and New Stations are on the Way
- Selection of New STA Chair and Vice Chair for 2009
- Options for Initiation of Regional Transportation Impact Fee (RTIF) Nexus Study
- Early Delivery Plan for the Next Segment of the Jepson Parkway
- Development of Implementation and Schedule for RM 2 Funded Projects
- Solano Businesses and Employees Sign Up for the Solano Commute Challenge
- State Legislature Approves and Governor Signs Ferry Clean-Up Legislation

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

**A. Caltrans Report:**

Nick Endrawos, Project Manager, Caltrans District 4 reported on the construction progress of the I-80 Pavement Rehabilitation, I-80 HOV Lanes Project, Jameson Canyon SR 12 Truck Climbing Lane Project, and the North Texas Interchange Project.

**B. MTC Report:**

None presented.

**C. STA Report:**

1. Capitol Corridor Intercity Rail Service - Presented by Gene Skoropowski
2. Presentation of Proposed Rail Station:
  - A. Fairfield/Vacaville Rail Station – Presented by Wayne Lewis
  - B. Dixon Transportation Center – Presented Royce Cunningham
3. State Route (SR) 12 Safety Plan Update - Presented by Robert Macaulay
4. STA's 11<sup>th</sup> Annual Awards Nominations - Presented by Jayne Bauer

## VII. CONSENT CALENDAR

On a motion by Board Member Augustine, and a second by Board Member Sanchez, the STA Board approved Consent Calendar Items A thru G.

**A. STA Board Meeting Minutes of September 10, 2008**

Recommendation:

Approve STA Board Meeting Minutes of September 10, 2008.

**B. Review TAC Draft Minutes for the Meeting of September 24, 2008**

Recommendation:

Receive and file.

**C. Amended Final Budget for Fiscal Year (FY) 2007-08**

Recommendation:

Approve adoption of the Amended Final Budget for FY 2007-08 as shown in Attachment A.

**D. Funding Agreement Between the Solano Transportation Authority, the County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) South Gate Access Improvement Project**

Recommendation:

Authorize the Executive Director to execute a Funding Agreement between the Solano Transportation Authority, the County of Solano and City of Suisun City for the Travis Air Force Base (AFB) South Gate Access Improvement Project.

**E. I-80 Eastbound Truck Scales Regional Measure 2 (RM 2) Resolution**

Recommendation:

Approve the following:

1. Allocation request to Metropolitan Transportation Commission (MTC) to transfer \$5.2 million in Bridge Toll funds to the I-80 Eastbound Cordelia Truck Scales Relocation Project for the environmental document preparation and detailed preliminary engineering. The \$5.2 million will be transferred from the previously allocated \$13.5 million to complete the environmental document and detailed preliminary engineering for the I-80/I-680/SR 12 Interchange Improvements; and
2. Resolution No. 2008-08.

**F. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix – September 2008**

Recommendation:

Approve the September 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

**G. Funding Agreement for Vacaville and East Fairfield Community Based Transportation Plans**

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into a Funding Agreement with MTC for \$120,000 for the Vacaville and East Fairfield Community Based Transportation Plans;
2. Authorize the Executive Director to issue a Request for Proposals for Community Based Transportation Plans for Vacaville and East Fairfield; and
3. Authorize the Executive Director to enter into a consultant contract to conduct the Vacaville and East Fairfield Community Based Transportation Plans for an amount not to exceed \$120,000.

**VIII ACTION – FINANCIAL ITEMS**

**A. Funding Agreement Between the Solano Transportation Authority and the County of Solano for the Next Phase of the Jepson Parkway Project**

Janet Adams noted that the Jepson Parkway Project is subject to the 50/50 policy whereas, projects that have both local and regional benefit would require 50 percent of the project costs be provided by local funds and 50 percent of the projects costs be provided by regional funds.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

Recommendation:

Authorize the Executive Director to work with Solano County to develop a funding agreement for the early delivery of the next phase of Jepson Parkway.

On a motion by Vice Chair Spring, and a second by Board Member Sanchez, the STA Board approved the recommendation.

**B. McGary Road/Solano Bikeway Phase 2**

Robert Guerrero reviewed the recommendation to swap Congestion Management Mitigation Air Quality (CMAQ) Improvement Program funding from the City of Fairfield's McGary Road Bike Route Project for Transportation Enhancement (TE) funding from Benicia's State Park Road/I-780 Pedestrian Improvement Project. He stated that the funding swap would have no impact on the STA's general fund and does not reduce or increase the total funding previously approved for each project.

**Public Comment:**

None presented.

**Board Comment:**

Vice Chair Spring asked staff if McGary Road would be fully constructed to allow through traffic access. STA staff responded that McGary Road will allow auto access.

Recommendation:

Approve the following:

1. Reprogram CMAQ and TE funding as outlined in Attachment C; and
2. Continue to assist the City of Fairfield in obtaining funding for the McGary Road/Solano Bikeway Phase 2 project.

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

**IX. ACTION – NON-FINANCIAL ITEMS**

**A. Regional Transportation Impact Fee (RTIF) Feasibility Study**

Janet Adams presented the two options that were recommended by the STA Executive Committee to be considered by the STA Board. She noted the first option for consideration would be to move forward with the four separate RTIF Working Groups to develop the specific nexus study and the focused project lists. She also noted the second option would be to move forward with a countywide fee approach and nexus study to include all seven cities and the County of Solano with the four specified working groups to be formed initially to develop the specific project lists for consideration in the countywide fee study.

**Public Comments:**

None presented.

**Board Comments:**

Vice Chair Spring stated he supports the countywide transportation fee approach as it does not preclude projects at this point. Board Member Courville addressed the Board with concerns as to the lack of Dixon's projects. Member Courville questioned why should she support a countywide approach when Dixon's projects aren't even listed. Board Member Davis suggested to postpone discussion of projects until the Board decides on an approach to governance and fees structure, then come up with the project list. Vice Chair Spring commented that all the funds raised should be put into a bank for determination as to the best approach for priority project delivery.

Board Member Patterson supports the countywide approach based on performance measures, which she suggested should be the first start in the discussion. Board Member Patterson suggested the opportunity to consider transit needs as a priority as this mode of travel includes captures a large group of people. Board Member Augustine stated that the cities who will opt out of a countywide approach are not precluded from making partnerships at anytime, such as two cities with common needs forming a partnership.

Board Member Woodruff agreed that a countywide approach would insure that no jurisdiction is left out at this time, which is why the Executive Committee recommended a countywide approach option be moved forward for consideration by the full Board as a second option.

Board Member Courville apologized for the strong concerns she initially showed and recognizes that it should be a countywide therefore it would include projects that Dixon would support.

Several Board Members engaged in a discussion regarding the need to have a policy committee that would focus on a countywide approach of structure not just projects. Board Member Davis requested to go forward with a countywide approach that focused initially on structure not projects.

After discussion, the STA Board modified the recommendation to pursue a countywide fee approach and to convene the RTIF Working Group and Policy Committee to develop recommendations regarding fee options, governance structure, scope of work for the Nexus Study, and projects and report back to the STA Board.

Recommendation:

Approve one of the following two options:

- 1(A). Authorize the formation of three multi-agency working groups for the purpose of developing the scope of work for three specified Regional Transportation Impact Fee (RTIF) nexus studies, including project selection and fee options, as listed in Attachment A.

**Or**

- 1(B). Authorize the formation of three multi-agency working groups for the purpose of developing the scope of works for a countywide RTIF nexus study, including project selection and fee options, as listed in Attachment B.

**And**

2. Authorize the formation of a South Solano Transit Working Group to conduct an assessment for funding transit operations and capital.

On a motion by Vice Chair Sperring, and a second by Board Member Davis, the STA Board approved the recommendation to pursue a countywide fee approach and to convene the RTIF Working Group and Policy Committee to develop recommendations regarding fee options, governance structure, scope of work for the Nexus Study, and projects and report back to the STA Board.

**B. Selection of 2009 STA Chair and Vice Chair**

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2009 commencing with the STA Board Meeting of December 10, 2008;
2. Selection of the STA Vice-Chair for 2009 commencing with the STA Board Meeting of December 10, 2008;
3. Approve the Updated Schedule for Rotation of STA Chairs and Vice-Chairs as shown in Attachment B; and
4. Request the new Chair to designate the STA Executive Committee for 2009.

On a motion by Board Member Courville, and a second by Board Member Augustine, the STA Board approved the recommendation and selected Vice Chair Sperring as 2009 STA Chair and Board Member Sanchez as STA Vice Chair.

**X. INFORMATIONAL ITEMS – NO DISCUSSION**

- A. Implementation Update of Regional Measure 2 (RM 2) Funded Transit Capital Projects in Solano County**
- B. State Route (SR) 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan Update**
- C. Regional Transportation Plan (RTP) T2035 Update**
- D. Capitol Corridor – Quarterly Report**
- E. Legislative Update**
- F. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10**
- G. Lifeline/State Transit Assistance Funds (STAF) and Proposition 1B Call for Projects**
- H. State Route (SR) 12 Status Update**
- I. Project Delivery Update**
- J. Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2008-08**
- K. Funding Opportunities Summary**
- L. STA Board Meeting Schedule for 2008**

**XI. BOARD MEMBER COMMENTS**

1. Chair Woodruff publicly thanked the STA Board for their ability to come together and develop a countywide vision.
2. Several Board Members thanked Chair Woodruff for his service and leadership on the STA Board.
3. Board Member Courville publicly thanked the STA Board for the many years of support during her public service tenures.

**XII. ADJOURNMENT**

The STA Board meeting was adjourned at 8:45 p.m. Due to the STA's 11<sup>th</sup> Annual Awards Program, there will be no meeting in November. The next regular meeting of the STA Board is scheduled for **Wednesday, December 10, 2008, 6:00 p.m., Suisun City Hall Council Chambers.**





**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**November 17, 2008**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

**TAC Members Present:** Dan Schiada City of Benicia  
Royce Cunningham City of Dixon  
Wayne Lewis City of Fairfield  
Dan Kasperson City of Suisun City  
Rod Moresco City of Vacaville  
*Arrived at 1:45 p.m.* Gary Leach City of Vallejo  
Paul Wiese County of Solano

**STA Staff Present:** Daryl Halls STA  
Janet Adams STA  
Robert Macaulay STA  
Elizabeth Richards STA  
Liz Niedziela STA  
Robert Guerrero STA  
Sam Shelton STA  
Kenny Wan STA  
Sara Woo STA  
Johanna Masiclat STA

**Others Present:** *(In Alphabetical Order by Last Name)*  
Ed Huestis City of Vacaville

**II. APPROVAL OF THE AGENDA**

On a motion by Royce Cunningham, and a second by Dan Schiada, the STA TAC unanimously 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:** Robert Guerrero announced the comments to the Routes of Regional Significance are due November 24, 2008.

**Other:** Presentation of Transit Capital Regional Measure 2 (RM 2) Funded Projects:

1. City of Benicia:
  - a. Benicia Intermodal Park and Ride Facilities
  - b. Park Industrial Park and Ride (Phase 2)
2. City of Fairfield:
  - a. Transportation Center (Phase 4)
3. City of Vacaville:
  - a. Vacaville Intermodal Station (Phase 1)
4. City of Vallejo:
  - a. Vallejo Station Intermodal Center (Initial Phase);
  - b. Curtola Transit Center

#### V. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by Dan Schiada, the STA TAC approved Consent Calendars Item A and B.

**A. Minutes of the TAC Meeting of September 24, 2008**

Recommendation:

Approve TAC Meeting Minutes of September 24, 2008.

**B. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Article 3 Bike Project**

Recommendation:

Forward a recommendation to the STA Board to approve the attached FY 2008-09 TDA Article 3 Resolution.

#### VI. ACTION NON-FINANCIAL ITEMS

**A. Comprehensive Transportation Plan (CTP) Update – State of the Transit System Report and Transit Element Introduction Chapter**

Robert Macaulay reviewed the two (2) reports to be included in the Transit Element of the CTP; The State of the System (Transit and Rideshare) Report and The Introduction Chapter to the Transit Element. He stated at the October 29, 2008 meeting of the CTP Transit Committee, the Committee recommended that the STA Board adopt both reports with minor changes.

It was noted that at an earlier meeting, the SolanoExpress Intercity Transit Consortium amended the recommendation to include ridership statistics to the draft “State of the System – Transit and Rideshare” report to better define the term.

The STA TAC concurred.

Recommendation:

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

1. The Draft “State of the System – Transit and Rideshare” Report included as Attachment A; and
2. The Introduction Chapter to the Transit Element of the Solano CTP included as Attachment B.

On a motion by Royce Cunningham, and a second by Wayne Lewis, the STA TAC unanimously approved the recommendation as amended.

**B. Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work**

Janet Adams reviewed the process of conducting the Regional Impact Fee (RTIF) Feasibility Study. She outlined the schedule of meetings aimed at completing the feasibility study consideration by the STA Board at the December 10, 2008 meeting. She cited that the RTIF Working Group members received a Draft RTIF Nexus Study Scope of Work and will send comments to STA staff by November 24, 2008.

After discussion, the TAC recommended changes in the language on the Draft Conceptual Scope of Work and Deliverables to the Solano Regional Transportation Impact Fee Nexus Study.

Recommendation:

Forward a recommendation to the STA Board to approve the RTIF Nexus Study Scope of Work as specified in Attachment A **B**.

On a motion by Wayne Lewis, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation as amended.

**VII. INFORMATIONAL ITEMS**

**A. Status of Regional Measure 2 (RM 2) Funded Projects**

Janet Adams provided a status report on the RM 2 funded projects in Solano County and a summary of MTC’s November 12, 2008 Programming and Allocations Committee report that included an informational item regarding the RM 2 implementation status. She cited that the STA recommends that as part of the development of the Implementation Plan, consideration of overall countywide benefit of the project, deliverability of the proposed project, consideration and initiation of complimentary land use plan, and the reality of funding for any outstanding funding needs.

**B. Regional Transportation Plan (RTP) T2035 Update**

Robert Macaulay summarized MTC’s discussion of the next steps in the implementation of the RTP. He cited that the CMA Directors have prepared a set of draft principles to guide the near-term implementation of the RTP.

**C. State Route (SR) 12 Status Update**

Robert Macaulay provided a status update to several near-term safety implementation recommendations for SR 12.

**D. Lifeline State Transit Assistance Funds (STAF) and Proposition 1B Call for Projects**

Liz Niedziela distributed and provided a status report on the list of recommended STAF and Prop 1B Lifeline Projects for 2009-10. She cited that MTC's deadline for submitting projects for the Prop 1B and STAF funding is November 2008. She stated the recommendation from the Lifeline Committee will be submitted to MTC pending the STA Board approval on December 10, 2008.

**E. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10**

Liz Niedziela announced the upcoming Unmet Transit Needs Public Hearing scheduled for 6:00 p.m., Monday, December 15, 2008 at the Solano County Administration Center (SCAC) in Fairfield. She also discussed an issue that was raised by MTC concerning the budget challenges facing Vallejo Transit and whether the services are inter- or intra-county and eligible for apportionment beyond the Vallejo based on TDA statute.

**NO DISCUSSION**

**F. Project Delivery Update**

**G. Funding Opportunities Summary**

**H. STA Board Meeting Highlights of September 10, 2008**

**I. STA Board and Advisory Committee Meeting Schedule for 2008**

**IX. ADJOURNMENT**

The meeting was adjourned at 3:30 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, December 17, 2008.



DATE: November 24, 2008  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: STA's Annual Audit Fiscal Year (FY) 2007-08

**Background:**

The Solano Transportation Authority (STA) is annually required to prepare an audited financial statement in accordance with Government Accounting Standards Board Statement Number 34 (GASB 34) and the Office of Management and Budget (OMB) Circular A-133. The Certified Public Accountant (CPA) firm Maze & Associates from Walnut Creek continues to perform the annual audit compliance. This audit is performed to review and appraise STA's accounting internal controls and funding compliance. In October 2008, Maze & Associates completed the FY 2007-08 audit.

**Discussion:**

The STA's Basic Financial Statements and Single Audit for FY 2007-08 prepared by the auditors, Maze and Associates, reflected an overall financial position with no reportable deficiencies or material weakness that will adversely affect STA's primary missions.

Maze & Associates issued STA an unqualified audit evaluation for the third consecutive fiscal year. This audit evaluation is a result of a well-prepared audit process noting no matters involving internal control over financial reporting and its operation to be considered of any material weaknesses. The audit did not disclose any reportable findings or questions in accordance with GASB 34 and OMB Circular A-133.

This fiscal and administrative requirement is sufficient to ensure that STA funds were used in compliance with all applicable Federal statutory and regulatory provisions and costs were reasonable and necessary for operating its programs.

**Fiscal Impact:**

None

**Recommendation:**

Accept the FY 2007-08 Annual Audit for STA.

**Attachment:**

- A. Solano Transportation Authority Basic Financial Statements for the Year Ended June 30, 2008. (Copies have been provided to the STA Board Members. Copies are available upon request by contacting the STA office at (707) 424-6075.)

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: November 24, 2008  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Fiscal Year (FY) 2007-08 4<sup>th</sup> Quarter Budget Report

**Background:**

In June 2008, the STA Board approved the FY 2007-08 Final Budget Revisions to reflect additional fund sources for new projects and carryover funds for FY 2008-09. Subsequently, in October 2008, the STA Board approved the Amended Final Budget for FY 2007-08 to include the additional revenue and expenditures of \$584,280.

**Discussion:**

STA's audited revenue and expenditure activity for the 4<sup>th</sup> Quarter FY 2007-08 reflects total program administration and operation expenditure at 90% of the budget with total revenue received at 91% of the budget.

**Revenues:**

Total revenue of \$14,478,033 (91%) has been received through the 4<sup>th</sup> Quarter ending June 30, 2008. This revenue amount represents reimbursement of program expenditures and other fund sources received and billed for the year. The revenue budget highlights are as follows:

- The Members Contributions funding of \$24,653 is carried over to FY 2008-09 for the continuations of program activities for the STA Board and the Expenditure Plan.
- The Transportation for Clean Air (TFCA) funds for the Napa Solano Commuter Information (SNCI) is programmed to carryover up to three years. Due to the delay in the allocation approval process of the Eastern Congestion Mitigation and Air Quality (ECMAQ) funding for FY 2007-08, the TFCA fund expended \$126,604 (80%) more than anticipated and expended less in ECMAQ by the same amount. The unexpended ECMAQ fund is carried over into the next FY 2008-09.
- The TFCA funding received from the Napa County Transportation and Planning Agency (NCTPA) is programmed for FY 2006-07 through FY 2007-08. The revenue received in FY 2007-08 includes the revenue reimbursement for the expenditures in FY 2006-07 that were not collected until FY 2007-08.
- The STA received an allocation from the Federal Transit Administration (FTA) 5310 for the purchase of two new buses for the Solano Paratransit Program, which is managed and operated by the City of Fairfield. The two buses were purchased by the State for STA and no actual cash was received. As a result of STA being a recipient of the FTA 5310 funding allocation, the purchase of the vehicle and the amount of funds from the FTA 5310 is recorded as received and expended by STA for FY 2007-08 in the amount of \$87,523. The recording of this revenue and expense is in accordance with the Office of Management and Budget (OMB) guidelines, and recommended by the STA's Auditors, Maze and Associates.

Not all budgeted revenues for FY 2007-08 were realized, such as the budgeted revenue from the State Planning & Research (SP&R) for the State Route (SR) 113, State Transportation Improvement (STIP) for the Jepson Parkway project administration, SR 12 Jameson Canyon Project, and the Regional Measure (RM) 2 funds for the North Connector East Project and the I-80 High Occupancy Vehicle (HOV). These project budget revenues will be carried over to FY 2008-09 for the continuation of the projects and will be reflected in a subsequent budget revision.

**Expenditures:**

STA's projects and programs expenditures in the amount of \$14,234,132 (90%) are for actual work billed reflective of the budget ratio for the 4<sup>th</sup> Quarter. Highlights of the 4<sup>th</sup> Quarter are as follows:

- **STA's Operation and Administration is at \$1,391,604 (90%) of budget.** The STA Operation Management and Administration budget ratio for the 4<sup>th</sup> Quarter is within budget projections. The Operation and Administration budget activities are as anticipated with the exception to the STA Board and the Expenditure Plan activities for the fiscal year. However, these activities will continue and will be reflected in the subsequent budget revision for FY 2008-09.
- **Transit and Rideshare Services/SNCI is at \$1,382,473 (99%) of budget.** The Transit and Rideshare Services and the Solano Napa Commuter Information activities in FY 2007-08 are within the budget expectations. Transit Consolidation Feasibility Study, Transit Marketing, and the Solano Paratransit Assessment Study are underway and completion of these activities is anticipated in FY 2008-09. Two new buses were purchased and delivered for the Solano Paratransit Program to replace two old vehicles, as part of the plan for replacing additional older vehicles.
- **Project Development is at \$10,280,317 (88%) of budget.** The different environmental studies and construction projects, lead or managed by STA, are underway and are reflective of the budget expenditures. The start of the I-80 High Occupancy Vehicle (HOV) Lane and Ramp Metering Project; the North Connector Project with the certification of the environmental document in May 2008; the I-80/I-680/State Route (SR) 12 Interchange Project with the fully expended Transportation Congestion Relief Program (TCRP) funds and the funding secured from RM 2 for the completion of the environmental document; and Jepson Parkway Project release of the Draft EIR/EIS in May 2008. The I-80/I-680/I-780 Corridors Highway Operations Implementation Project and the SR 12 Median Barrier Project Study Report (PSR) are both ongoing with project consultants selected; the SR 12/Church Road PSR; the I-80 High Occupancy (HOV)/Turner Parkway Overcrossing PSR; and the SR 12 Bridge Realignment study are reflective of the budget expenditures. Funding for these projects are on a reimbursement basis, unexpended fund will be carried over to FY 2008-09 for the continuation of the projects and will be reflected in a subsequent budget revision.
- **Strategic Planning is at \$1,179,738 (93%) of budget.** The State Route (SR) 12 Major Investment Study (MIS)/Corridor Study and the SR 113 MIS/Corridor Study is ongoing and is anticipated completion in FY 2008-09. The Fairfield/Vacaville Rail Station budget balance from FY 2006-07 of \$3,775 was not expended and claimed as anticipated. The Transportation for Clean Air (TFCA) Funds for the different projects are reflective of the budget expenditures. Unexpended allocated funds for the different projects will be carried over to FY 2008-09 for the continuation of the projects and will be reflected in a subsequent budget revision.

The audited revenue and expenditure for the fiscal year is consistent with the FY 2007-08 budgets. In addition, the projects such as the North Connector, I-80 HOV Lanes, and I-80/I-680/SR 12 Interchange Projects, SR 12 Jameson Canyon, and the Jepson Parkway projects have accelerated their delivery of project schedules.

**Fiscal Impact**

The 4<sup>th</sup> Quarter Budget for FY 2007-08 is within budget projections for the Revenue received of \$14.48 million (91%) and Expenditures of \$14.23 million (90%).

**Recommendation**

Review and file.

Attachment:

- A. STA FY 2007-08 4<sup>th</sup> Quarter Budget Report
- B. 2008 Budget and Fiscal Reporting Calendar

**THIS PAGE INTENTIONALLY LEFT BLANK**



**FOURTH QUARTER BUDGET REPORT**  
**July 1, 2007 through June 30, 2008**

**ATTACHMENT A**

FY 2007-08

REVENUES			
Description	FY 07-08 Budget	Actual Received YTD	%
<b>Operations</b>			
Members Contribution (Reserve Account)	108,801	108,801	100%
Interest	0	15,958	0%
Members Contribution/Gas Tax	163,859	188,511	115%
Transportation Dev. Act (TDA) Art. 4/8	462,780	462,781	100%
State Transit Assistance Fund (STAF)	481,580	469,569	98%
Surface Transportation Program (STP)	975,353	954,751	98%
State Planning & Research (SP&R)-SR 113 MIS	229,683	177,954	77%
SP&R - Smart Growth Study	55,074	55,074	100%
SP&R - Operation/Implementation Plan	0	0	0%
State Transportation Improvement Program (STIP)/Planning, Programming and Monitoring (PPM)	307,485	287,978	94%
STIP Augmentation	57,371	29,326	51%
North Connector-Regional Measure (RM) 2	25,000	24,851	99%
I-80 HOV - Regional Measure (RM) 2	23,600	23,557	100%
Transportation Congestion Relief Program (TCRP) 25.3 I-80 Interchange Project	36,375	36,375	100%
Transportation for Clean Air (TFCA)	157,890	284,494	180%
Eastern Congestion Mitigation & Air Quality (ECMAQ)-STA	195,000	38,920	20%
ECMAQ-MTC	115,000	115,000	100%
Transit Marketing - RM 2	260,000	260,000	100%
Regional Rideshare Program (RRP)	240,000	240,000	100%
Community Based Transit Study (CBTP)	87,586	87,586	100%
TFCA-Napa	10,000	25,000	250%
AVA Program/DMV	11,250	10,961	97%
Local Funds - Cities/County	120,545	112,747	94%
Sponsors	14,000	13,983	100%
<b>Subtotal</b>	<b>4,138,232</b>	<b>4,024,177</b>	<b>97%</b>
<b>TFCA Programs</b>			
Transportation for Clean Air (TFCA)	328,053	320,452	98%
Interest	0	26,293	0%
<b>Subtotal</b>	<b>328,053</b>	<b>346,745</b>	<b>106%</b>
<b>Abandoned Vehicle Abatement</b>			
Department of Motor Vehicle (DMV)	363,750	354,392	97%
Interest	0	1,069	0%
<b>Subtotal</b>	<b>363,750</b>	<b>355,461</b>	<b>98%</b>
<b>Solano Paratransit Improvement</b>			
Vehicle Wrap-STAF	3,781	3,781	100%
Vehicle Wrap-Local Funds/Sale of Surplus Vehicles	26,767	5,890	22%
Solano Paratransit vehicle purchase - FTA 5310	0	87,523	0%
<b>Subtotal</b>	<b>30,548</b>	<b>97,194</b>	<b>318%</b>
<b>Jepson Parkway Environmental Impact Report (EIR)</b>			
STP	389,788	389,788	100%
STIP	1,189,099	1,189,060	100%
<b>Subtotal</b>	<b>1,578,887</b>	<b>1,578,848</b>	<b>100%</b>
<b>SR 12/Jameson Canyon Project</b>			
STIP/PPM	100,000	68,445	68%
<b>Subtotal</b>	<b>100,000</b>	<b>68,445</b>	<b>68%</b>
<b>I-80/680/SR 12 Interchange</b>			
TCRP 25.3	1,956,598	1,945,414	99%
RM 2 Funds	1,247,530	1,245,317	100%
Interest	0	13,808	0%
<b>Subtotal</b>	<b>3,204,128</b>	<b>3,204,539</b>	<b>100%</b>
<b>North Connector East</b>			
Preliminary Engineering - RM 2	1,501,368	1,138,262	76%
Preliminary Engineering - TCRP 25.2	1,000	0	0%
<b>Subtotal</b>	<b>1,502,368</b>	<b>1,138,262</b>	<b>76%</b>
<b>I-80 High Occupancy (HOV) Lane Red Top/Airbase Parkway</b>			
PA/ED Preliminary Engineering - RM2	3,780,380	2,845,073	75%
<b>Subtotal</b>	<b>3,780,380</b>	<b>2,845,073</b>	<b>75%</b>
<b>I-80 HOV/Turner Parkway Overcrossing</b>			
Federal Earmark	604,866	604,866	100%
STAF	54,361	47,899	88%
Local Funds - Solano County/City of Vallejo	100,811	100,811	100%
<b>Subtotal</b>	<b>760,038</b>	<b>753,576</b>	<b>99%</b>
<b>Rio Vista Bridge Realignment</b>			
Federal Earmark	56,171	55,171	98%
City of Rio Vista	10,543	10,542	100%
<b>Subtotal</b>	<b>66,714</b>	<b>65,713</b>	<b>98%</b>
<b>TOTAL REVENUES</b>	<b>\$ 15,853,098</b>	<b>\$ 14,478,033</b>	<b>91%</b>

EXPENDITURES			
Description	FY 07-08 Budget	Actual Spent YTD	%
<b>Operations</b>			
Operations Management/Administration	1,359,994	1,348,589	99%
STA Board of Directors Expenditure Plan	46,800	38,628	83%
Contribution to STA Reserve	20,000	4,387	22%
	108,801	0	0%
<b>Total Operations</b>	<b>\$ 1,535,595</b>	<b>\$ 1,391,604</b>	<b>91%</b>
<b>Transit and Rideshare/Solano Napa Commuter Info (SNCI)</b>			
Transit/SNCI Administration	470,079	458,887	98%
Employer/Van Pool Outreach	12,200	10,119	83%
SNCI General Marketing	44,872	42,487	95%
Commute Challenge	16,000	12,521	78%
Bike to Work Campaign	20,000	16,388	82%
Bike Links Maps	15,000	6,459	43%
Incentives	25,000	15,536	62%
Guaranteed Ride Home (GRH) Program	10,000	723	7%
Solano Express	36,415	13,426	37%
Transit Management Administration	193,277	165,911	86%
Community Based Transportation Plan (CBTP)	87,586	87,457	100%
Lifeline Program	3,830	3,830	100%
Paratransit Coordinating/PCC	45,000	39,187	87%
Solano Paratransit Assessment Study	0	0	0%
Transit Marketing - RM 2	260,000	260,000	100%
Transit Consolidation Feasibility Study	132,000	131,471	100%
Solano Paratransit Improvement	30,548	118,071	387%
<b>Total Transit &amp; Rideshare/SNCI</b>	<b>\$ 1,401,807</b>	<b>\$ 1,382,473</b>	<b>99%</b>
<b>Project Development</b>			
Project Management/Administration	71,653	67,629	94%
Safe Route to School (Traffic Safety Plan Update)	79,998	79,767	100%
I-80/680/780 Operation/Implementation Plan	0	0	0%
Project Study Report (PSR)	100,000	88,116	88%
SR 12 Median Barrier Study (MBS)/PSR	32,951	32,279	98%
Jepson Parkway EIR	1,578,887	1,578,848	100%
SR 12 Jameson Canyon Project	100,000	68,445	68%
I-80/680/12 Interchange PA/ED	3,204,128	3,204,085	100%
North Connector - TCRP 25.2	1,000	709	71%
North Connector East Design - RM 2	1,501,368	1,138,140	76%
I-80 HOV Lane PA/ED - RM 2	3,780,380	2,845,007	75%
I-80 HOV/Turner Parkway Project	760,038	756,082	99%
SR 12 Bridge Realignment Study	66,714	65,713	98%
DMV Abandoned Vehicle Abatement	363,750	355,497	98%
<b>Total Project Development</b>	<b>\$ 11,640,867</b>	<b>\$ 10,280,317</b>	<b>88%</b>
<b>Strategic Planning</b>			
Planning Management/Administration	193,571	178,134	92%
General Marketing	59,191	25,939	44%
Events	18,000	15,070	84%
Model Maintenance	121,674	121,645	100%
Solano County TLC Program	234,790	234,790	100%
SR 113 MIS/Corridor Study	257,459	222,487	86%
SR 12 MIS/Corridor Study	21,357	18,306	86%
FF/VV Rail Station	3,775	0	0%
Comprehensive Transportation Plan (CTP)	26,697	26,697	100%
Safe Route to Transit	10,262	9,003	88%
TFCA Programs	328,053	327,667	100%
<b>Total Strategic Planning</b>	<b>\$ 1,274,829</b>	<b>\$ 1,179,738</b>	<b>93%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 15,853,098</b>	<b>\$ 14,234,132</b>	<b>90%</b>



## 2009 Budget and Fiscal Reporting Calendar

### STA Board Meeting Schedule:

<b>JANUARY</b>	FY 2008-09 Mid-Year Budget Revision FY 2008-09 1st Quarter Budget Report
<b>FEBRUARY</b>	FY 2008-09 2nd Quarter Budget Report
<b>MARCH</b>	No report
<b>APRIL</b>	Local Transportation Development Act (TDA) and Members Contribution for FY 2009-10
<b>MAY</b>	FY 2008-09 3rd Quarter Budget Report
<b>JUNE</b>	FY 2008-09 Final Budget Revision FY 2009-10 Provisionary Indirect Cost Rate Application
<b>JULY</b>	FY 2009-10 Budget Revision and FY 2010-11 Proposed Budget Adoption FY 2009-10 COLA Approval
<b>AUGUST</b>	No Scheduled STA Board Meeting
<b>SEPTEMBER</b>	FY 2008-09 4th Quarter Budget Report
<b>OCTOBER</b>	FY 2008-09 AVA Annual Report
<b>NOVEMBER</b>	STA's 12th Annual Awards Program No Scheduled STA Board Meeting
<b>DECEMBER</b>	FY 2009-10 1st Quarter Budget Report STA Employee 2010 Benefit Summary Update



DATE: November 24, 2008  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: STA Employee 2009 Benefit Summary Update

**Background:**

The STA Personnel Policies and Procedures Benefits Summary show the current benefits for all full time and part time employees, which is approved annually by the STA Board. The STA Benefit Summary is annually updated to reflect changes to the health benefit premium effective the first of January, the holiday schedule for the new calendar year, and other employee benefit changes.

**Discussion:**

The approved budget for FY 2008-09, which includes the STA's Employees Health Benefit Cost, reflected an anticipated premium rate increase of 11.0% based on the average rate increase for the previous two years. The California Public Employees' Retirement System (CalPERS) provides and administers STA's health benefit programs and the Miscellaneous Plan Retirement, at low rates. The Kaiser Premium Rate is used as a benchmark; should an employee choose a health care provider with a higher premium rate, the employee is responsible for the premium cost above the benchmark. Effective January 1, 2009, the Kaiser Premium Rate will increase by 7.99%. This rate increase has resulted in a budget savings of \$3,856 (1.7%) of the Health Benefits Budget for FY 2008-09.

Changes to staff health plan choice and coverage is available during the Open Enrollment, November 2008. CalPERS Basic Health Premiums Rates for the Bay Area/Sacramento area effective January 1, 2009 is as follows:

HEALTH PLAN CHOICES	FY 2008-09					
	July 2008 - December 2008			January 2009 - June 2009		
	1	2	3+	1	2	3+
KAISER	\$470.67	\$941.34	\$1,223.74	\$508.30	\$1,016.60	\$1,321.58
BLUE SHIELD Access +	\$532.63	\$1,065.26	\$1,385.62	\$560.57	\$1,121.14	\$1,457.48
BLUE SHIELD Net Value	\$478.22	\$956.44	\$1,243.37	\$495.50	\$991.00	\$1,288.30
PERS CARE	\$749.83	\$1,499.66	\$1,949.56	\$749.83	\$1,499.66	\$1,949.56
PERS CHOICE	\$482.48	\$964.96	\$1,254.45	\$482.48	\$964.96	\$1,254.45
PERS SELECT	\$467.18	\$934.36	\$1,214.67	\$482.48	\$964.96	\$1,254.45

STA's CalPERS Miscellaneous Plan Retirement is part of the State-wide pool, a retirement plan for agencies with less than 100 employees in the plan. As part of the State-wide Miscellaneous Plan Retirement, the STA Employees has additional retirement benefits such as: the Sick Leave Credit, Military Buyback, Public Service Layoff, Pre-Retirement Service Option 2, and the Military Retiree.

STA Employees are also covered under a 401 (a) deferred compensation plan under the Money Purchase Plan administered by Nationwide Retirement Solutions (6.2% by STA and 3.2% by Employee). In addition, STA Employees have the option to enroll in the 457 Deferred Compensation with Nationwide Retirement Solutions, which is a 100% Employee deduction and no share of cost from STA.

The holiday schedule is updated annually on a calendar basis. This calendar provides for holidays when the STA office will be closed for business. No change is made on the number of paid holiday benefits.

**Fiscal Impact:**

The Kaiser Health Premium increase resulted on a cost savings of \$3,856 (1.7%) for FY 2008-09 Budget for Health Benefit.

**Recommendation:**

Review and file.

Attachment

- A. Employee Benefit Summary
- B. Holiday Schedule 2009



*Solano Transportation Authority*

## Employee Benefit Summary

January 2009

### **TERM**

This summary shall remain in effect until amended by STA Board action.

### **SALARY**

Salary schedule.

### **AT-WILL EMPLOYMENT** (Policy #102)

Employees shall be considered as at-will employees and may be terminated at anytime by the Executive Director.

### **WORKWEEK** (Policy #210/211)

The workweek will be forty (40) hours per week for all employees. Overtime will be granted at time and one-half for all hours worked in excess of the normal workweek. In accordance with the Fair Labor Standards Act (FLSA), Compensatory time may be granted in lieu of pay at the employee's request and the Executive director's approval. The Executive Director established a flexible work schedules (9-day Alternate Work Schedule) in order to meet the needs of the agency and the employee's job responsibilities.

An employee may elect, by so stating, in writing, on the appropriate time card, a preference to earn compensatory overtime in lieu of overtime pay. An employee may accumulate up to a maximum of sixty (60) hours of compensatory time. Those hours reflect thirty (30) hours of straight time worked. An employee who has reached the maximum balance shall be paid overtime until such time that the accrual is below the stated ceiling. A supervisor or the Executive Director must approve overtime in advance.

### **RETIREMENT** (Policy #301)

Employees are covered under the Public Employees Retirement System (PERS). Solano Transportation Authority (STA) shall pay seven percent (7%) of PERS Employee Contribution Rate to PERS. Service Credit shall be credited in accordance with PERS guidelines. Benefits include the following:

- Section 21354 - 2% @ 55 Full for Local Miscellaneous Members
- Section 20037 – Three-Year Final Compensation
- Section 21329 - 2% Annual Cost of Living Adjustment
- Section 21620 - \$500 Retired Death Benefit
- Section 21573 – Third Level of 1959 Survivor Benefits
- Section 20055 - Prior Service Credit
- Section 21551 – Death Benefit Continuation
- Section 20965 – Credit for Unused Sick Leave
- Section 21024 – Military Service Credit as Public Service
- Section 21022 – Public Service Credit for Periods of Layoff
- Section 21548 – Pre-Retirement Optional Settlement 2 Death Benefit
- Section 21027 – Military Service Credit for Retired Persons

The employee is responsible for paying the \$2.00 contribution for the 1959 Survivor Benefits.

**401(a) PROGRAM**

STA Employees are also covered under a 401 (a) deferred compensation plan, The Money Purchase Plan, administered by Nationwide Retirement Solutions. The employee shall contribute a total of 3.8% of salary and STA shall contribute 6.2% of salary.

**457 DEFERRED COMPENSATION PROGRAM**

STA Employees have the option to enroll in the 457 Deferred Compensation Plan with Nationwide Retirement Solutions. This compensation deferred plan is 100% Employee deduction and no cost to STA.

**SOCIAL SECURITY**

Effective July 1, 1997, employees will no longer be covered under Social Security; however the Medicare portion will remain in effect. The employee and the employer shall contribute the mandatory 1.45% each.

**HEALTH & WELFARE** (Policy #302)

STA will contribute an amount for employee plus family towards health, dental, vision, life and long term disability insurance. Employees are responsible for amounts that exceed the maximum amount. Employees who can provide proof of other insurance coverage may elect to receive cash equivalent in lieu of the STA's health and dental coverage. Employee electing to decline the health coverage will receive \$350 per month and for dental of coverage for \$50 per month, a total \$400 per month if both Health and Dental benefit are declined.

**HEALTH INSURANCE**

STA shall contribute an amount equal to the Kaiser rate. Premium contributions shall be based on the number of eligible dependents enrolled on the employee's plan.

The amounts as of 01/01/09 are as follows:

Employee Only	\$508.30
Employee Plus One Dependent	\$1,016.60
Employee Plus Two or More	\$1,321.58

**DENTAL INSURANCE**

STA shall contribute a maximum of \$96.00 for employee plus family for dental coverage.

**VISION INSURANCE**

STA shall contribute a maximum of \$8.68 for employee and \$18.76 for family for vision coverage.

**LIFE INSURANCE**

STA provide a monthly premium of \$7.50 sufficient to maintain \$50,000 basic life insurance.

**LONG TERM DISABILITY**

STA will provide an LTD plan to cover all employees. The plan shall include a 30 day waiting period. 60% of the first \$3,333 of earnings, 5 year + ADEA maximum benefit period.

**HOLIDAYS** (Policy #304)

Paid holidays include the following:

New Year's Day	Veteran's Day
Martin Luther King's Birthday	Thanksgiving Day
President's Birthday	Day after Thanksgiving Day
Memorial Day	4 Hours Christmas Eve*
Independence Day	Christmas Day
Labor Day	4 Hours New Year's Eve*
Columbus Day	

Three floating holidays shall be credited July 1<sup>st</sup> of each year to the employee's vacation balance. \*If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1<sup>st</sup>. Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

**VACATION** (Policy #305)

Vacation is accrued monthly in accordance to the following schedule for full-time employees:

<b><u>Years of Service</u></b>	<b><u>Annual Entitlement</u></b>	<b><u>Annual Vacation Hours</u></b>	<b><u>Maximum Balance</u></b>
0 through 5 years	10 working days	80	320
5+ through 10	15 working days	120	320
11 years	16 working days	128	320
12 years	17 working days	136	320
13 years	18 working days	144	320
14 years	19 working days	152	320
15+ years	20 working days	160	320

**SICK LEAVE** (Policy #306)

Regular full-time employees accrue 12 days sick leave per year. Sick leave may be accrued up to ninety (90) working days, or 720 hours. The minimum sick leave taken at any one time shall not be less than one (1) hour. Employees may be required to provide a doctor's note for absences more than three days in length, more than five days in any 30-day period, or on a day adjacent to a holiday weekend.

**SICK LEAVE BUYBACK** (Policy #306)

Upon Service retirement -25% may be paid to the employee for the remaining sick leave balance.

Employees are eligible to participate in an annual cash-out program. Employees with at least 30 days (240 hours) of accrued but unused sick leave who used less than 4 days (32 hours) of 12 days (96 hours) earned in the fiscal year, can elect to receive 50% in cash of the unused portion earned, in excess of 30 days. Eligible employees electing to participate shall be paid in July of every year.

**BEREAVEMENT LEAVE** (Policy #307)

A maximum of three (3) consecutive days in California or five (5) consecutive days outside California to attend funeral of employee's spouse, child, parent, brother, sister, grandparent, mother or father-in-law, or household dependent or relative.

**MILEAGE ALLOWANCE/REIMBURSEMENT** (Policy #310)

The Executive Director receives monthly mileage allowance as approved by the STA Board. The Department Directors receive a monthly mileage allowance of \$200 per month. STA staff uses the standard Internal Revenue Service (IRS) mileage rate for travel reimbursement.

**COMMUTER TRANSIT INCENTIVE** (Policy #310)

STA offers financial incentive for employees using commute alternative mode limited to: trains, buses, vanpool, and ferry. Employee who can provide proof of their monthly commute cost and use of any transit mode of transportation can receive up to \$75 per month travel incentive.

In addition to the above, STA shall comply with all employment regulations mandated by state and federal laws.

**THIS PAGE INTENTIONALLY LEFT BLANK**



## HOLIDAY SCHEDULE 2009

Thursday	January 1	New Year's Day
Monday	January 19	Dr. Martin Luther King's Birthday
Monday	February 16	Presidents' Day
Monday	May 25	Memorial Day
Friday	July 3	Independence Day
Monday	September 7	Labor Day
Monday	October 12	Columbus Day
Wednesday	November 11	Veterans' Day
Thursday	November 26	Thanksgiving Day
Friday	November 27	Friday After Thanksgiving Day
Thursday	December 24	Christmas Eve – HALF DAY
Friday	December 25	Christmas Day
Thursday	December 31	New Years Eve – HALF DAY

**Please Note:**

Three floating holidays shall be credited July 1<sup>st</sup> of each year to the employee's vacation balance. **\*If Christmas Eve and New Year's Eve falls on a Saturday or Sunday an additional eight (8) hours of vacation shall be credited on July 1<sup>st</sup>.** Employees hired between July and December shall receive credit for three floating holidays and Christmas Eve and New Year's Eve, if applicable. Employees hired between January and June shall receive credit for two floating holiday.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: December 2, 2008  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Regional Measure 2 (RM 2) Benicia Intermodal Facilities  
Resolution of Support

**Background:**

On March 2, 2004, voters passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA is the project sponsor for most of the Solano County capital RM 2 projects.

Solano County has 4 projects listed in SB 916 that are eligible projects for capital funds. Of these, STA is the project sponsor for Project No. 6 titled "Solano County Express Bus Intermodal Facilities" which provides \$20 million for four (4) projects in the county. \$3 million has been dedicated by the STA Board for the Benicia Intermodal Facility. Originally, the City of Benicia had intended to use these funds toward the development of a intermodal rail facility. However, on May 6, 2008, the Benicia City Council authorized staff to proceed with alternative near term fully funded intermodal improvements. These specific improvements are discussed within this staff report.

The STA working with cities of Benicia and Vallejo have implemented a new regional Route 78 to replace Benicia's Route 75 along the I-780 corridor with service between the Vallejo Ferry Terminal and Pleasant Hill BART station in the City of Walnut Creek. The corridor plans indicate new bus stops at the northeast corner of Military West/Southampton Road and in the Downtown area near First Street and Military Highway.

**Discussion:**

To facilitate access to the new bus route, the City of Benicia proposes two intermodal facilities. These facilities will incorporate Park-n-Ride lots with the new bus stops to be serviced by the regional Route 78. The facilities would improve transit connections and increase commuter options by providing two safe and convenient locations for Benicia residents to leave their motor vehicles or bicycles as they commute to work in the Bay Area. In addition, the eastern facility will be located in the core of Benicia's downtown within close proximity to the Civic Center, which includes city hall, senior center, vets hall, post office, police station, community gymnasium, youth center, library, and the community pool. The bus stop at this location is also utilized by the Amtrak bus with service between Napa and the Martinez rail station. (Attachment A)

The project would be a benefit to the region by reducing single occupancy vehicle commuters and increasing transit use. The mode shift would increase the efficiency of the overall transportation network while reducing the environmental impact from vehicular emissions. In addition, this project will significantly improve the bicycle and pedestrian connectivity to the bus stop/park-n-ride and the City park area as well as the connection to the Solano Square shopping center and the downtown mixed-use area.

The City of Benicia has identified two locations for the facilities:

**Downtown Benicia Intermodal Facility:** located adjacent to City Park bounded by West 2<sup>nd</sup> Street to the west, West K Street to the South, 1<sup>st</sup> Street to the east, and Military Highway to the north. This facility would provide an estimated 50-60 angled vehicular parking spaces on the southern and western perimeter of City Park (Attachment B).

**West Benicia Intermodal Facility:** located at the intersection of Southampton Road and Military West on the western edge of Benicia. This facility, located in an existing grass lot at Calvary Community Church, would provide an estimated 40 vehicular parking spaces (Attachment C).

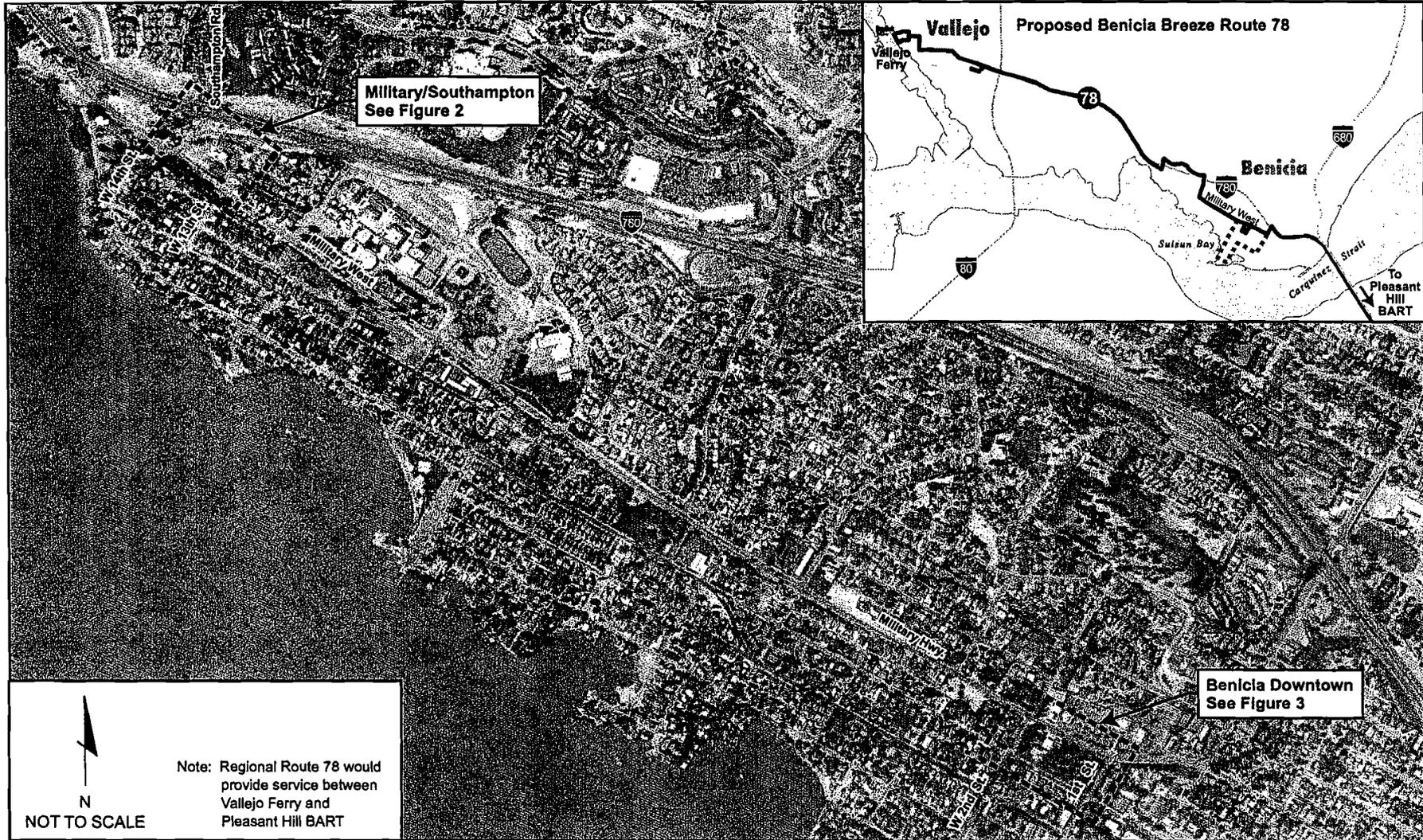
As the project sponsor, the STA is required by MTC to submit a resolution authorizing Benicia to receive the funds for the specific project identified in Initial Project Report which is attached to the STA Resolution No. 2008-09 (Attachment D). STA staff has reviewed the proposed project with Benicia staff and support the project scope. The proposed project will be ready to begin construction as early as 2010, and is expected to be fully funded by the \$3 million RM 2 funds.

**Recommendation:**

Approve Resolution No. 2008-09 authorizing the funding allocation for Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Benicia for the Solano County Express Bus North Intermodal Facilities – Benicia Intermodal Facilities.

**Attachments:**

- A. Proposed City of Benicia Intermodal Facilities
- B. West Benicia Intermodal Facility
- C. Downtown Benicia Intermodal Facility
- D. Resolution No. 2008-09



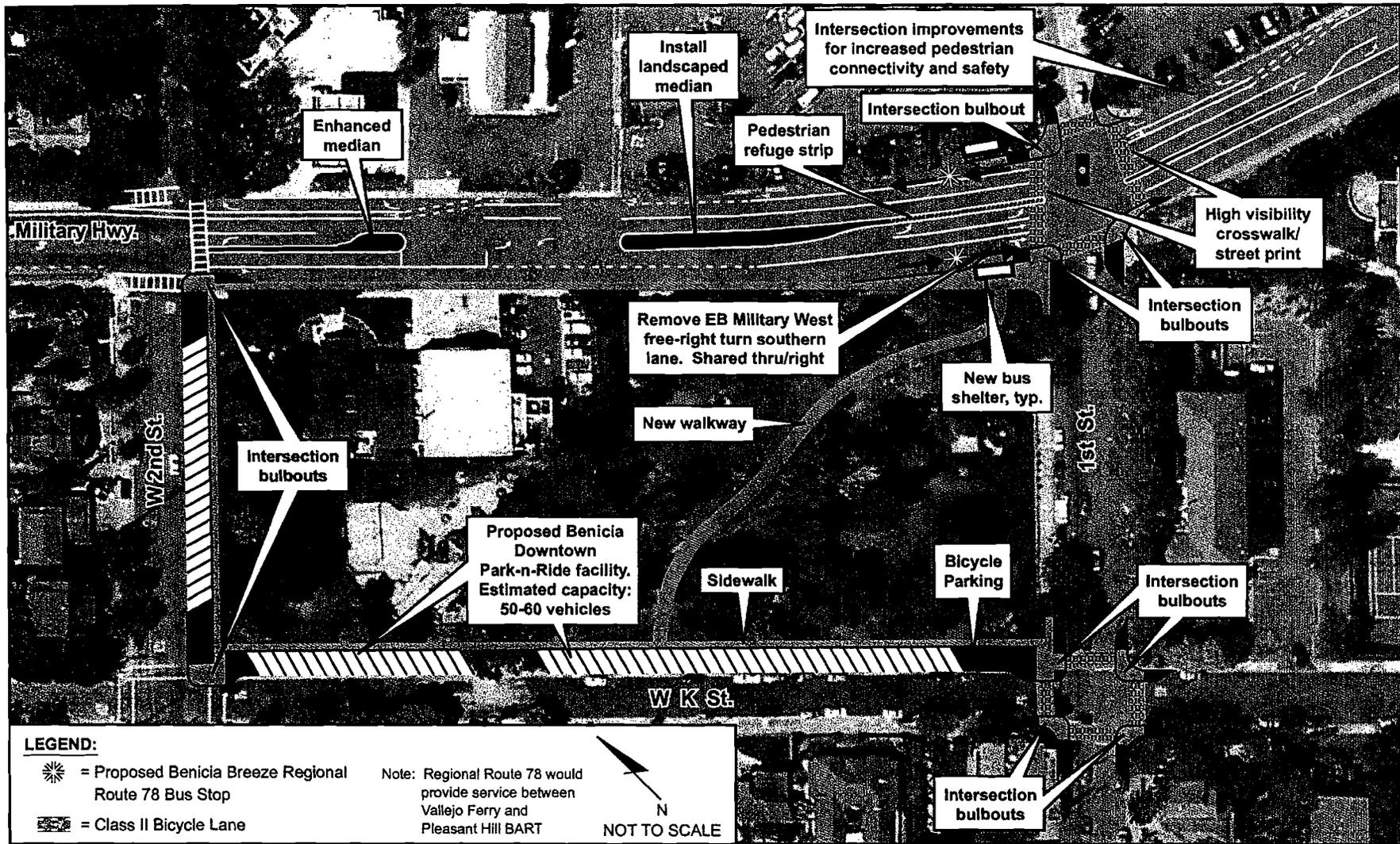
**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS

October 2008  
SF08-0409\graphics\0409-1

Benicia Intermodal IPR

**PROPOSED PARK-N-RIDE FACILITY LOCATIONS**

**FIGURE 1**



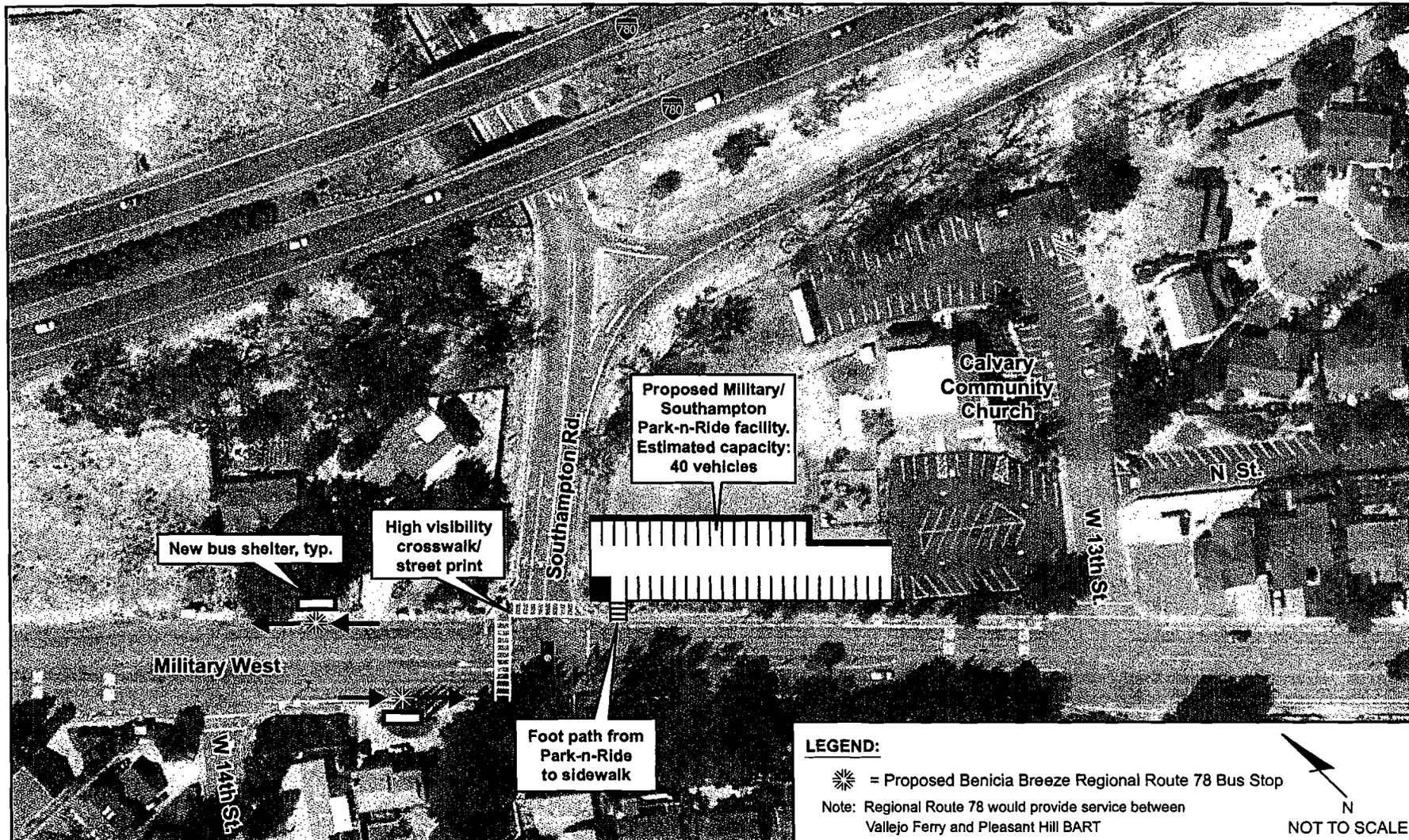
**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS

October 2008  
SF08-0409/graphics/0409-3

Benicia Intermodal IPR

**PROPOSED BENICIA DOWNTOWN PARK-N-RIDE FACILITY AND STREET IMPROVEMENT CONCEPTUAL PLAN**

**FIGURE 3**



**FEHR & PEERS**  
TRANSPORTATION CONSULTANTS

October 2008  
SF08-0409/graphics/0409-2

Benicia Intermodal IPR

**PROPOSED MILITARY/SOUTHAMPTON PARK-N-RIDE FACILITY AND STREET IMPROVEMENT CONCEPTUAL PLAN**

**FIGURE 2**

**THIS PAGE INTENTIONALLY LEFT BLANK**

SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2008-09

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
AUTHORIZING THE FUNDING ALLOCATION FOR REGIONAL MEASURE 2  
FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION TO THE  
CITY OF BENICIA FOR THE SOLANO COUNTY EXPRESS BUS INTERMODAL  
FACILITIES – BENICIA INTERMODAL FACILITIES**

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, Solano Transportation Authority (STA) is the eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds in Solano County; and

**WHEREAS**, attached hereto and incorporated herein as though set forth in full as Exhibit A is an agreement by an between with the City of Benicia to implement the Project in accordance with this Resolution; and

**WHEREAS**, the Benicia Intermodal Facilities Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report prepared by the City of Benicia is attached hereto and incorporated herein as though set forth in full, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which STA is requesting that MTC allocate Regional Measure 2 funds to the City of Benicia

**NOW. THEREFORE, BE IT RESOLVED AS FOLLOWS:**

1. The STA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636);
2. The STA certifies that the project is consistent with the Regional Transportation Plan (RTP);
3. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project;

4. The Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;
5. The STA approves the updated Initial Project Report prepared by City of Benicia, attached to this resolution as Exhibit C and incorporated herein as though set forth in full;
6. The STA approves the cash flow plan prepared by City of Benicia, attached to this resolution;
7. The STA has reviewed the project needs and is satisfied that the City of Benicia has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report (Exhibit C);
8. The STA is the eligible sponsor of projects in Solano County under the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c);
9. The STA staff is authorized to submit an application on behalf of the City of Benicia for Regional Measure 2 funds for Benicia Intermodal Facilities Project in accordance with California Streets and Highways Code 30914(c);
10. The STA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et. seq.* and the applicable regulations there under;
11. There is no legal impediment to STA concurring with an allocation request for Regional Measure 2 funds; by the City of Benicia;
12. There is no pending or threatened litigation which adversely affects the proposed project, or the ability of the STA to deliver such project;
13. The STA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of STA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages;
14. That revenues or profits from any non- governmental use of project shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s);

15. Assets purchased with RM2 funds allocated to the City of Benicia including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used;
16. The City of Benicia shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues;
17. The STA authorizes the City of Benicia to execute and submit an allocation request for the environmental phase with MTC for Regional Measure 2 funds in the amount of \$92,000, for the project, purposes and amounts included in the project application attached to this resolution;
18. The City of Benicia is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as deemed necessary and appropriate.
19. That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Benicia's application referenced herein.

---

James Spering, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this **10<sup>th</sup> day of December, 2008**.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this **10<sup>th</sup> day of December, 2008** by the following vote:

Ayes: \_\_\_\_\_  
 Nos: \_\_\_\_\_  
 Absent: \_\_\_\_\_  
 Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
 Johanna Masiclat  
 Clerk of the Board

**THIS PAGE INTENTIONALLY LEFT BLANK**

**RESOLUTION NO. 08-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA  
CONFIRMING PROJECT COMPLIANCE AS THE RM2 IMPLEMENTING AGENCY  
AND REQUESTING THE METROPOLITAN TRANSPORTATION COMMISSION  
ALLOCATE \$92,000 IN RM2 FUNDING FOR FISCAL YEAR 2008/2009 FOR THE  
BENICIA INTERMODAL FACILITIES PROJECT**

**WHEREAS**, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

**WHEREAS**, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

**WHEREAS**, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

**WHEREAS**, Solano Transportation Authority is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

**WHEREAS**, the Benicia Intermodal Facilities Project is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

**WHEREAS**, Solano Transportation Authority has entered into agreement/intends to enter into an agreement with City of Benicia to implement the Project, and

**WHEREAS**, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Solano Transportation Authority and the City of Benicia is requesting that MTC allocate Regional Measure 2 funds;

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Benicia, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and

**BE IT FURTHER RESOLVED**, that the City of Benicia certifies that the project is consistent with the Regional Transportation Plan (RTP); and

**BE IT FURTHER RESOLVED**, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and

**BE IT FURTHER RESOLVED**, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and

**BE IT FURTHER RESOLVED**, that Solano Transportation Authority approves the updated Initial Project Report, attached to this resolution; and

**BE IT FURTHER RESOLVED**, that the City of Benicia approves the cash flow plan, attached to this resolution; and

**BE IT FURTHER RESOLVED**, that the City of Benicia has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and,

**BE IT FURTHER RESOLVED**, that the City of Benicia is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and

**BE IT FURTHER RESOLVED**, that the City of Benicia is authorized to submit an application for Regional Measure 2 funds for the Benicia Intermodal Facilities Project in accordance with California Streets and Highways Code 30914(c); and

**BE IT FURTHER RESOLVED**, that the City of Benicia certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 *et seq.*), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 *et seq.*) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 *et. seq.* and the applicable regulations there under; and

**BE IT FURTHER RESOLVED**, that there is no legal impediment to the City of Benicia making allocation requests for Regional Measure 2 funds; and

**BE IT FURTHER RESOLVED**, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the City of Benicia to deliver such project; and

**BE IT FURTHER RESOLVED**, that the City of Benicia indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (Implementation Agency), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and

**BE IT FURTHER RESOLVED**, that the City of Benicia shall, if any revenues or profits from any non- governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and

**BE IT FURTHER RESOLVED**, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said

facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and

**BE IT FURTHER RESOLVED**, that the City of Benicia shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and

**BE IT FURTHER RESOLVED**, that the City of Benicia authorizes the City Manager or his designee to execute and submit an allocation request for the environmental phase with MTC for Regional Measure 2 funds in the amount of \$92,000, for the project, purposes and amounts included in the project application attached to this resolution; and

**BE IT FURTHER RESOLVED**, that the City Manager, or his designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate.

**BE IT FURTHER RESOLVED**, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Benicia application referenced herein.

\* \* \* \* \*

On motion of Council Member \_\_\_\_\_, seconded by Council Member \_\_\_\_\_, the above Resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council held on the 2<sup>nd</sup> day of December, 2008, and adopted by the following vote:

Ayes:

Noes:

Absent:

\_\_\_\_\_  
Elizabeth Patterson, Mayor

Attest:

\_\_\_\_\_  
Lisa Wolfe, City Clerk

**THIS PAGE INTENTIONALLY LEFT BLANK**

## Regional Measure 2 Initial Project Report (IPR)

---

**Project Title:**

Benicia Intermodal Facilities

**RM2 Project No.**

Project 6.2

**Allocation History:**

	<b>MTC Approval Date</b>	<b>Amount</b>	<b>Phase</b>
#1:	There are no prior allocation requests		

**Current Allocation Request:**

<b>IPR Revision Date</b>	<b>Amount Being Requested</b>	<b>Phase Requested</b>
11/4/2008	\$92, 000	Environmental Studies and Preliminary Engineering

## Regional Measure 2 – INITIAL PROJECT REPORT

### I. OVERALL PROJECT INFORMATION

#### A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The City of Benicia Public Works Department is the Project Sponsor and Implementing Agency. No Co-Sponsors are identified.

#### B. Project Purpose

The Solano Transportation Authority (STA) is working with cities of Benicia and Vallejo to move forward with a plan to implement a new regional Route 78 to replace Benicia's Route 75 along the 780 corridor with service between the Vallejo Ferry Terminal and Pleasant Hill BART station in the City of Walnut Creek. The corridor plans indicate new bus stops at the northeast corner of Military West/Southampton Road and in the Downtown area near First Street and Military Highway (see Figure 1).

To facilitate access to the new bus route, the City of Benicia requests RM-2 funds to design and construct two Intermodal facilities. These facilities will incorporate Park-n-Ride lots with the new bus stops to be serviced by the Benicia Breeze regional route (78). The facilities would improve transit connections and increase commuter options by providing two safe and convenient locations for Benicia residents to leave their motor vehicles or bicycles as they commute to work in the Bay Area. In addition, the eastern facility will be located in the core of Benicia's downtown within close proximity to the Civic Center, which includes city hall, senior center, vets hall, post office, police station, community gymnasium, youth center, library, and the community pool. The bus stop at this location is also utilized by the Amtrak bus with service between Napa and the Martinez rail station.

The project would be a benefit to the region by reducing single occupancy vehicle commuters and increasing transit use. The mode shift would increase the efficiency of the overall transportation network while reducing the environmental impact from vehicular emissions. In addition, this project will significantly improve the bicycle and pedestrian connectivity to the bus stop/park-n-ride and the City park area as well as the connection to the Solano Square shopping center and the downtown mixed-use area.

#### C. Project Description (please provide details)

##### Project Graphics to be sent electronically with This Application

The RM-2 funds will be utilized for design, environmental review, construction, and project management costs for two Intermodal facilities. *This IPR Request form seeks allocation of Project Phase 1 funds to be used for Environmental Studies and Preliminary Engineering for the project. The tasks associated with this Phase can be found on page 7 of this request form.* The City of Benicia has identified two locations for the facilities:

1. Downtown Benicia Intermodal Facility: located adjacent to City Park bounded by West 2<sup>nd</sup> Street to the west, West K Street to the South, 1<sup>st</sup> Street to the east, and Military Highway to the north. This facility would provide an estimated 50-60 angled vehicular parking spaces on the southern and western perimeter of City Park (see Figure 2).
2. West Benicia Intermodal Facility: located at the intersection of Southampton Road and Military West on the western edge of Benicia. This facility, located in an existing grass lot at Calvary Community Church, would provide an estimated 40 vehicular parking spaces (see Figure 3).

## **Regional Measure 2 – INITIAL PROJECT REPORT**

Both sites will incorporate streetscape design elements that are consistent with the Benicia Downtown Streetscape Design Plan (May 1990) including new street lights, landscaping, and sidewalk treatments. Local improvements will be implemented to increase pedestrian safety and connectivity including bulb-outs, enhanced crosswalks, and refuge medians. New bus shelters will be installed at the proposed bus stops with appropriate signage, seating, bus pads, and trash receptacles.

In addition to pedestrian improvements, new Class II bicycle lanes will be striped on Military Highway to accommodate commuters that prefer to bike to the facility rather than drive. New bicycle parking will be provided at both park-n-ride locations.

New pavement markings will designate parking areas, improved roadway alignment, new bicycle lanes, and high-visibility crosswalks.

A kiosk is proposed at the City Park bus stop to provide information regarding transit and community events.

### **D. Impediments to Project Completion**

There are currently no legal impediments, funding issues, anticipated delivery constraints, or prior experience concerns that would obstruct the project completion. However, based on preliminary site evaluation, typical conditions that are anticipated throughout the duration of this project are listed below.

#### **Property Acquisitions/Encroachments**

- Purchase/Lease with Calvary Community Church – The proposed facility at Southampton Road and Military West will be constructed on property currently owned by Calvary Community Church. If possible, The City of Benicia will purchase the land with the option to lease it back to the Church upon request. If the City is unable to purchase the land a lease will be signed authorizing use from Calvary Community Church. At this time no lease/purchase order has been drafted.
- Location of Bus Stops – The proposed bus stops for the western facility will be located in front of residential property and may require property acquisition to accommodate minimum ADA<sup>1</sup> sidewalk requirements.
- Encroachment on City Park – The proposed parking along the southern and western perimeter of City Park may encroach into the park in order to accommodate minimum traffic and ADA requirements on W K Street and W 2<sup>nd</sup> Street. In addition, grading may be required at the southeast corner of the park to accommodate adequate sidewalk behind the new parking facilities.

#### **Site Constraints**

- New Paving – The proposed site for the western facility requires new paving on an existing field adjacent to the Calvary Church. It is assumed that the site is capable of accommodating the new construction; however, a survey and soil boring tests may be required to verify feasibility.
- Utility Requirements – Observation and analysis of the existing drainage system may be required to ensure existing infrastructure can handle the additional surface run-off generated by the new parking facility at the western site. In addition, new utility poles and electrical service will be required for proposed lighting in the parking facilities.

#### **General Project Conditions**

---

<sup>1</sup> Americans with Disabilities Act

## Regional Measure 2 – INITIAL PROJECT REPORT

- Community Involvement – Since the proposed intermodal facilities will affect the residents of Downtown Benicia and the western end of the city, outreach will be required to mitigate concerns and minimize any negative impacts to the neighborhoods.
- Signal Timing Adjustments – The proposed parking on W K Street and W 2<sup>nd</sup> Street may slightly increase vehicular volumes in the area and may require signal timing adjustments to minimize congestion.

### **E. Operability**

It is anticipated that the RM-2 funds will be utilized for design, construction, necessary environmental review and project management for the proposed Intermodal facilities and associated streetscape elements. Once constructed, the Benicia Department of Public Works will be responsible for the facilities including maintenance of sidewalk and curbs, crosswalks, street lighting, pavement markings, bicycle parking, and typical roadway improvements. Materials for decorative crosswalks will be selected for long-term sustainability and will be included in the City of Benicia's typical roadway maintenance program.

Additional responsibilities will include maintenance of streetscape elements such as waste removal from new trash receptacles and upkeep of new planted bulbouts and medians. To ensure low maintenance and high performance, durable landscaping and street trees that are appropriate for the climate will be selected during the design process. Planting locations will be coordinated to avoid utility conflicts and visual obstruction, and will maintain pedestrian safety and ADA requirements throughout the site.

The proposed bus service will be operated by Benicia Breeze. Any applicable bus signage and route information will be the responsibility of the Benicia Breeze. Maintenance of the bus shelters may be funded through advertising incorporated into the bus shelters.

## **II. PROJECT PHASE DESCRIPTION and STATUS**

### **F. Environmental –**

Does NEPA Apply:  Yes  No

Based on the type of funding requested for this project, it is not anticipated that NEPA is applicable.

However, to comply with the CEQA<sup>2</sup> requirements, the City of Benicia Department of Public Works (DPW) will conduct an environmental review and identify any potential significant environmental impacts associated with the project. As the lead agency, DPW will determine whether to prepare an EIR<sup>3</sup> or Negative Declaration depending on initial findings. If an EIR is necessary, DPW will select a consultant to prepare the document and proceed with the public review process. It is anticipated that the environmental review process will be conducted over the course of nine to twelve months, commencing in January 2009 and concluding by December 2009.

It is not anticipated that the project will have any major negative environmental impacts. However, the City of Benicia will consider some of the following initial concerns.

- Constructing new paved areas will increase surface runoff. To minimize the additional pollutants from vehicles that could potentially enter the sewage system, bioswales may be considered adjacent to the parking areas.

---

<sup>2</sup> California Environmental Quality Act

<sup>3</sup> Environmental Impact Report

## **Regional Measure 2 – INITIAL PROJECT REPORT**

- Every effort will be made to preserve the existing parkland in Downtown Benicia. If encroachment is necessary to facilitate adequate parking and sidewalk facilities, bulbouts and medians will be landscaped to help offset the removal of green space and improve air and water quality through street trees and plantings.

### **G. Design –**

The proposed project is currently in the conceptual design phase. Once funding has been secured, the City of Benicia Department of Public Works will select a consultant to proceed with schematic designs and community outreach to ensure public input is incorporated. Particular design considerations include:

- Consistent ADA compliance throughout the project
- Grading at the southeast corner of City Park
- Minimizing impact to the park
- Coordination with church to minimize disruption
- Evaluation of properties immediately adjacent to bus shelters
- Geometric design and appropriate signage of bulbouts and roadway striping to meet minimum requirements of AASHTO<sup>4</sup>, HCM<sup>5</sup>, and MUTCD<sup>6</sup>

Once schematic plans have been finalized and approved, final design plans will be developed. The estimated timeframe for schematic design and public review is 12 months (January 2009 – February 2010). Final design preparation is estimated to be completed in 6 to 9 months, commencing in April 2010 and finalized by October 2010.

### **H. Right-of-Way Activities / Acquisition –**

The City of Benicia will purchase the portion of land needed to construct the facility at Southampton Road and Military West with the option to lease it back to the Church upon request. It is anticipated that the cost for the 7,500 – 10,000 square foot lot will be approximately \$150,000-200,000 plus construction costs. If a purchase cannot be arranged a lease agreement with the Church will be drafted.

Currently there are no right-of-way activities planned. However, as listed in *Section D. Impediments*, potential impacts or partial usage of certain properties are anticipated.

- Residential Property Adjacent to Proposed Bus Stops – The proposed bus stops and shelters for the western facility will be located in front of residential property and may require property acquisition to accommodate minimum ADA sidewalk requirements. Sidewalks should provide a minimum clear travel distance of 5'. If the minimum clearance is compromised due to the proposed bus shelters, considerations will first be given to widening the sidewalk into the City's right-of-way. If the site is constrained by lane width requirements and level of service (LOS) for vehicular movements, the City will enter into negotiations with the property owners to accommodate the new bus facilities.
- Encroachment on City Park – The proposed parking along the southern and western perimeter of City Park may encroach into the park in order to accommodate minimum traffic and ADA requirements on W K Street and W 2<sup>nd</sup> Street. All efforts will be made to provide parking within the existing roadway. However, if the existing roadway is too narrow to accommodate angled parking and maintain existing LOS, the City may potentially utilize the existing park to provide

---

<sup>4</sup> American Association of State Highway and Transportation Officials

<sup>5</sup> Highway Capacity Manual

<sup>6</sup> Manual on Uniform Traffic Control Devices

## Regional Measure 2 – INITIAL PROJECT REPORT

adequate space for parking. The City will maintain ADA compliant sidewalk facilities adjacent to the new angled parking and City Park.

### **I. Construction / Vehicle Acquisition -**

Minor construction issues are anticipated for this project including:

- Temporary traffic displacement for sidewalk and bulbout construction, striping and median installation
- Potential fill or re-grading at City Park
- Potential stabilization or additional excavation necessary at western site
- Limited staging area in downtown

It is anticipated The City will provide appropriate maintenance and protection of traffic as required in MUTCD. The duration of construction is expected to begin once final design is complete, property acquisition or leases have been finalized, and a contractor has been selected (December 2010) and be completed by August 2011.

There is no vehicle acquisition planned at this time.

### **III. PROJECT BUDGET**

#### **J. Project Budget (Escalated to year of expenditure)**

<b>Phase</b>	<b>Total Amount - Escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	92
Design - Plans, Specifications and Estimates (PS&E)	224
Right-of-Way Activities /Acquisition (R/W)	170
Construction / Rolling Stock Acquisition (CON)	2,514
<b>Total Project Budget (in thousands)</b>	<b>3,000</b>

#### **K. Project Budget (De-escalated to current year)**

<b>Phase</b>	<b>Total Amount - De-escalated - (Thousands)</b>
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	89
Design - Plans, Specifications and Estimates (PS&E)	215
Right-of-Way Activities /Acquisition (R/W)	165
Construction / Rolling Stock Acquisition (CON)	2,365
<b>Total Project Budget (in thousands)</b>	<b>2,834</b>

## Regional Measure 2 – INITIAL PROJECT REPORT

### IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	January 2009	December 2009
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	January 2009	February 2010
Final Design - Plans, Specs. & Estimates (PS&E)	April 2010	October 2011
Right-of-Way Activities /Acquisition (R/W)	July 2010	October 2011
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	December 2010	August 2011

### V. ALLOCATION REQUEST INFORMATION

#### **L. Detailed Description of Allocation Request**

*Phase 1 funds to be used for Tasks 1-3 are requested at this time.*

##### Task 1 – Plan Start-Up

- Establish project team including DPW, Benicia Breeze bus, and relevant stakeholders.
- Discuss conceptual designs established in funding application.
- Review background materials and identify any planned projects in the area.
- Select consultants for environmental review and design.
- Coordinate anticipated Right-of-Way activities.

##### Task 2 – Collect and Analyze Data

- Establish base maps.
- Conduct survey or field-verify existing survey.
- Identify potential environmental impacts.
- Perform necessary traffic counts.
- Predict traffic generation.
- Estimate parking demand.
- Observe pedestrian and bicycle movements.
- Identify deficient conditions.

##### Task 3 –Environmental Documentation

- Identify environmental impacts and recommend mitigation measures.
- Submit EIR (if necessary).
- Finalize approvals.

*Funds for Tasks 4-7 are not being requested at this time.*

## Regional Measure 2 – INITIAL PROJECT REPORT

### Task 4 – Develop Schematic Designs

- Prepare schematic plans and estimate.
- Facilitate design charrette with community to receive feedback on schematic designs.

### Task 5 – Coordinate Bus Operations with Park-n-Ride facilities

- Finalize plans for bus service with Benicia Breeze.
- Identify appropriate locations for bus stops and shelters.
- Finalize parking strategy including potential pricing, permitting, and layout.

### Task 6 – Prepare Design Plan

- Incorporate environmental mitigation measures, community feedback, and bus facilities.
- Generate final Plans, Specifications, and Estimate.

### Task 7 – Construction

Amount being requested (in escalated dollars)	\$92,000
Project Phase being requested	Environmental Studies and Preliminary Engineering
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	12/2/2008
Month/year being requested for MTC Commission approval of allocation	December 2008

### **M. Status of Previous Allocations (if any)**

No previous allocations have been assigned for this project.

**Regional Measure 2 – INITIAL PROJECT REPORT**

**N. Workplan**

**Workplan in Alternate Format Enclosed**

<b>TASK NO</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
1	Start-Up	Selection of Environmental and Design Consultants	January 2009
2	Data Collection	Memo of Existing Conditions	May 2009
3	Environmental Documentation	CEQA Documentation	December 2009
4	Schematic Design	Schematic Plans & Estimate, Community Charrette	February 2010
5	Bus Operations & Park-n-Ride Facilities	Memo of Final Bus Stop Locations and Parking Layout	April 2010
6	Final Design	Final Plans, Specifications, and Estimate	October 2010
7	Construction	Two Intermodal Facilities	August 2011

**O. Impediments to Allocation Implementation**

There are currently no impediments to allocation implementation anticipated. Anticipated impediments for the project are listed in Section D. Impediments to the Project.

**VI. RM-2 FUNDING INFORMATION**

**P. RM-2 Funding Expenditures for funds being allocated**

**The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included**

**Next Anticipated RM-2 Funding Allocation Request**

Fiscal year 2009 – 2010 Design – Plans, Specifications, and Estimates (PS&E)

**VII. GOVERNING BOARD ACTION**

**Check the box that applies:**

**Governing Board Resolution attached**

**Governing Board Resolution to be provided on or before:**

It is anticipated that a City Council Resolution approving this application will be provided by December 2008. However, it should be noted that the Benicia City Council authorized staff to proceed with these improvements during a council meeting on May 6, 2008.

## Regional Measure 2 – INITIAL PROJECT REPORT

### VIII. CONTACT / PREPARATION INFORMATION

#### **Contact for Applicant's Agency**

Name: Daniel Schiada, Benicia Department of Public Works  
Phone: (707) 746-4200  
Title: Director of Public Works  
E-mail: Dan.Schiada@ci.benicia.ca.us  
Address: City Hall  
250 East L Street  
Benicia, CA 94510

#### **Information on Person Preparing IPR**

Name: Eric Womeldorff, Fehr & Peers Transportation Consultants  
Phone: (415) 348-0300  
Title: Engineer/Planner III  
E-mail: E.Womeldorff@fehrandpeers.com  
Address: 332 Pine Street, 4<sup>th</sup> Floor  
San Francisco, CA 94104

#### **Applicant Agency's Accounting Contact**

Name: Rob Sousa, Benicia Department of Public Works  
Phone: (707) 746-4225  
Title: Finance Director  
E-mail: rsousa@ci.benicia.ca.us  
Address: City Hall  
250 East L Street  
Benicia, CA 94510



DATE: November 25, 2008  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: North Connector Contract Amendment – BKF Engineers

**Background:**

STA is the lead on implementing the East Segment of the North Connector Project. The Environmental Impact Report (Re-circulated EIR) for the North Connector Project was certified by the Board in May 2008 and final engineering and right-of-way acquisition for the project is proceeding.

**Discussion:**

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. The right-of-way acquisition will be completed in two phases, with the East Segment proceeding first and the West Segment right-of-way acquisition not proceeding until funding for this segment has been secured.

BKF Engineers is providing design services for the North Connector. With the Project proceeding with right of way acquisition, BKF Engineers will also be providing right of way engineering services. In addition, BKF Engineers will provide design support services during construction. The North Connector East Segment Project is currently planned to start construction in June/July 2009. As such, STA staff is recommending approval of a contract amendment with BKF Engineers to perform right of way engineering and construction design support services for an amount not-to-exceed \$220,000.

**Fiscal Impact:**

The right of way engineering and construction design support services recommended as part of this staff report will be funded with Regional Measure 2 (RM 2) funds dedicated to this Project.

**Recommendation:**

Approve a contract amendment for BKF Engineers to perform right of way engineering and construction design support services for an amount not-to-exceed \$220,000.

**Attachments:**

- A. Letter from the BKF Engineers dated October 13, 2008.

**THIS PAGE INTENTIONALLY LEFT BLANK**



October 13, 2008

Ms. Janet Adams  
Solano Transportation Authority  
One Harbor Blvd, Suite 130  
Fairfield, CA 94585

**Subject: North Connector Project – East Segment  
Proposal for Right of Way Engineering and Construction Assistance Support**

Dear Ms. Adams:

BKF Engineers (BKF) is pleased to submit the following proposal to provide Right-of-Way Engineering and Design Support Services during Construction for the North Connector – East Segment Project (Project). BKF is excited to continue its successful relationship with Solano Transportation Authority (STA) through the next phase of the Project. As requested, BKF proposes the following tasks in support of the Project's right of way and construction phases of work:

**Right-of-Way Engineering**

In reviewing the Project requirements, BKF will confirm the right of way needs. Based on the resolution of the existing parcel boundaries and the review of preliminary title reports, required fee and easement acquisitions will be established. Plat and legal descriptions for the acquisitions will be prepared for appraisals and recordation. In addition to acquisitions, BKF will prepare plats and legals for existing utility easement vacations. BKF will coordinate with the utility owners and the Project right of way agent including the appraiser in support of the right of way process.

**Design Support Services during Construction**

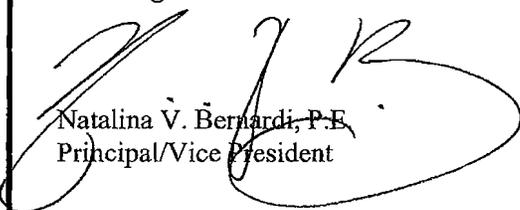
BKF will provide design support and assistance during the bid and construction phases of the Project. These support services will be provided for the two separate construction projects that the North Connector East Segment is comprised of. BKF will be available to provide appropriate design services support through the project bid phase including providing bid sets for contractor distribution, attending a pre-bid meeting and issuing an addendum. As part of construction support services, BKF will attend a pre-construction meeting and job site progress meetings. Contract documents will be provided for use by the construction contractor. BKF's Project Manager will be responsive to STA and will be made available to review submittals and shop drawings and provide drawings or supplemental information for construction facilitation. BKF will develop as-built record drawings based on the contractor's redlined marked-up drawings. In addition, to construction support, BKF will assist in the implementation of the project mitigation plan by collecting, propagating and providing the required plants.

A task breakdown of the above services with the associated level of effort is found in the "Summary of Project Scope and Effort" which follows. BKF proposes to perform the required Right-of-Way Engineering and Design Support Services during Construction for a not to exceed time and materials fee of \$226,500. Should any additional services be requested or required which are not included in our scope, these services will be considered extra work and will require an amendment for approval and processing prior to executing any out of scope work task.



Please contact me if you have any questions or require additional information. We look forward to continuing to provide services to the STA on this project.

Very truly yours,  
BKF Engineers



Natalina V. Bernardi, P.E.  
Principal/Vice President

cc: Dale Dennis  
PDM Group Inc.  
1034 Rolling Woods Way  
Concord, CA 94521



DATE: December 1, 2008  
TO: STA Board  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2008-09 Transportation Development Act (TDA)  
Article 3 Bike Projects

**Background:**

TDA funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g. Solano Transportation Authority). As part of the final approval of funds, the STA submits a Countywide Coordinated TDA Article 3 application that includes TDA Article 3 applications for each of the projects.

The TDA Article 3 funding was one of three fund sources included in the Solano Bicycle Pedestrian Program (SBPP). The STA Board approved FY 2008-09 SBPP allocations on October 10, 2007 which included \$456,000 in TDA Article 3 funds for two priority projects:

<b>FY 2008-09 TDA Article 3 Approved Projects</b>			
<b>Mode</b>	<b>Agency</b>	<b>Project</b>	<b>Approved Funding</b>
Bike/Ped	City of Benicia	State Park Road Bike/Ped Bridge	\$271,000
Bike	City of Fairfield	McGary Road Bike Route	\$185,000

Total Approved: \$456,000

Since the STA Board's approval, both project sponsors have worked to acquire additional funding and continued to advance the project through the preliminary design and environmental phase of the project.

**Discussion:**

MTC requires a resolution affirming projects are approved TDA Article 3 projects. Attachment A is a resolution that will satisfy this requirement and reiterates the STA Board's action in approving these projects. Upon approval by MTC, project sponsors will be eligible to claim a reimbursement in the amount specified for each project.

**Recommendation:**

Approve the attached FY 2008-09 TDA Article 3 Resolution No. 2008-10.

Attachment:

- A. Solano Transportation Authority FY 2008-09 TDA Article 3 Resolution No. 2008-10.

**THIS PAGE INTENTIONALLY LEFT BLANK**

**RESOLUTION 2008-10**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
APPROVING THE SUBMITTAL OF THE COUNTYWIDE COORDINATED  
CLAIM TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR  
THE ALLOCATION OF FISCAL YEAR 2008-09 TDA ARTICLE 3  
PEDESTRIAN/BICYCLE PROJECT FUNDS TO CLAIMANTS IN SOLANO  
COUNTY**

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 875, Revised, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 875, Revised requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

**WHEREAS**, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 875, Revised for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in the County of Solano, and a prioritized list of TDA Article 3 projects, included as Attachment A of this resolution, was developed as a result of this process; now, therefore, be it

**RESOLVED**, that the Solano Transportation Authority approves the prioritized list of TDA Article 3 projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that the Solano Transportation Authority approves the submittal to MTC, of the County of Solano fiscal year 2008-09 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution, and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim.

---

Jim Spering, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of December 10, 2008.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10<sup>th</sup> day of December, 2008 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

Attachment A

	<b>Short Title Description of Project</b>	<b>TDA Article 3 Amount</b>
1.	City of Benicia State Park Road Bicycle/Pedestrian Bridge	\$271,000
2.	City of Fairfield McGary Road Bicycle Route	\$185,000
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		
11.		
12.		
	<b>Totals</b>	<b>\$456,000</b>

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: November 24, 2008  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Paratransit Coordinating Council (PCC) Appointment

**Background:**

The Paratransit Coordinating Council (PCC) currently has two (2) vacancies for Social Service Provider. PCC candidates are encouraged to attend at least two (2) PCC meetings and submit a letter of interest to the PCC.

**Discussion:**

Jamie Johnson would like to participate with the Paratransit Coordinating Council due to her desire to represent the disabled ridership. She has been employed with Solano Diversified Services (SDS) for over four years as a Supported Employment Manager. Solano Diversified Services is a non-profit and its mission is to provide training and employment services in a variety of community, integrated settings to adults with disabilities in Solano County. SDS Employment places people with disabilities into jobs within the community. SDS Employment provides intake, job development and job placement services, along with on-the-job training and supervision, as well as assistance with mobility support and special job modifications. Ms. Johnson is familiar with the disabled community and is an advocate for SDS clients.

Ms. Johnson has attended two meetings and indicated her interest to serve on the PCC. The PCC members have endorsed her and recommend to the STA Board to appoint Jamie Johnson to the PCC.

**Fiscal Impact:**

None.

**Recommendation:**

Appoint Jamie Johnson as a Social Service representative to the PCC for a 3-year term.

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: November 25, 2008  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Environmental Mitigation for the North Connector Project

**Background:**

STA is the lead on implementing the East Segment of the North Connector Project. The Environmental Impact Report (Re-circulated EIR) for the North Connector Project was certified by the Board in May 2008 and final design is being completed.

**Discussion:**

Consistent with STA Board direction, staff has been proceeding with the implementation for the North Connector Project. Now that the EIR for the North Connector has been certified, implementation of the required environmental mitigation must proceed. As analyzed in the environmental document, the project impacts riparian habitat and Valley Longhorn Elderberry Beetle (VELB) habitat, all of which can be mitigated.

The North Connector Project will result in a permanent loss of 0.3 acres riparian habitat and 11 elderberry plants, with 26 stems greater than 1.0 inch diameter at ground level. The Project's riparian and VELB habitat impacts will be mitigated through a combination of planting in a mitigation area (discussed below) and the purchase of 13 VELB mitigation credits at the off-site French Camp Conservation Bank.

With respect to the mitigation area, STA consultants have identified a 1-acre site approximately 350 ft upstream of the impact site. The property is currently owned by the Solano Community College. STA staff has developed an implementation plan, in conjunction with the Solano Community College, to construct the 1-acre riparian/VELB mitigation site. The cost to develop and implement this mitigation is estimated at \$250,000. The area is intended to remain a mitigation site in perpetuity.

In consideration for using Solano Community College land for mitigation, STA will construct a commensurate amount of additional parking or pathway improvements on Solano Community College property. These improvements are currently estimated to cost up to \$80,000. In addition, it also may be possible to provide riparian mitigation for the I-80 High Occupancy Vehicle (HOV) Lanes and the I-80 Eastbound (EB) Truck Scales Relocation Projects at this location as well. Staff is recommending the Board authorize the Executive Director to enter into an agreement with the Solano Community College for implementation of a mitigation site on Solano Community College property to address impacts from the North Connector Project and possibly the I-80 HOV Lanes and the I-80 EB Truck Scales Relocation Projects as well.

**Fiscal Impact:**

The environmental mitigation for the North Connector, I-80 HOV Lanes and the I-80 EB Truck Scales Relocation projects are being funded with Bridge Toll funds.

**Recommendation:**

Authorize the Executive Director to:

1. Enter into an agreement with the Solano Community College for implementation of the mitigation site for the North Connector and other adjacent I-80 projects on Solano Community College property, with constructing a commensurate amount of additional parking or pathway improvements on Solano Community College property; and
2. Enter into an agreement to purchase 13 VELB mitigation credits at the off-site French Camp Conservation Bank for an amount not-to-exceed \$60,000.



DATE: December 1, 2008  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Funding Agreements for the McGary Road/Solano Bikeway  
Phase 2 Project

**Background:**

McGary Road is a frontage road that parallels Interstate 80 and serves the region by providing a link for bikes, pedestrians, and cars between the cities of Vallejo and Fairfield. The road is part of the Solano County Bikeway and is currently closed due to road hazards caused by the Red Top Slide. The McGary Road Project would rehabilitate the road and include a Class II Bike lane construction. This Project is in the City of Fairfield, from Lynch Road to Red Top Road (Approximately 9100 ft). This road also connects to the bike path at Hiddenbrook in the City of American Canyon and also connects to Lynch Road, which leads to Lynch Canyon and the City of Vallejo. Because of the current closure, there is no direct route for bikes and pedestrians to travel between the cities. Once opened, it is planned City of Fairfield will deannex this section of the road to the County.

As part of the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), a \$2,400,000 Priority Project Earmark from Congressman Miller’s Office was obtained for “Undertake Cordelia Hill Sky Valley transportation enhancement project, including upgrade of pedestrian and bicycle corridors, Solano County.” While the funds were intended for the Solano Land Trust (SLT) to be used to purchase property in the Cordelia Hills area, federal rules prohibit a non-profit agency to be a project sponsor. As a result, the County has agreed to be the Project sponsor. In early 2006, the SLT committed to contributing \$500,000 of this earmark to the McGary Road/Solano Bikeway Phase 2 Project, as it would provide the bicycle and pedestrian requirements of the earmark and also be able to provide the required 20% non-federal match required for any earmark.

**Discussion:**

The City of Fairfield is the Project sponsor for the McGary Road/Solano Bikeway Phase 2 and is currently working on the Environmental Document. The estimated cost for the Project is \$2.5 million. The Project is funded with a variety of sources, Transportation Development Act Article 3 (\$304,160), Federal Priority Project Earmark (\$500,000), State Transportation Improvement Program (STIP) Transportation Enhancements (TE) (\$640,000), Transportation Fund for Clean Air (TFCA) Program Manager Funds (\$90,000), and Bay Ridge Trail Grant (\$150,000). Each of the fund sources has limitations on use and timely use of fund requirements. Specifically, the STIP TE funds must be allocated this Fiscal Year by the California Transportation Commission or the funds will be lost. The City had applied for an \$800,000 Caltrans Bike Grant which would have fully

funded the project. However the Project was not awarded this grant, leaving the project with a funding shortfall. Despite the shortfall, the City has continued to move forward with the Environmental Document approval and detailed preliminary engineering. With a fully funded Project, the City can begin construction this summer, taking advantage of the good bidding climate and contribute to providing construction jobs in the County.

Since 2006 the SLT and the County have not moved forward with the land acquisition portion of the earmark while the McGary Road/Solano Bikeway Phase 2 Project must move forward to insure no programmed transportation funds are lost.

STA staff has been working with the City of Fairfield, Solano County, Solano Land Trust and representatives from Congressman Miller's Office to develop a plan to fully fund this Project. Conceptually, it has been agreed to utilize an additional \$800,000 of the Federal Priority Project Earmark to fully fund and construct the McGary Road Project. For utilizing this \$800,000 of the federal earmark, the STA would commit future Transportation Development Act Article 3 funds for the County to construct trails in association with land acquisition in the Cordelia Hills Sky Valley area.

STA staff is proposing two funding agreements be developed to implement this fund swap. The first funding agreement would be between Solano Land Trust, Solano County, and STA. This funding agreement will commit an additional \$800,000 of the federal earmark to fully fund McGary Road/Solano Bikeway Phase 2 with a payback commitment of TDA Article 3 funds for the SLT/Solano County project. The second funding agreement would be between the City of Fairfield, Solano County and STA for the McGary Road/Solano Bikeway Phase 2 project itself. In addition to this second agreement providing use of a total \$1.3 million of the federal earmark it would also commit the City to completing and opening McGary Road then deannexing the rehabilitated road to the County.

The commitment of up to three years of TDA Article 3 funding was discussed with and approved by both the Bicycle Advisory Committee (BAC) and Technical Advisory Committee (TAC).

**Fiscal Impact:**

These funding agreements would commit up to 3 years of TDA Article 3 funding for trail improvements associated with the SLT/County project. Currently it is estimated the STA will receive \$350,000 per year to program on priority bike and pedestrian projects.

**Recommendation:**

Authorize the Executive Director to work with Solano County, the City of Fairfield, and the Solano Land Trust to develop funding agreements for the delivery of the McGary Road/Solano Bikeway Phase 2 Project.



DATE: December 1, 2008  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
SUBJECT: Lifeline State Transit Assistance Funds (STAF) and  
Proposition 1B Call for Projects

**Background:**

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

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The STA selects the Solano Lifeline projects for funding and submits these projects to MTC for approval. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA is administering the program with an estimated revised amount of \$3.8 million of Lifeline Funds provided by the MTC for Solano County over a three year period. The funding was reduced after the State budget was finalized. Further reductions have been proposed recently by the State that could reduce STAF funding by 75%. While additional cuts to STA would affect Tier 1 of the Lifeline Program, MTC recommends moving forward with the recent Call for Projects. MTC will report the results of the special session budget negotiations and any impact on the Lifeline Program when they are finalized or available. If STAF Lifeline funds are affected by the 75% cut, only the first ranking project, Vallejo Route 85, could be funded.

After the finalization of the State budget, the current estimated amount of available from each fund source is reflected as follows:

\$1,910,640: State Transit Assistance Funds (STAF)  
\$1,457,414: Proposition 1B funds  
\$ 416,834: Jobs Access Reverse Commute (JARC)  
\$3,784,888 TOTAL

The JARC funds are distributed through the Urbanized Areas (UA's). MTC administers the JARC funds for the large San Francisco UA which covers most of the Bay Area. Solano County consists of three small UA's: Vallejo, Fairfield, and Vacaville. Caltrans administers the JARC funds for small UA's. Two years of funding, will be allocated by Caltrans for Solano County Lifeline Transportation Projects in the target amount of \$416,834. The recommendation for JARC funding was provided to the STA Board and was approved in

September. The STA staff forwarded the applications to MTC. MTC certified that the projects were derived from the Coordinated Public Transit/Human Service Transportation Plan, and then forwarded the applications for final approval and allocation to Caltrans.

**Discussion:**

The most recent Call for Projects was for STAF and Prop 1B funds. This funding cycle was split into a two-tier programming cycle. The Tier I Programs will cover two years of funding and the Tier II will cover the third year. STA requested a consolidated competitive selective process for both Tiers, selecting the Tier II projects at the same time as the Tier I projects. However, funding for Tier II projects will not be available until after they are presented to MTC for adoption in December 2009.

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

Lifeline Prop 1B and STAF applications were due to STA October 31, 2008. The STA received 14 applications consisting of 17 projects. This Call for Projects was to allocate approximately \$3,368,054. The STA Board appointed Lifeline Advisory Committee (see Attachment C) reviewed the proposals and heard the project applicants present their projects.

The Committee evaluated and prioritized the projects and developed a consensus recommendation. With anticipated further cuts by the State to the STAF funds, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first. Projects were evaluated and ranked based on project need, their consistency with the priorities of the Community Based or Welfare to Work Transportation Plans, cost-effectiveness, implementation plan, budget, coordination and outreach (see Attachment A). A summary of the project descriptions are listed on Attachment B.

If awarded, the funds should be available in Spring 2009. Although the funds will be directly transferred from MTC and Caltrans to the project sponsors, STA staff recommends that the project sponsors enter into an agreement with the STA by February 2009 to enable the STA to effectively manage and monitor the implementation of these Lifeline projects.

**Timeline Summary for Prop 1B and STAF for both Tier I and Tier II**

Issue Lifeline Call for Projects- Prop 1B and STAF	August 2008
Applications Due to STA	October 31, 2008
Lifeline Advisory Committee/ Project Applicant Interviews	November 14, 2008
STA submits draft list of projects to MTC	November 30, 2008
STA Board Approval of Lifeline Projects	December 10, 2008
MTC approval of second cycle Lifeline Program of Projects	January 2009
STAF funding projects: project sponsors begin to claim funds or enter into agreements	February 2009

Prop 1B transit-funded projects: projects sponsors receive funds from state	February 2009 (estimated)
Revision of Lifeline Program of Projects (Tier II)	September 30, 2009
MTC approval of Tier II Lifeline Program of Projects	December 2009

Several of the projects recommended for Lifeline/Prop. 1B funding were bus shelter/stop improvement programs. If approved, Vallejo Transit, Fairfield and Suisun Transit, and Vacaville City Coach will receive funds to upgrade existing bus stops/shelters and install new shelters. To encourage these funds be directed to deliver consistent, quality passenger amenities, staff recommends that the STA facilitate coordination among these transit operators on these projects and to report back to the STA Board as these projects are implemented.

MTC deadline for submitting projects for the Prop 1B and STAF funding was November 2008. Since the STA Board did not meet in November due to the STA Annual Awards Ceremony, the Lifeline Advisory Committees recommendation was submitted to MTC in a draft form pending the STA Board approval.

**Fiscal Impact:**

STA is programming STAF and Prop 1B Lifeline Funds that have been allocated to Solano County by MTC and Caltrans. There is no impact on the STA budget.

**Recommendation:**

Approve the following:

1. The 2008 Solano Lifeline Prop 1B and STAF Project Funding Plan as specified in Attachment A;
2. Authorize the Executive Director to submit the Lifeline Project Funding Plan to MTC; and
3. Authorize the Executive Director in enter into agreements with Lifeline Project Sponsors by February 2009.
4. Authorize STA staff to work with the three project sponsors for bus shelters and develop a coordinated approach for design and signing and report back to the STA Board.

Attachments:

- A. 2009-11 Solano Lifeline Prop 1B and STAF Project Funding Plan
- B. Summary of Proposed Lifeline Projects
- C. Lifeline Advisory Committee

**THIS PAGE INTENTIONALLY LEFT BLANK**

**Solano County  
Recommended Lifeline Projects  
2009-2011**

<b>STAF Lifeline</b>			Tier 1		Tier 2	Total/Project
Operator	Project	New/Existing	Year 1	Year 2	Year 3	
1	Vallejo Route 85	Existing	\$ 125,000	\$ 125,000	\$ 125,000	\$ 375,000
2	Vallejo Route 1	Existing	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000
3	Dixon Saturday/Weekday Service	Existing	\$ 111,617	\$ 136,514	\$ 136,514	\$ 384,645
4	Fairfield Route 30 Saturday Service	Existing	\$ -	\$ 50,000	\$ 50,000	\$ 100,000
5	STA Spanish Translation	New	\$ -	\$ 25,000	\$ 25,000	\$ 50,000
6	Fairfield Downtown Flex Shuttle	New	\$ 90,000	\$ 90,000	\$ 90,000	\$ 270,000
7	Vallejo Taxi Scrip	Existing	\$ 55,292	\$ 55,292	\$ 20,411	\$ 130,995
Sub total			\$ 581,909	\$ 681,806	\$ 646,925	\$ 1,910,640
Total by Tier				\$ 1,263,715	\$ 646,925	\$ 1,910,640
Available				\$ 1,263,715	\$ 646,925	\$ 1,910,640
Difference				\$ -	\$ -	\$ -

8	Benicia Route 22	Existing	\$ 60,000	\$ 60,000	\$ 60,000	\$ 180,000
9	Rio Vista Route 50	Existing	\$ -	\$ 50,000	\$ 52,000	\$ 102,000

<b>Prop 1B Lifeline</b>			Tier 1		Tier 2	Total/Project
Operator	Project	New/Existing	Year 1	Year 2	Year 3	
1	Dixon Van	Existing	\$ 60,000			\$ 60,000
2	Fairfield Shelters	New/Existing	\$ 300,000		\$ 110,000	\$ 410,000
3	Vallejo Shelters	New/Existing	\$ 85,147	\$ 275,863	\$ 400,004	\$ 761,014
4	Vacaville Shelters	New	\$ 109,800			\$ 109,800
5	Dixon Van (local match)	Existing		\$ 15,000		\$ 15,000
6	Fairfield Replacement Vehicles	Existing	\$ 41,600			
7	Fairfield Downtown Flex Shuttle	New			\$ 60,000	\$ 60,000
Sub total			\$ 596,547	\$ 290,863	\$ 570,004	\$ 1,415,814
Total by Tier				\$ 887,410	\$ 570,004	\$ 1,457,414
Available				\$ 887,410	\$ 570,004	\$ 1,457,414
Difference				\$ -	\$ -	\$ -

77

ATTACHMENT A

**THIS PAGE INTENTIONALLY LEFT BLANK**

**Summary of Solano County Lifeline Projects**

**ATTACHMENT B**

**STAF Lifeline - Recommended for Funding**

Priority Order	Operator	Project	New/ Existing	Description	Total
1	Vallejo	Route 85	Existing	To sustain service to intercity Route 85 which serves downtown Vallejo, Baylink Ferry, Sereno Transit Center, Discovery Kingdom, Green Valley Shopping Area, Solano Community College in Fairfield, and Solano Mall. This is the only route connecting Vallejo and Fairfield.	\$ 375,000
2	Vallejo	Route 1	Existing	To sustain service on Route 1 which connects downtown Vallejo with points northwest along the Broadway and Sonoma Boulevard corridors including Vallejo Middle and Senior High schools, South Vallejo Community Shopping Centers, and points south on the west side of I-80, including the Curtola Park and Ride and Sonoma Boulevard. This route primarily serves low income ridership.	\$ 600,000
3	Dixon	Sat/Weekday Service	Existing	Dixon Rendi-Ride is a general public dial-a-ride service operating within the Dixon City Limits. This project is to maintain the current revenue hours for Dixon Rendi-Ride on weekdays and continue Saturday service.	\$ 384,645
79 4	Fairfield	Route 30 Sat Service	Existing	Route 30 Saturday Service that connects riders from Fairfield, Vacaville, Dixon, and UCDavis. At UCDavis, a rider can transfer to the greater Sacramento area including the Sacramento International Airport. Route 30 is the only route connecting Dixon to other cities.	\$ 100,000
5	STA	Spanish Translation	New	This project is a countywide teamwork effort with four participating transit agencies (Dixon, Fairfield, Vacaville, and Vallejo) and Solano Transportation Authority to translate transit brochures and/or other informational materials into Spanish and distribute and display into key locations.	\$ 50,000
6	Fairfield	Downtown Flex Shuttle	New	This new project is to operate a flexible shuttle service between Suisun City and Fairfield. Areas serviced will include Suisun City Hall, AMTRAK, Fairfield City Hall, Solano County Administration, Social Services, Solano Mall, and the Fairfield Transportation Center.	\$ 270,000
7	Vallejo	Taxi Scrip	Existing	This project provides funding for the City of Vallejo's subsidized Taxi Scrip Program directing assisting residents of Vallejo who are 65 years of age or older, or who have a disability as defined under the Regional Transit Discount Card Program. This project is to restore the Vallejo Taxi Scrip Program to 50/50 subsidy program instead of the current 60/40.	\$ 130,995
					\$ 1,910,640

## Summary of Solano County Lifeline Projects

### STAF Lifeline - Not Recommended for Funding

Priority Order	Operator	Project	New/Existing	Description	Total
8	Benicia	Route 22	Existing	This project is to fund the Benicia Breeze Dial-A-Ride for service to Benicia Industrial Park.	\$ 180,000
9	Rio Vista	Route 50	Existing	To continue funding Rio Vista Breeze Route 50 service between Isleton, Rio Vista, Suisun City, Fairfield during the peak commuter periods, Monday through Friday.	\$ 102,000

### Prop 1B Lifeline - Recommended for Funding

Priority Order	Operator	Project	New/Existing	Description	Total
1	Dixon	Van	Existing	Capital Funding for the replacement of one 18 passenger Type III paratransit bus for the Dixon Read-Ride general public Dial-a-Ride system.	\$ 60,000
2 <sup>08</sup>	Fairfield	Shelters	New/Existing	Improve 30 sites that include installation/repair of transit shelters, ADA curb cuts, concrete work, installation of benches, and other transit friendly amenities such as lighting and transit information.	\$ 410,000
3	Vallejo	Shelters	New/Existing	Replace, install and enhance, up to 65 bus shelters and bus stops including amenities such as solar lighting, trash receptacles, signage and benches.	\$ 761,014
4	Vacaville	Shelters	New	Procurement and installation of 10 transit amenities within five low income/senior/elderly community areas throughout Vacaville. Transit amenities include: bus shelters with integrated benches, trash receptacles, map/schedule display case, solar lighting, and solar anti-graffiti warning device.	\$ 109,800
5	Dixon	Van (local match)	Existing	Local Match for the replacement of one 18 passenger Type III paratransit bus for the Dixon Read-Ride general public Dial-a-Ride system.	\$ 15,000
6	Fairfield	Replacement Vehicles	Existing	Replace two (2) paratransit vans with two higher capacity paratransit vans. The vehicles that are being replaced have two wheelchair and zero passenger capacity or no wheelchair and five (5) passenger capacity. The new vehicles will be able to hold 18 passengers and four (4) wheelchairs.	\$ 41,600
7	Fairfield	Downtown Flex Shuttle	New	Purchase a paratransit van to operate a flexible shuttle service between Suisun City and Fairfield. Areas serviced will include Suisun City Hall, AMTRAK, Fairfield City Hall, Solano County Administration, Social Services, Solano Mall, and the Fairfield Transportation Center.	\$ 60,000
					\$ 1,457,414



**LIFELINE ADVISORY COMMITTEE MEMBERS  
2008**

---

The STA's Lifeline Advisory Committee is comprised of the following members:

Cookie Powell, Dixon Community Action Council (CAC)

Gerry Raycraft, Children's Network

Gail Jack, County of Solano, Health and Social Services/Welfare to Work

Kim Barkus, Paratransit Coordinating Council (PCC) member & County of Solano, Health and Social Services/Older Adults Mental Health Division

Vacant, Member At- Large

Jeff Matheson, STA Intercity Transit Consortium & Dixon Read-Ride

**THIS PAGE INTENTIONALLY LEFT BLANK**



DATE: November 26, 2008  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update – Transit Facilities of Regional Significance, State of the Transit System Report and Transit Element Introduction Chapter

**Background:**

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

The first major steps in developing the updated Transit Element are the establishment of Element Purpose Statement and Goals (completed previously) and development of an assessment of where the system currently stands. The gap between the current system and the desired goal will be the focus of the policies to be developed and implemented. Which gaps to address first is dependent upon a number of items, including the most pressing challenges faced and the opportunities that readily present themselves.

The CTP currently includes a list of Routes of Regional Significance. For the 2008 CTP update, the STA Board has also directed that Transit Facilities of Regional Significance be identified.

Each Element of the CTP will have a State of the System report prepared. No such comprehensive reports exist at this time. The Introduction chapter of each Element will be used, in part, to identify major obstacles and opportunities. Each item is addressed separately below.

**Discussion:**

**Transit Facilities of Regional Significance.** The STA Transit Committee and the TAC have reviewed the draft Transit Facilities of Regional Significance, and directed STA staff has met with the seven cities and the county to identify potential facilities. STA staff subsequently met with all of the cities and the county and has developed a list of candidate facilities. The criteria and facilities list are included as Attachment A, and a map of the candidate facilities is included as Attachment B.

Transit facilities are considered Regionally Significant if they serve intercity routes, including those that connect to destinations outside of Solano County. The facilities include bus and train stations, ferry terminals, park and ride lots, and maintenance facilities for intercity bus routes.

**The State of the System – Transit and Rideshare** examines the intercity transit system, which consists primarily of intercity buses operated by Vallejo Transit and Fairfield and Suisun Transit (FAST); Capitol Corridor rail and Vallejo Baylink ferries; and carpools and vanpools, including Park and Ride lots. The report also examines the private services provided by corporate shuttles and Greyhound bus.

#### Vehicles and Facilities

The intercity transit system is served by 8 Capitol Corridor train sets (locomotive and passenger cars), currently stopping at the Suisun City train station; 4 Baylink ferry boats, stopping at the Vallejo ferry terminal; 47 intercity busses, operating on 7 intercity routes and stopping at 6 major bus facilities plus additional smaller bus stops; 14 Paratransit vehicles; and 18 Park and Ride lots with more than 3,300 parking spaces. Some of the transit facilities and Park and Ride lots share parking facilities.

#### System Operations

Capitol Corridor ridership and rider-generated revenues have been on a steady and record breaking increase, and have set records almost every month in 2008. The Capitol Corridor, Baylink Ferry and intercity bus system all have high (90% or better) on-time performance records for the past year. While the intercity bus system has, like the Capitol Corridor, seen an increase in ridership, revenues and farebox recovery, the Baylink Ferry service has seen reduced ridership and revenues for 2008. Carpool and vanpool participation in Solano County continues to be high compared to the rest of the Bay Area, and represents the largest number of transit system riders for Solano's intercity commuters.

#### Intercity Paratransit

Intercity Paratransit services are provided by Solano Paratransit (operated by FAST), Benicia Transit and Vallejo Transit. Paratransit provides services for disabled citizens who are physically unable to use the regular transit system, as required by the Americans with Disabilities Act.

**The Introduction Chapter to the Transit Element** outlines the overall focus of the Element, including describing the intercity transit system. The introduction shows how the Transit Element relates to other Elements in the CTP, and lays out some of the main challenges facing intercity transit at this time, as well as some of the opportunities that present themselves.

The Introduction notes that the Transit system depends upon the roadway system both for the movement of transit vehicles (intercity buses, carpools and vanpools) and to get passengers to transit vehicles (intercity buses, trains and ferry boats). It also depends upon the location of land uses of the proper design, density and mix to allow passengers the freedom to walk or bike to transit stops without using a private auto.

Although there are a number of obstacles faced by the intercity transit system, the most significant are judged to be the convenience of single occupant vehicles for work, shopping and recreational trips, the cost to purchase and operate transit vehicles, and the instability of funds to operate the system. Opposite these challenges are the increasing cost, in both dollars and time, of commuting in single occupancy vehicles, and an increased awareness of the linkage of single occupancy auto use to environmental issues such as climate change.

**Committee Review:**

The CTP Transit Committee met on October 29<sup>th</sup> to review the Transit Facilities of Regional Significance criteria and list, the State of the System – Transit and Rideshare Report and the Introduction Chapter to the Transit Element. The Transit Committee recommended that the STA Board adopt all three documents with minor changes. The reports have also been reviewed and recommended for approval by the STA Technical Advisory Committee and the Solano Express InterCity Transit Consortium at their meeting of November 19, 2008. All recommended changes have been incorporated into the documents.

**Fiscal Impact:**

None. However, Transit Facilities of Regional Significance are proposed and the transit vehicles they serve are proposed to be the top priority candidates for future transit investment guided by the CTP.

**Recommendation:**

Approve the following documents for inclusion in the 2008 CTP:

1. The Transit Facilities of Regional Significance criteria, project list and map included as Attachments A and B;
2. The “State of the System – Transit and Rideshare” Report included as Attachment C; and
3. The Introduction Chapter to the Transit Element of the Solano CTP included as Attachment D.

**Attachments:**

- A. Transit Facilities of Regional Significance Criteria and Project List
- B. Transit Facilities of Regional Significance Criteria Project Map
- C. “State of the System – Transit and Rideshare” Report
- D. Introduction Chapter to the Transit Element

**THIS PAGE INTENTIONALLY LEFT BLANK**

## Attachment A.1

### Criteria for Transit Facilities of Regional Significance December 10, 2008

---

“Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles.

“Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County.

Transit Facilities of Regional Significance are:

1. All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
2. All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
3. Bus stations providing all of the following services:
  - a. Routes to destinations outside Solano County or between two or more cities in Solano County
  - b. Peak hour headways of 1 hour or less
4. Maintenance and parking facilities for buses providing services identified in 1, 2 or 3 above.
5. Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

**THIS PAGE INTENTIONALLY LEFT BLANK**

## Attachment A.2

### Transit Facilities of Regional Significance

Facility Name	Location	Description
<b>Passenger Stations (rail, ferry, bus)</b>		
Suisun City Train Station	Main Street – Suisun City	Existing train station and platform for Capitol Corridor; short-term auto parking; bus loading and unloading spaces; 250+ park-and-ride across Main Street.
Vallejo Ferry Terminal	Mare Island Way/ Georgia Street – Vallejo	Existing Ferry terminal: ticket station, waiting area, dock. 900-space parking lot; bus stops.
Fairfield Transportation Center	Cadenasso Drive – Fairfield	Existing Multimodal transit center: 640 surface and structure parking spaces; covered bus bays.
Vacaville Intermodal Center	Allison and Ulatis Drives – Vacaville	Future bus stations with covered bays, 200-space surface lot (Phase I). Phase I is fully funded and scheduled for construction in 2009. Phase II 400-space parking structure; not yet funded.
Fairfield/Vacaville Intermodal Station	Peabody and Vanden Roads – Fairfield	Future train station and platform for Capitol Corridor; 200 space surface parking in Phase I with 400 space structure in Phase II. Not fully funded; existing passenger train service commitment.
Dixon Train Depot	A St and SR 113 – Dixon	Existing train depot for Capitol Corridor; 114 space parking lot; future passenger platform. Not fully funded; no passenger train service commitment.
<b>Passenger Transfer Sites (bus)</b>		
Curtola Park and Ride	Curtola Parkway – Vallejo	Existing intercity bus transfer site and 419-space park and ride lot. Future park and ride parking structure and intercity bus station; Phase I fully funded.
Davis Street Park and Ride	Davis Street – Vacaville	Intercity bus transfer site and 250-space Park and Ride lot.
Dixon Park and Ride Lot	Market Lane and Pitt School Road – Dixon	89 space Park and Ride lot; stop for Route 30.
York/Marin Transfer Station	York and Marin Streets – Vallejo	Bus transfer station serving Routes 80 and 85

Sereno Transfer Station	Sereno St between Sonoma Boulevard and Broadway Street – Vallejo	Bus transfer station serving Route 85
<b>Park and Ride Lots</b>		
Existing Park and Ride Lots	Existing Park and Ride Lots not co-located with other facilities	Vacaville Leisure Town – 45 spaces Vacaville Cliffside – 125 Vacaville Bella Vista – 200 spaces Fairfield Green Valley – 59 spaces Vallejo American Canyon Road * – 22 spaces Benicia Lake Herman Road * – 48 spaces Benicia E Street – 15 spaces Vallejo Benicia Road – 13 spaces Vallejo Magazine Street – 19 spaces Vallejo Lemon Street – 64 spaces Rio Vista Front and Main – 20 spaces
Proposed Park and Ride Lots	Approved and/or partly or fully funded Park and Ride Lots	Benicia – Southampton Road Benicia – Downtown Park Benicia – Industrial Way
* Not officially designated by Caltrans or a City as a Park and Ride lot, but continuously functions as such.		
<b>Support Facilities (ferry, bus, rail)</b>		
Vallejo Ferry Maintenance and Fueling Station	Nimitz Avenue, Mare Island – Vallejo	Ferry maintenance facility and fuel station
Vallejo Transit Bus Maintenance yard	1850 Broadway – Vallejo	Maintenance and storage yard for Vallejo Transit intercity buses
Fairfield and Suisun Transit Bus Maintenance yard	420 Gregory Street – Fairfield	Maintenance and storage yard for FAST intercity buses
Union Pacific Railroad Tracks	Solano County; Dixon, Fairfield, Suisun City, Benicia	Railroad tracks, switches, right-of-way used for passenger train service, from Yolo County border to Carqinez Strait.

# Solano County Draft Transit Facilities of Regional Significance (2008)

## Legend

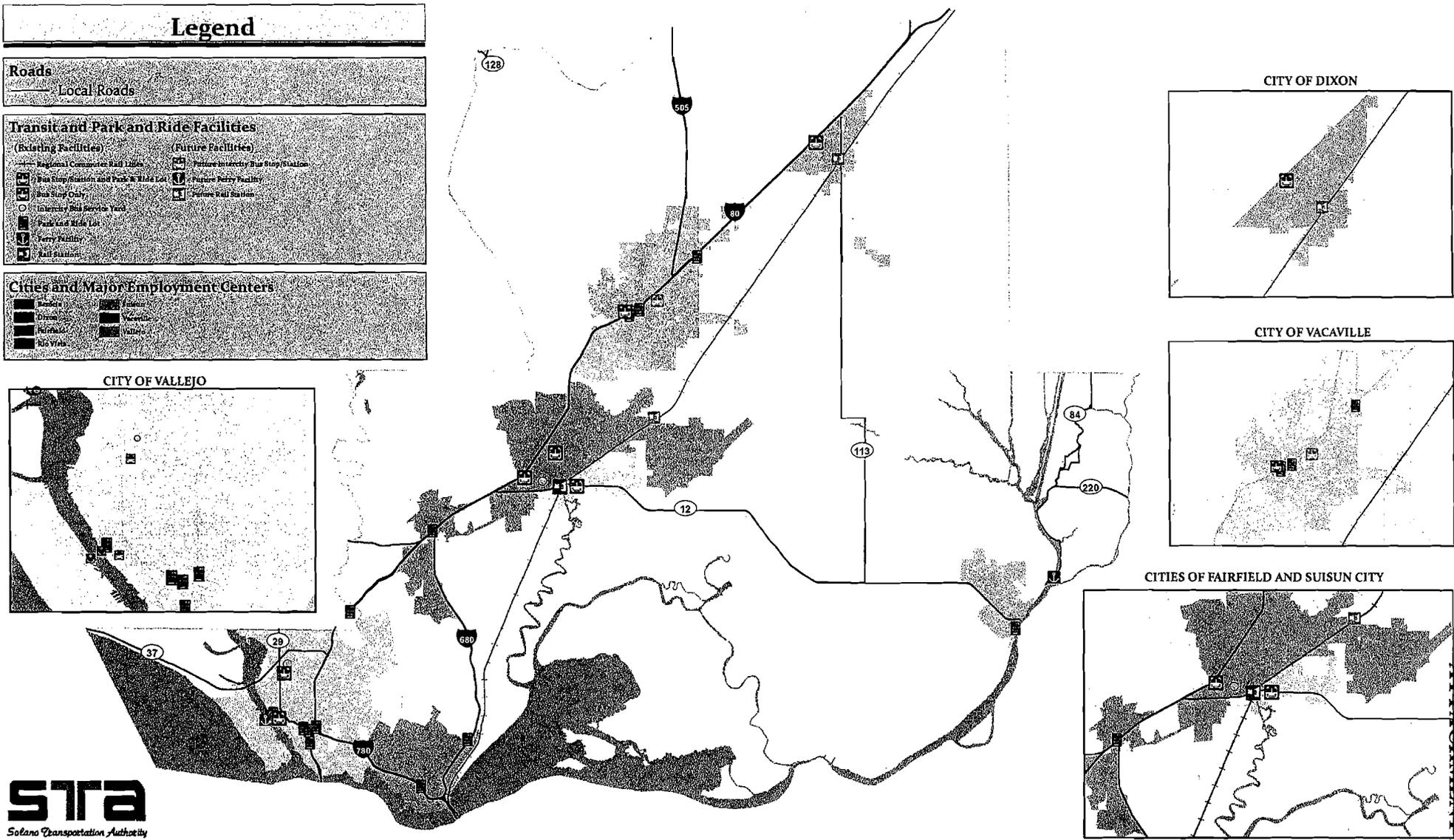
Roads	
	Local Roads

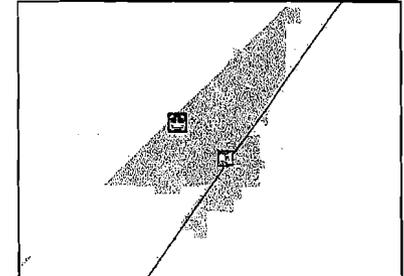
Transit and Park and Ride Facilities	
<b>(Existing Facilities)</b>	
	Regional Commuter Rail Lines
	Bus Stop Station and Park & Ride Lot
	Bus Stop Only
	Intervenor Bus Service Yard
	Park and Ride Lot
	Ferry Facility
	Rail Station
<b>(Future Facilities)</b>	
	Future Intervenor Bus Stop Station
	Future Ferry Facility
	Future Rail Station

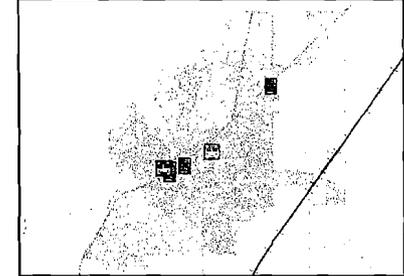
Cities and Major Employment Centers	
	Windsor
	Dixon
	Fairfield
	Vallejo
	Vacaville
	Suisun City
	Other Cities



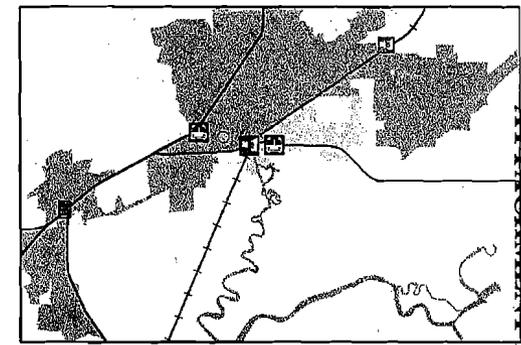
CITY OF DIXON



CITY OF VACAVILLE



CITIES OF FAIRFIELD AND SUISUN CITY



**THIS PAGE INTENTIONALLY LEFT BLANK**

## STATE OF THE SYSTEM – TRANSIT AND RIDE SHARE

In order to properly chart a course for Solano County’s intercity transit system, two things are needed: to know where the system is at this time, and to know where STA wants to be. The Transit Committee and STA Board have already adopted a Purpose Statement and Goals for the Transit Element, in order to define what the system should be. This report examines the condition of the transit system, and how it operates, at the current time.

The “State of the System – Transit and Rideshare” report starts with identifying the “system.” It consists of:

- The intercity bus routes operated by Vallejo Transit and Fairfield and Suisun Transit (FAST), serving destinations outside of Solano County or providing connections between Solano county cities, and operating on a headway of one hour or less; plus, services provided by Benicia Breeze and Rio Vista Delta Breeze.
- The formal carpool and vanpool facilities and services.
- The passenger rail service provided by the Capitol Corridor.
- The ferry service provided by Vallejo Transit and being absorbed into the new Water Emergency Transport Agency (WETA); and, the small auto ferry operated by Caltrans to provide access to Ryer Island.
- The Intercity Paratransit service operated by Solano Paratransit, Benicia Breeze and Vallejo Transit.

There are additional tertiary aspects of the system that are examined briefly: commercial long-haul bus services provide by Greyhound, and taxi services.

The report will look at two aspects of the system: the capital assets it consists of, and the existing and immediate past operational statistics.

### Capital Assets

Vallejo Transit and FAST. Intercity bus service to Sacramento, Davis, San Francisco and East-Bay BART stations is provided by Vallejo Transit and Fairfield And Suisun Transit (FAST). These transit operators also provide bus service between Solano County cities. All of these routes provide a headway (time between buses) of one hour or less during the peak commute times. All of the buses have lifts and seating areas to make them compliant with the requirements of the Americans with Disabilities Act (ADA).

Vallejo Transit has 28 over-the-road coaches that serve intercity routes. FAST has 19 over-the-road coaches that serve intercity routes; ten of these buses are leased from Vallejo Transit since 2006. Of these 10 Vallejo Transit buses, one was purchased in 2001, and 9 were purchased in 2003. The

remaining 9 buses are owned by FAST, and were acquired in 2003. In Fall 2008, FAST will acquire two additional buses that Samtrans made available at no cost for intercity bus service.

Caltrans has established an inspection and maintenance schedule for all transit buses, including the intercity buses owned by Vallejo Transit and FAST. All of the buses in both the Vallejo Transit and FAST intercity fleets are inspected and maintained to these standards.

The intercity routes and service providers are shown in the table below:

<b>Route</b>	<b>Origin</b>	<b>Destination</b>	<b>Provider</b>
20 – Fairfield-Vacaville	Fairfield Transportation Center	Ulatis Community Center	FAST
30 – Fairfield-Vacaville-Dixon-Davis-Sacramento	Fairfield Transportation Center	Capitol Mall	FAST
40 – Vacaville-Fairfield-Benicia-BART	Vacaville Davis Street Park and Ride	Walnut Creek/Pleasant Hill BART	FAST
78 – Vallejo-Benicia-BART	Vallejo Ferry Terminal	Walnut Creek/Pleasant Hill BART	Vallejo Transit
80 – Vallejo-BART	Vallejo Ferry Terminal	El Cerrito Del Norte BART	Vallejo Transit
85 – Vallejo-Fairfield-Solano College	Vallejo Ferry Terminal	Westfield Solano Mall	Vallejo Transit
90 – Suisun City-Fairfield-BART	Fairfield Transportation Center	El Cerrito Del Norte BART	FAST

Benicia Breeze and Rio Vista Delta Breeze. The Benicia Breeze service of Route 76 began in October 2008 and connect Benicia to Contra Costa’s Sun Valley Mall and Diablo Valley College with several roundtrips per day. Rio Vista Delta Breeze operates Routes 50, 52, and 53 that provide service from Rio Vista to Fairfield, Suisun City, Isleton, Lodi, Antioch, Pittsburgh/Bay Point BART. Route 51 offers service with headway of greater than 1 hour to Fairfield and Suisun City. Routes 52 and 53 are weekly services to Lodi, Antioch and Pittsburgh/Bay Point BART. While all of these are intercity services, they operate at less than one hour headway, and are not part of the county’s core intercity transit system.

The following facilities are used to load and unload passengers for the Vallejo Transit and FAST routes described above:

- Fairfield Transportation Center, owned by the City of Fairfield, is an off-street facility with dedicated bus bays and covered passenger waiting and boarding/alighting areas. Bus, pedestrian and auto traffic are separated. Bus drivers have access to break area. The center includes 640 parking spaces (combination of a parking structure and surface parking).
- Curtola Park and Ride, owned by the City of Vallejo, is an off-street facility. There is an off-street carpool/vanpool pick-up/drop-off area as well as bus shelters along the street front used by casual carpooling. Bus and auto traffic are not separated.

- Sereno and York/Marin Transfer Stations in Vallejo are owned by the City of Vallejo. The Sereno station is has off-street bus-only facilities, with no auto parking. The York/Marin facility is currently on-street, but future improvements will create a bus-only plaza. Both facilities weather protection for passenger waiting and boarding/alighting areas.
- Vallejo Ferry Terminal bus passengers have a bus shelter along the street. Bus traffic is not separate from auto traffic. The passenger waiting area is across the street from a 900-space Park and Ride lot.
- Suisun City Amtrak station has bus parking bays within the station and a bus shelter across Main Street, next to the 250 surface space Park and Ride lot. Passengers can wait under a shelter or in the Amtrak ticket station.
- Park and Ride Lots have mixed auto and bus traffic. Passengers have sheltered waiting areas.

Intercity buses are serviced and maintained the general maintenance yards for Vallejo Transit and FAST. The Vallejo Transit bus yard is located on Broadway Street in Vallejo, just south of Tuolumne Street. The FAST bus yard is located on Gregory Lane, south of West Texas Street. Both facilities provide complete fueling and maintenance services, as well as overnight storage.

Acquisition of buses to replace the current fleet and/or to expand the fleet comes from a mix of state and federal funds. Maintenance facilities serve both intercity and local bus fleets, as well as other local public vehicles, and are funded by local jurisdictions.

Carpools and Vanpools. Thousands of carpools carry commuters to and from Solano County in addition to more than 200 vanpools. These vehicles are privately owned and operated and are not part of any agency’s capital assets. Both vanpools and carpools rely heavily on the existence of Park and Ride lots as meeting places.

Park and Ride Lots. There are 17 Park and Ride lots in Solano County; and, one in Napa County that is on the Solano County border at Hiddenbrooke Parkway and I-80. Most of these lots are owned and operated by the jurisdiction in which they are located, but several are owned and operated by Caltrans.

These Park and Ride lots provide a total of 3,292 parking spaces for transit users, van pools and car pools. Some of these lots are co-located with other transit facilities described above. The Park and Ride lots and their capacity are shown in the table below.

City	Location	Capacity	City	Location	Capacity
Vallejo	Vallejo Ferry Terminal	900	Benicia	Lake Herman Road *	48
	Curtola Street	419		E Street	15
	Lemon Street	64	Vacaville	Davis Street	250
	Benicia Road	13		Bella Vista Road	200
	Magazine Street	19		Cliffside Drive	125

<b>Fairfield</b>	Green Valley Road	59		Leisure Town Road	45
	Fairfield Transportation Center	640	<b>Suisun City</b>	AMTRAK Station	250
<b>Dixon</b>	Downtown Train Depot	114			
	Market Lane/ Pitt School Road	89	<b>Napa County</b>	Hiddenbrooke Parkway and I-80 *	22
<b>Rio Vista</b>	Front and Main Streets	20			
* Not officially designated by Caltrans or any City as a Park and Ride lot, but continuously functions as such.					

There are also many informal carpools that use private commercial parking lots or residential areas to meet. The location and use of those informal gatherings is not monitored by STA.

In addition to the existing Park and Ride lots, there are 11 sites identified for either new or expanded Park and Ride facilities. This includes expansion of existing facilities and co-location with transit centers. Some of these facilities have complete funding plans for one phase, while others are completely unfunded at this time. The facilities and their funding status is shown in the table below.

<b>Location</b>	<b>Facility</b>	<b>Description</b>
Vallejo – Curtola and Lemon	Curtola Park and Ride Facility	Convert existing surface lot into a parking structure with bus bays. Project would result in 1,404 total spaces.
Vacaville – Allison and Ulatis	Vacaville Intermodal Center	Intercity bus and Park and Ride lot. Phase 1 (200 space surface lot) fully funded and planned for construction in 2009; Phase 2 (400-space structure) not funded.
Fairfield – Cadenasso Drive	Fairfield Transportation Center	Expansion of existing facility; not funded.
Fairfield – Peabody Road and Vanden Road	Fairfield/Vacaville Intermodal Center	New train station for Capitol Corridor and local bus routes with 200-space surface Park and Ride lot (Phase 1) and 400-space Parking structure (Phase 2). Phase 1 mostly funded; Phase 2 unfunded.
Benicia – Southampton Road/W. 14 <sup>th</sup> St and I-780	Southampton Park and Ride	New, shared facility; funded with RM 2

Benicia – 1 <sup>st</sup> and Military West	Benicia Downtown Park and Ride	Co-location of intercity, local and Amtrak feeder bus stop and on-street park and ride lot; funded with RM 2
Benicia – Industrial Way and Park Road	Benicia Industrial Way Park and Ride Lot	New facility; funded with RM 2
Rio Vista – Church and SR 12	Church Street Park and Ride	Part of the Church Road PSR; project not yet funded.
Fairfield – Red Top Road and I-680	Cordelia Red Top Park and Ride	Location identified in I-80/I-680/I-780 MIS
Fairfield – Gold Hill Road and I-680	Cordelia Gold Hill Park and Ride	Location identified in I-80/I-680/I-780 MIS
Vallejo – I-80/SR -37	Fairgrounds Park and Ride	Location identified in I-80/I-680/I-780 MIS

Construction of new park and ride lots is typically a mix of local transportation funds and regional funds, including RM 2.

Capitol Corridor. The Capitol Corridor operates on tracks owned by the Union Pacific Railroad (UPRR), a private company. The tracks run for 41.5 miles, from the Solano/Yolo county border near Dixon to the Benicia-Martinez Bridge across the Carqinez Straits. The railroad is primarily double track, but in some areas has additional tracks to provide access into industrial parks. Improvements to the tracks are typically funded by a combination of Union Pacific, state and local funds.

The railroad is crossed in numerous locations by public roads. There are no major switching yards or storage or maintenance facilities for trains in Solano County, although there are a number of small sidings and spurs that serve specific businesses such as the Port of Benicia and Anheuser Busch in Fairfield. A single-track rail line running through Jameson Canyon and connecting with the main UPRR line near Suisun City does not carry passenger trains. Likewise, a single track rail line from Napa through Vallejo (currently inactive) does not provide passenger service. Rail lines no longer connect to Mare Island in Vallejo, although the right-of-way still exists.

The Capitol Corridor operates 8 train sets. The train sets are owned by the State of California. A train set consists of 1 locomotive and 4 to 5 passenger cars (1 of which also serves as a food service car). A train set has the capacity to carry from 320 to 350 passengers. The California Department of Transportation has received \$125 million in Proposition 1B funding to acquire 27 new passenger cars; 5 of these new passenger cars will be provided to the Capitol Corridor Joint Powers Authority (CCJPA). New locomotives are on order by the State; some of these will be assigned to the Capitol Corridor. If the

Capitol Corridor wishes to add passenger cars to existing train sets or to expand the number of train sets operated, the equipment must be purchased by the State. Each passenger car meets the accessibility requirements of the Americans with Disabilities Act. Each car also has room for between 3 and 15 bicycles to be stored inside. Both the ADA accessible seats and the bicycle storage areas are on the downstairs deck of the car.

The Suisun City train station is located on Main Street at Lotz Way, next to State Route (SR) 12. The station and surrounding property is owned by Suisun City. The station consists of a single building with two automated ticket machines, a concessioner’s space and seating areas; covered out-of-doors passenger waiting areas; an uncovered passenger loading/unloading platform; a bus loading/unloading area with 2 bus shelters and room for 3 buses to park; and, 8 striped parking spaces, with room for approximately 10 additional cars next to the passenger platform, all limited to one-hour parking. Directly across Main Street is an 250 space Park and Ride lot, used by Capitol Corridor patrons, riders of Route 90 and car poolers. There are currently no plans to expand the train station or parking lot.

Funding to acquire and replace rolling stock comes from the State of California. As part of Proposition 1B, passed in 2006, the Capitol Corridor is receiving approximately \$25 million to have 5 new passenger cars built. This will allow the Capitol Corridor to add 1 passenger car to each train set. Track improvements are funded by a combination of UPRR investments and state and regional funds. For example, the Bahia Crossover project between Suisun City and Benicia is funded by Proposition 1B and Bay Area Regional Measure 2 bridge toll money. Train stations are funded by local jurisdictions, usually through a combination of funding sources. For example, the proposed Fairfield/Vacaville train station is funded primarily by the City of Fairfield, but also has RM 2 funds and a contribution from the City of Vacaville.

Vallejo Ferry. The Vallejo ferry services operates between the Vallejo ferry terminal on Mare Island Way (next to downtown Vallejo) and the San Francisco Ferry Building (2 trips per day dock at Pier 41 in San Francisco). The 30 mile trip takes 55 minutes each way. Six other ferry services also provide commuter transportation to the Bay Area, but none make stops in Solano County.

The Vallejo ferry operates four ferry boats: the *Vallejo*, *Intintoli*, *Mare Island* and *Solano*. All four ferry boats are classified as high-speed catamarans. Each of the boats has ADA-accessible seating areas, and capacity to carry a number of bicycles.

Ship	Capacity	Year Built	Comments
<i>Solano</i>	300	2004	Newest boat in system, based on design for <i>Intintoli</i> and <i>Mare Island</i> . The <i>Solano</i> uses a catalytic exhaust treatment system that makes her the cleanest ferry of her type operating anywhere in the world.
<i>Intintoli</i>	300	1997	This boat was designed and built specifically for the Vallejo ferry service. The <i>Intintoli</i> operates at 34 knots and has a crew of 5.
<i>Mare Island</i>	300	1997	Sister ship to <i>Intintoli</i>

Vallejo		1994	Back-up boat to the three main fleet boats. <i>Vallejo</i> was lengthened and repowered in 2001.
---------	--	------	--

Typically, three ferry boats provide daily service, with a fourth ship (the *Vallejo*) available when scheduled or unscheduled maintenance is needed on one of the primary ships. The ferry maintenance and fueling facilities are located in the former Mare Island Naval Shipyard; however, these facilities are not adequate or efficient for long-term use. Each ship is refueled daily.

A new maintenance and fueling facility is planned to be located across the Mare Island strait from the Vallejo ferry terminal. The maintenance facility is a three-phase project. Phase 1 would consist of a fueling facility with 40,000 gallons of storage capacity which is a significant expansion over the existing fuel storage capacity. Phase 2 would construct dock and float facilities to allow maintenance activities to be conducted. The City of Vallejo had developed a funding plan for Phase 1 and 2 prior to WETA assuming responsibility for the system. WETA has stated that the fuel and maintenance facility are one of their top 3 priority projects, but has not established a construction or operation date.

Passengers load onto ferries from a covered dock. Access to the dock is regulated by a gate, kept locked until the ferry arrives. Passengers waiting to embark do not have a weather-protected area unless they wish to wait in the ferry ticket building. The waiting areas and boarding ramps meet ADA accessibility requirements.

The ferry building is a 5,000 sq. ft. structure located approximately 150 feet away from the dock entry. The building and land are owned by the City of Vallejo. The building provides ticket sales and a small café. Across Mare Island Way from the ferry terminal and dock is a 900-space surface parking facility. This parking area is used by ferry riders, bus passengers and carpoolers. The City of Vallejo has an extensive downtown/waterfront redevelopment plan, which includes expansion of this facility through the development of a parking garage.

Acquisition of new or replacement ferry boats is not currently anticipated. When eventually needed, funding for new or replacement ferry boats is provided by the State of California. When the MV Solano was acquired in 2004, the cost was approximately \$11.3 million (\$9.5 for the boat, plus spare parts and equipment). The Vallejo ferry dock and maintenance facility will ultimately be owned by the San Francisco Bay Water Emergency Transportation Authority (WETA). The funding for these facilities comes from a number of sources, including local STIP share, RM 2 funds, and a congressional earmark. The remainder of the ferry-related waterfront buildings will be funded and owned by the City of Vallejo.

Ryer Island Ferry. Caltrans operates a ferry that can carry cars (up to 8 at a time), light trucks and RVs. The ferry is located 2 miles north of Rio Vista at the north end of River Road/SR 84, and connects to Ryer Island. The ferry boat, named the “Real McCoy,” is a diesel-powered craft that has been operating the 200-yard route since 1945. Caltrans has plans to replace the boat with a new, more easily maintained vessel. The ferry primarily serves recreational and agricultural vehicles; there is no significant housing or industry on Ryer Island.

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

Intercity Paratransit is provided by Solano Paratransit and Vallejo RunAbout. Solano Paratransit is a ADA-Plus (exceeds the service area required by ADA) paratransit service that serves intercity connectivity in the unincorporated areas of central/northern Solano County. Vallejo operates Vallejo RunAbout which provides intercity paratransit service for Vallejo and Benicia residents as well as local paratransit service within Vallejo. In FY 08-09, Rio Vista opted out in the Solano Paratransit service and provides limited intercity service for their paratransit residents with the flex route system.

There are 23 Paratransit vehicles in the system. Nine are owned by Solano Paratransit, with the remaining 12 owned by Vallejo RunAbout.

**Operations**

Intercity Bus. The number, routes and service schedules of intercity bus routes have been fluid over the past 5 years. This is one of the strengths of the system: the large number of vehicles and the widely-distributed road and station system allow for far greater flexibility for buses than for train and ferry services. However, it does make tracking system performance more difficult.

The table below shows the ridership for each of the routes that have been operating for one or more years. The data compares FY 06-07 with FY 07-08. For the overall intercity transit system, ridership broke the 1 million mark for the first time ever, and ridership increased 10.5% over that time period. Although consistent and validated data does not exist for previous years, it appears that there has been steady growth for these routes.

Route	FY 06-07 Ridership	FY 07-08 Ridership	Change
20 – Fairfield-Vacaville	41,262	42,550	3%
30 – Fairfield-Vacaville-Dixon-Davis-Sacramento	34,384	37,118	8%
40 – Vacaville-Fairfield-Benicia-BART	41,699	48,236	16%
76 – Benicia-Concord	<i>New</i>	<i>Service</i>	--
78 – Vallejo-Benicia-BART	<i>New</i>	<i>Service</i>	--
80 – Vallejo-BART	387,135	408,831	6%
85 – Vallejo-Fairfield-Solano College	126,105	153,552	22%
90 – Suisun City-Fairfield-BART	175,608	213,033	21%

The STA conducted a county-wide transit ridership survey in late 2006 and early 2007. This survey covered all routes, both local and intercity. Some of the conclusions regarding intercity transit riders were:

- The majority of trips are part of a regular travel pattern, such as commuting to work or school. For most services, two-thirds or more of the riders use the intercity bus system 2 or more times per week.
- Most passengers are long-term users (1 year or more) of the system.
- Home-work-home trips account for three-quarters of trips.
- The majority of bus trips are part of a round trip, rather than being one-way trips.
- Options to riding the bus vary by community. As compared to local bus riders, intercity riders are primarily “choice riders”. In many cases, intercity bus riders have an option to make the same trip in a single occupant vehicle rather than on the bus. If the bus becomes less convenient due to fare, schedule or stop location, commuters can return to their cars.
  - Vallejo Transit intercity bus riders have fewer options, and almost one-fourth of the riders reported having no other option than the intercity bus to make their journey.

Twenty percent (20%) of the cost for fixed-route transit must be paid for through passenger fare. Operating expenses not provided by passenger fares come primarily from TDA funds and STAF (State Transit Assistance Funds) and to some degree from grants. TDA is distributed directly to each City through a formula. TDA is primarily generated by a portion of the countywide sales tax and distributed by population share. Given the state of the economy and lower sales tax generation, TDA funds have begun to decrease for the first time since the 1990s.

STAF, also based on sales tax, is distributed through a variety of means (population-based, revenue-based, regional paratransit) based on formulas and regional policy. STAF is not protected funding at the State level and has been subject to diversion. For this reason, it is only cautiously used for operating and is more often used for capital, planning, marketing and other one-time expenses. To stabilize the funding for core intercity transit routes, the STA has worked with the transit operators and all local jurisdictions to create an Intercity Transit Funding (ITF) agreement. The first ITF agreement was in place for FY2006-07 which included four intercity transit operators, with funds provided by STA, the seven cities and the county. In FY2007-08 with the third ITF agreement, services have been restructured and the agreement simplified such that there are only two transit operators providing service on seven core intercity bus routes. Benicia, Dixon, Fairfield, Suisun City and Vallejo contribute funding to these core intercity routes.

STA provides significant coordination and management activities for the intercity bus system. STA hosts and staffs the *Solano Express InterCity Transit Consortium*, which meets on a monthly basis. The *Solano Express InterCity Transit Consortium* consists of representatives from each of the 7 cities and the county, and provides oversight for intercity transit services and marketing. STA’s marketing budget for intercity transit was just over \$275,000 in FY 2007-08. An additional \$5,000 was spent on carpool/vanpool advertising.

Carpools and Vanpools. Carpools and vanpools are privately owned and operated vehicles. They use the existing infrastructure of highways, high-occupancy-vehicle (HOV) lanes, and park and ride lots. The first vanpools from Solano County were formed in 1979 under the auspices of the Caltrans Rideshare programs. Solano Commuter Information (SCI) was instituted at that time to provide start-up

assistance and support to vanpools and carpools. Now known as Solano Napa Commuter Information (SNCI) it is a program of the STA.

As of October 2008, there were more than 200 vanpools supported by SNCI. These vanpools carry over 2,000 commuters daily which translates to approximately 88,000 passenger trips per month. Nearly 24,000 residents carpool daily from Solano County representing over one million passenger trips per month.

Solano County has traditionally had the highest rate of carpool and vanpool use in the 9-county Bay Area. The table below shows mode share information for Solano County based on the *Commute Profile* study conducted for MTC through 2005.

<u>Year</u>	<u>Single-Occupancy Vehicles</u>	<u>Bus/BART/CCJPB Rail/ Ferry</u>	<u>Carpool/Vanpool</u>	<u>Bicycle/ Pedestrian/ Telecommuting/ Other</u>
2005	72%	5%	19%	4%
2004	71%	4%	22%	4%
2003	71%	3%	22%	5%
2002	73%	2%	22%	3%
2001	73%	2%	24%	1%
2000	72%	7%	19%	3%
1999	66%	4%	25%	4%
1998	77%	4%	18%	2%

MTC published additional commute information based upon the 2000 Census and the *2007 American Community Survey*. According to the MTC data, the percentage of Solano County residents using carpools dropped between 2000 and 2007, from 17.8% to 14.4%. The Bay Area average also dropped, from 12.9% to 10.2%. While the proportion of Solano County commuters using carpools is significantly different between the two reports, the trend towards lower carpool usage is common to both data sets. One possible explanation for this trend is the proportion of Solano residents who also work within the county. This increased from 56.8% in 2000 to 59.5% in 2007. In general, carpools and vanpools are formed for longer commutes, and shorter in-county commutes are less attractive for rideshare activities.

*Formal Carpools* are arrangements for a group to use a private car for commuting. Using the regional ridematching program, SNCI helps match carpool drivers and passengers. As with

vanpools, carpools can (depending on the number of occupants of the car) make use of HOV lanes, bypass toll collection on bridges, and receive preferential parking treatment.

*Casual Carpools* are informal carpools that form when drivers and passengers meet at designated locations. These pick-up locations are all located near transit routes that provide parallel service. For the most part, casual carpooling is a one-way phenomenon providing passengers in Solano County a free ride to San Francisco in the morning, while public transit provides the ride home in the evening.

*Vanpools* are privately-operated enterprises. The vanpool vehicle is owned or leased by the primary driver, who then arranges to pick up and drop off a group of 7 to 15 passengers on a regular schedule. To qualify as a vanpool, the driver must be a regular commuter. Passengers typically pay a monthly fee to the driver to cover the vehicle costs including vehicle lease, maintenance, fuel, insurance, parking and bridge fees. SNCI helps vanpool passengers and operators connect, but the final arrangements are the responsibility of the driver and passengers. SNCI and the regional rideshare program provide financial incentives and administrative assistance to encourage the start-up of new vanpools and the continuation of current vanpools. The funds for these incentives primarily come from the Transportation Funds for Clean Air (TFCA) program. SNCI will also reimburse drivers for a portion of the cost of their required biannual medical exam. Finally, vanpools are able to use High Occupant Vehicle (HOV) lanes, carpool lanes that bypass bridge toll collection, and in some places receive preferential parking spaces or avoid parking fees.

Park and Ride lots are a primary meeting location for vanpool and carpool users.

Park and Ride Lots. Park and Ride lots are not actively managed or operated, so there is no accepted metric for their effectiveness. Reports from transportation staff in cities with Park and Ride lots generally indicate that most of the lots are filled all day during the work week.

Two facilities are monitored for use: the Curtola Park and Ride Lot in Vallejo and the Fairfield Transportation Center parking structure.

- Curtola Park and Ride Use. A survey conducted by the City of Vallejo determined that the Curtola Park and Ride lot is completely occupied each day, and that approximately 130 cars park on neighboring streets each day and join formal or casual carpools, vanpools, or board buses at this facility. The City of Vallejo projects a demand for 1,100 parking spaces at the Curtola site by 2025. The survey concluded that more than 90% of the facility's patrons are from Solano County communities.
- Fairfield Transportation Center Use. The City of Fairfield reports that the Fairfield Transportation Center (FTC) parking structure and surface parking lot are completely filled by 7:30 a.m. on a typical work day. The City of Fairfield projects 95% or greater usage of an expanded, 1,000 space parking facility.

Capitol Corridor. The Capitol Corridor trains make 16 weekday round trips, with 11 weekend round trips. All of these trips cover the Sacramento-Oakland Jack London Square corridor. Service to Auburn to the east and San Jose to the southwest is provided on a less frequent schedule. Thirty-two trips per week day stop at the Suisun City station (16 westbound and 16 eastbound). Subject to a future agreement between the Capital Corridor and UPRR, and consistent with the CCJPA Boards 2005 Vision Plan, the maximum number of passenger train round trips would be 18. As new stations are added to the system, either in Solano County or in other counties, they will also have full service by each train.

Day-to-day management of the Capitol Corridor was assumed by the Bay Area Rapid Transit (BART) district in 1998, and governed by the Capitol Corridor Joint Powers Authority (CCJPA). The Capitol Corridor reports ridership, revenue and on-time performance on a monthly basis, and provides previous-year comparisons. In addition, the CCJPA publishes an annual report for the year just concluded and a business plan for the year ahead. The information below is taken from these CCJPA documents.

- System-wide Ridership – The July 2008 system-wide ridership was 161,731. This was the highest monthly ridership in the system’s history, and is part of a steady trend in increased ridership. System-wide ridership for July 2007 was 121,991. In July 2008, week-day train ridership was approximately 6,000 passengers; weekend ridership was approximately 2,300 riders. For Fiscal Year (FY) 2006-07, the Capitol Corridor system carried 1,450,069 riders, an increase of 213% above the 1998 ridership of 463,000 passengers.
- Solano County Ridership – The Suisun City station is the 8<sup>th</sup> busiest of the 16 Capitol Corridor train stations. In July 2008, there were 7,481 trips to or from the Suisun City station. The majority (59%) of those trips were on west-bound trains towards the Bay Area. However, the single station with the most trip destinations from Suisun City was the Sacramento station.
- Revenue – The July 2008 system revenue was \$2.2 million. This was \$0.33 million higher than projected in the Capitol Corridor business plan. Total calendar year-to-date revenues were \$19.3 million, \$3.4 million greater than anticipated in the business plan. The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 64.9% in July 2008. Transit systems are generally considered financially successful if their system operating ration exceeds 50%. Total revenues have increased 210%, from \$6.25 million in 1998 to \$19.45 million in FY 06-07.
- On-time Performance – The Capitol Corridor business plan has set an on-time performance goal of 90%. On-time performance means that each train arrives at and departs each station at the time published in the train schedule. Over the 13 month period of August 2007 through August 2008, the Capitol Corridor on-time performance has improved from 76.6% to 91.8%. This was the result of steady month-after-month improvements in on-time performance, with the exception of June 2008, when performance dropped to 72.9% while track repair and maintenance work was performed between Suisun City and Martinez. Previous year’s on-time performance had also hovered in the 70% range.  
The Capitol Corridor staff attributes the improved on time performance to improved

performance by Union Pacific Rail Road freight trains; improved reliability of Capitol Corridor rolling stock; and, construction of additional tracks, sidings and cross-overs.

The system operating ratio and total revenues have steadily increased over the past nine years, from 30% in 1998 to 48% over the FY 06-07 time period, and 64.9% for July 2008. At the same time, the operating subsidy supplied by the State of California has remained steady. Similarly, passenger numbers and on-time performance has increased while state funding has held steady.

Vallejo Baylink Ferry . Baylink Ferry has been managed by the City of Vallejo since the 1980s. The City owns the boats which are operated via contract by Blue and Gold Ferry. Day-to-day management of the Vallejo Baylink Ferry system is contracted to a marine operations consultant. In July 2009, the newly formed, state-created Water Emergency Transportation Authority (WETA) will begin assuming financial and management control of the system. WETA will also operate the Alameda/Oakland and Harbor Bay ferry systems.

The ferry schedule provides 12 round trips to San Francisco each week day, and 9 trips on weekend days. (For select Giants games, the ferry will deliver passengers directly to the stadium used by the San Francisco Giants baseball team.) There is a slight reduction in service in the winter months. The ferryboat service is supplemented by an express non-stop bus service directly connecting the Vallejo Ferry Terminal and the San Francisco Ferry Building. There are 13 daily roundtrips on weekdays and three roundtrips on Saturday and Sunday.

- System-wide Ridership – The average number of passengers per weekday in FY 06-07 was 2,600, compared to a weekend average of 2,000 during the summer and 1,000 during the winter. For FY 2007-08, the Baylink Vallejo Ferry carried 847,493 riders, an decrease of 6% from the FY 06-07 ridership of 897,000 passengers. This reversed a trend from FY 05-06 to FY 06-07, which saw a 5% increase.
- Solano County Ridership – The majority of ferry riders are from Solano County (66%); Vallejo has the most riders (41%), with Benicia and Fairfield the other Solano County cities with high ridership. However, 17% of riders are from Napa County, and an additional 17% come from other communities outside Solano and Napa counties.
- Fare Revenue – The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 66% in FY 07-08. Transit systems are generally considered financially successful if their system operating ration exceeds 50%. Previous farebox recovery rates were:

FY 06-07	57%
FY 05-06	56%
FY 04-05	58%
FY 03-04	59%

Total fare revenue has increased 84% in the four years from \$4.4 million in FY 03-04 to \$8 million in FY 07-08.

- Ferry Reliability – Unlike the Capitol Corridor train system and the intercity bus lines, the Vallejo Ferry route is not impacted by service delays due to system repair, accidents or congestion. The ferry is reliably on-time when it runs. The ferry on occasion does not operate due to weather/sea conditions, or due to mechanical failures of the ferry boats. The ferry system has a 99% reliability rate over the FY 00-01 to FY 06-07 time period. The lowest reliability year was FY 03-04, when the ferry operated at a 97.6% reliability rate.
- Ridership Characteristics – The STA conducted a survey of ferry riders in November 2006. The survey found that more than 60% of the riders take the ferry multiple times per week. However, almost 30% ride the ferry once per month or less. Ferry riders are typically not as long-term as bus riders, with more than half of surveyed passengers having used the ferry service for less than 2 years. Almost 40% of ferry riders had the option to take a single-occupant vehicle if they did not use the ferry; 12% had no private transportation option.

Operating revenues other than passenger fares include revenue from bridge tolls (RM1 and RM2).

Paratransit. Provision of Paratransit services offers unique challenges because of the legal requirements to provide service, the small base of riders, and the physical and mental challenges faced by system users. Solano Paratransit is operated in conjunction with Fairfield’s local paratransit service (DART). STA manages Solano Paratransit through a contract with Fairfield and owns the paratransit vehicles but the vehicles are maintained and operated as part of the DART fleet. STA and the funding partners developed the current funding methodology and updates the cost-sharing subsidies annually and monitors the service. Day-to-day operations such as eligibility determinations, dispatching, and vehicle usage are integrated with DART. Solano Paratransit owns nine wheel chair accessible vehicles.

Solano Paratransit currently provides weekday and limited weekend service. Vallejo RunAbout operates seven days a week to match their fixed-route service. There are currently no plans to increase the days or hours of operation. Service is provided origin to destination, and registration can be taken up to seven days in advance. Although same-day service can be provided if the system has available capacity, the system is usually used to full capacity, and same-day service calls often cannot be accommodated.

Paratransit passenger fares contribute to the funding of the operating costs of the system. However, because the operating cost is higher per hour for this specialized service, the farebox recovery rate is generally much lower for Paratransit than for other transit services. A farebox recovery rate of 10% is the goal of paratransit services. Solano Paratransit has been primarily funded by Transportation Development Act (TDA) funds administered by the Metropolitan Transportation Commission from the cities of Dixon, Fairfield, Suisun City, Vacaville and the County of Solano. For FY 07-08, TDA funds provided over \$600,000 for Solano Paratransit which provides approximately 10,000 passenger trips annually. Vallejo RunAbout is primarily funded with Vallejo TDA and federal funds. The budget of the combined intercity and local Vallejo RunAbout service is \$1.4 million and it provides approximately 40,000 passenger trips annually.

Replacement of Paratransit vehicles, and funding for new vehicles to expand the fleet, typically comes from Federal Section 5310 and Regional Paratransit State Transit Assistance funds for Solano Paratransit and Federal Section 5307 funds and bridge toll funds for Vallejo RunAbout.

### **Private Bus, Shuttle and Taxi Services**

In addition to the public mass transit system, there are several providers of private intercity transit: Greyhound bus, private shuttles and airport shuttles, and taxi services.

*Greyhound Bus.* Greyhound buses have nation-wide service. There are three stops in Solano county; Vacaville (Mason Street), Suisun City (Suisun City train station) and Vallejo (Curtola Park and Ride).

*Airport Shuttles.* Private call-for-service shuttles provide connections to Sacramento, Oakland and San Francisco airports.

*Taxi.* Each city has a franchise agreement with a local taxi provider, but these local cabs do travel between cities as well. Taxis are sometimes used to provide Paratransit services.

### **Local Service Transit**

Six of the seven cities provides a local bus transit service with FAST serving both Fairfield and Suisun City. The local jurisdictions have the best understanding of the origins and destinations of local patrons, as well as the mix of choice vs. transit dependent ridership. Connections to intercity transit, including coordination with the intercity transit service schedule, is also provided by the local service provider. A summary of each jurisdiction's local transit system is provided below.

- The *Benicia Breeze* operates a local busses - 2 Gilig buses, and 6 cutaways. Benicia has two flex routes during peak commute hours, one fixed route that only runs 5 times a day, general dial-a-ride during the afternoon and late evening, and paratransit service. Benicia operates 1 dedicated Paratransit vehicle, operated locally from 8:00 am to 4:00 pm, then from 6:30 pm to 9:00 pm.  
For the 07-08 fiscal year (FY), Benicia Breeze carried a total of 155,890 passengers on its fixed route system. Paratransit ridership was 5,968 passengers. Benicia Breeze had a total operating cost (including Paratransit) of \$1,958,763 and a total farebox recovery of \$302,322. Broken down, operating cost of the fixed routes was \$1,531,411 and the paratransit was \$427,352. Farebox recover for fixed routes was \$293,632 and paratransit was \$8,689, or at 20% overall.
- Dixon  
-Pending data from the City of dixon.
- Fairfield  
-Pending data from the FAST.

- Rio Vista Delta Breeze* operates 4 cutaway buses. It operates four deviated fixed routes including local destinations, services to Fairfield, Pittsburg/Bay Point BART Station (Thursday), and Lodi. *Rio Vista Delta Breeze* uses its deviated fixed routes as ADA paratransit service - a peak fleet of 2, overall fleet of 4. *Rio Vista Delta Breeze* carried 5,401 passengers system wide in FY 07-08. *Rio Vista* had 371 passenger trips from *Rio Vista* in FY 07-08. Year end actual costs in FY 07-08 was \$295,636 and the farebox recovery ratio was 8.44%
- Suisun City*

-Pending data from FAST.
- The *Vacaville City Coach* fixed-route fleet consists of seven 30-foot diesel powered Gillig buses, and five 30-foot Bluebird Compressed Natural Gas (CNG) buses. *Vacaville* has contracted for the purchase of 10 CNG buses to replace and augment its fixed-route fleet vehicles. *Vacaville City Coach* operates four routes. The City of *Vacaville* also provides a Dial-a-Ride program with six 14-passenger vehicles, and Subsidized Taxi Script program.

In FY 07-08, *Vacaville City Coach* transported a total of 265,814 passengers. The FY 07-08 farebox recovery rate was 17.35% with a total operating cost of \$1,410,041. Special Services ridership was of 14,874 passengers. The Dial-a-Ride program (Special Services & Taxi) farebox recovery ratio for fiscal year 2008 was 14.32% with an operating cost of \$530,382.
- Vallejo Transit* runs a fleet of 32 busses, including 5 40' RTS buses, 8 40' Orion buses and 19 40' Gillig busses. These buses provide service on 7 local fixed routes. *Vallejo Transit* also provides paratransit services with 12 cutaway buses.

In FY 07-08, *Vallejo Transit* had 1,018,419 riders on its local routes. This was a 28% reduction in local route ridership from the previous fiscal year. The farebox recovery rate for that fiscal year was 27%, with total operating costs of \$11,049,206.53.

## Conclusion

Solano County continues to have a large number of workers who must commute out of county to reach their jobs; many residents drive themselves to and from work. For those who choose to take transit, there is an excellent variety of modes, schedules and prices. The intercity commute routes and facilities are nearing maturity. There are only a few major, expensive facilities needed, and the number of smaller, less expensive facilities is moderate.

While the rail system is performing well from an operational revenue point of view, the ferry system, and especially the bus system, are under significant stress. Local transit providers need to have a stable stream of operating revenue in order to be able to provide a reliable service that will attract additional riders. Major price spikes for fuel, as were seen in the summer of 2008, drain operating reserves

rapidly. Fare increases in response to these price spikes take time to implement and result in fewer rides, meaning that reserves are very hard to replenish.

Solano County workers face the longest commutes in the Bay Area. It is no surprise that they use the Park and Ride lots and ride matching services to arrange the carpools and vanpools that serve their needs so well. This is the portion of the Solano commute that has the best combination of low capital costs, low operating costs and a large number of commuters assisted. As the High Occupancy Vehicle system (outlined in the Arterials, Highways and Freeways element) grows, the efficiency and convenience of bus and carpool/vanpool commuting will also grow.

**THIS PAGE INTENTIONALLY LEFT BLANK**

## TRANSIT ELEMENT INTRODUCTION

The purpose of the Transportation Element of the Solano Comprehensive Transportation Plan is to identify mass transit and rideshare facilities, services and policies that maximize the ability of Solano residents, workers and visitors to reach destinations within Solano County, and to access regional transportation systems. To do this, the Element looks at the public transit services provided by rail, ferry and bus operators, and the private arrangements of vanpools and carpools that are supported by public facilities, subsidies and administrative help. The Element also looks at the programs and facilities needed to support these alternatives to commuting by single occupant vehicles. The Transit Element does not address local bus systems; these are funded and managed by local jurisdictions, and are outside of the scope of STA's work.

One of the key services provided by the transit system is the provision of mobility to those who cannot afford their own personal vehicle, or who cannot operate a personal vehicle due to physical or legal reasons. Economic and social benefits are much more easily available to those with mobility; the transit system expands the share of society that has mobility.

### The System

The intercity bus system is the core of the Solano transit system. This system has the largest number of trips, reaches the most destinations, and has the greatest flexibility to adjust times and destinations. It also has the largest number of passengers each year. Local bus routes act in part as feeders to the intercity system, as well as serving the needs of the jurisdiction's residents. The local bus system has an ability to pick up and drop off riders where they live, work, study, attend appointments and recreate. Train and bus stations are larger, more expensive facilities, and must be located adjacent to rail lines or deep waterways, and are therefore more limited in number and location than are bus stations.

### Relationship to Other Elements

One of the key factors impacting the ability of the intercity transit system to be successful is its integration with the Alternative Modes and Arterials, Highways and Freeways elements. Transit is largely about providing convenient, efficient public transportation options for people that will reduce single-occupant vehicle trips. Residents and workers who can take a single transit trip from home to work are more likely to do so than those who have to link trips or shift modes of travel. The ability of the Alternative Modes element to help safely and conveniently get transit riders to and from transit stops can help increase transit use. The bus and vanpool/carpool systems operate on the roadway system defined in the Arterials, Highway and Freeways element. Each person taking public transit represents one less car contributing to roadway congestion and air pollution. While the entire transportation system must work in harmony to be effective, the Transit element is strong linked to the successful implementation of the other two Elements.

## Challenges and Opportunities

Increasing the percentage of trips taken by transit, whether for work, shopping or entertainment, faces serious challenges. While this Element focuses on intercity transit, which is primarily work-oriented, many of the challenges also apply to local transit. Some of the key intercity transit challenges are:

- Single occupant vehicles are highly convenient. A person can get where they need to go, when they need to get there, and can alter plans en route. A person can carry more cargo in a car than when walking, or a bike or using transit. Finally, the roadway network supporting cars goes virtually everywhere.

Transit has many of the opposite characteristics. Transit stop locations are limited, and routes and time schedules are fixed, cargo capacity is limited, and many destinations are not served by transit.

- Time Efficiency and Privacy. Transit riders must wait for the scheduled ferry boat, train or bus to arrive. It is hard to be productive during these wait times, especially when conducting private business (such as discussing financial issues) in a public place. In a private auto, there is no wait time for the vehicle to arrive, and the cabin provides a relatively quiet and private place to make phone calls.
- Cost to purchase, operate and replace vehicles. An intercity bus is expensive – new buses cost approximately \$ 550,000 to acquire in 2008. Ferry boats and train sets – passenger cars and locomotives – are hugely more expensive, reaching into the millions of dollars. Because the vehicles are so large, they consume large amounts of fuel. When full, the amount of fuel consumed per person moved on a transit vehicle is far lower than for a single occupant vehicle, but transit vehicles are frequently not full.

Maintenance of transit vehicles also requires specialty facilities and equipment that passenger cars and trucks do not need. The heavy equipment needed to operate a train and the need to occasionally put ferry boats in dry dock illustrate these special maintenance demands. And special means more expensive.

- Efficiency. Transit vehicles must make their schedule runs no matter the ridership. This can result in mostly-empty vehicles that still burn fuel, emit air pollutants, and create an appearance of a wasteful, inefficient system.
- Perception. Riding the train or ferry is generally perceived as a choice, and as providing comfortable accommodations. Buses, even the relatively modern intercity buses, are perceived as less comfortable, and riding the bus is perceived as a mode of travel to use when all of the good options have been exhausted.
- Funding. Money to acquire and fund transit vehicles and services is rarely adequate, uncertain, and beyond local control. There is some cost-recovery from users of transit; twenty (20%) of operating costs covered by passenger fare is the typical transit standard, while a 50% cost recovery is considered extremely successful. Capital costs are above and beyond operating expenses. For car/vanpooling, the users bear the entire cost of acquiring, operating, and maintaining the vehicles. Some utilize Park and Ride lots as a meeting point, for which there is no current cost-recovery mechanism.

- Inadequate – Rider-paid fares do not cover operational costs. When state subsidies are reduced in lean budget years, transit service providers are frequently forced to cut the number, length or frequency of service.
- Uncertain – Federal capital and operating funds are part of the periodic federal transportation bill, and have some certainty. State funds are in part generate from sales tax which is subject to the fluctuations in the economy, and in part affected by the yearly State budget process, and are subject to substantial fluctuation. Other funds are generated through competitive processes which are short-term and have restricted for specific purposes.
- Beyond Local Control – The fare to ride buses is determined by the local service provider. Ferry prices will be set by the regional ferry authority (WETA) beginning in July 2009 and rail prices are set by Capitol Corridor. STA and its member agencies can have input on the fares, but does not make the final decision. Intercity bus routes that receive joint funding under the Intercity Transit Funding agreement are subject to review by all participating jurisdictions and fares changes have tended to be coordinated for consistency. The cost of carpools and vanpools are established and shared by participants.

The challenges come at a time when there are also several important opportunities. Amongst them are

- Costs to commute. The fuel and maintenance costs that impact transit services so heavily are also hitting single-occupant drivers. Transit operators can spread these costs over a large ridership base and help disperse the cost any one commuter feels. And, transit riders generally do not suffer the cost of more expensive parking.
- A maturing system. The facilities and routes to support transit in Solano County and from Solano County to the broader region are more defined; adjustments are becoming more to the details of a transit route, rather than which routes to operate.
- Effective programs to support transit. Programs such as the guaranteed emergency ride home, rideshare matching and on-line transit trip planning can take much of the uncertainty out of commuting by transit.
- Benefits of Rideshare. Many of the obstacles faced by transit do not apply to two- or three-person carpools. These ride arrangements provide significant flexibility of time and destination, and can be easily established and altered.
- Passenger amenities. Trains, ferry boats and intercity buses are all becoming more comfortable for passengers, and are more and more including productivity aids such as internet access.
- Climate change concerns. The growing acceptance by the general population of the need to reduce the emissions of air pollutants, especially greenhouse gasses such as carbon dioxide, is leading more people to change their living and transportation habits. Transit is key to these changes.

The STA believes that more commuters – many more commuters – will choose transit if it meets their needs. STA’s goal is to work with its partners, including the transit providers, the cities and the county,

MTC, and most importantly the citizens who make up our communities, in order to increase the percentage of commuters using transit. In order to do that, the STA has established a series of goals for the transit system. The ultimate goal is to increase the mode share of bus, train and ferry riders to 8% of peak hour trips by 2015, and to maintain or increase the percentage of trips that are carpools or vanpools.

The following pages describe the transit system as it is, set long-term goals for the system as it should be, and then identifies a series of policies to move the system from its current state to its preferred state. For each of these policies, the plan sets out ways to measure its effectiveness in making those changes. The plan looks at how the Transit Element relies upon and supports the other Plan elements. Finally, it looks at the resources needed to make those changes.

Several themes run throughout this and the other Elements of the CTP. One is the need to make sure the transportation system is accessible to all members of the community. This includes those with physical disabilities or restrictions, and those with limited income. A second is the need to prepare for physical changes that will impact transportation. This includes slow changes such as possible sea level increases, and rapid changes such as damage caused by storms or earthquakes. Transit facilities will need to be planned to avoid impacts from such events, and services will need to be organized so that they can assist in the response to emergency situations. A third theme is that of developing a sustainable system. This means not only projecting funding needs and availability to operate each transit mode type, life cycle costs for vehicles and support facilities, but also accounting for the full range of environmental impacts from transportation choices.