



TRANSIT COMMITTEE MEETING AGENDA

4:00 to 5:30 p.m.

Wednesday, September 14, 2011

(Note New Location) - Suisun City Hall

701 Civic Center Boulevard

Suisun City, CA 94585-2717

ITEM	BOARD/STAFF PERSON
<b>I. CALL TO ORDER – SELF INTRODUCTIONS</b> (4:00 – 4:05 p.m.)	<b>Osby Davis, Chair</b>
<b>II. APPROVAL OF AGENDA</b> (4:05 – 4:10 p.m.)	<b>Osby Davis, Chair</b>
<b>III. INFORMATIONAL ITEMS</b>	
<b>A. CTP Transit Element Overview</b> (4:10 – 4:20 p.m.) <b>Pg. 1</b>	<b>Robert Macaulay</b>
<b>B. Solano Transportation Study for Seniors and People with Disabilities</b> (4:20 – 4:30 p.m.) <b>Pg. 67</b>	<b>Liz Niedziela</b>
<b>C. Solano County Transit (SolTrans) Update</b> (4:30 – 4:40 p.m.) <b>Pg. 89</b>	<b>Liz Niedziela</b>
<b>IV. ACTION ITEMS</b>	
<b>A. Solano County Alternative Fuels and Infrastructure Plan</b> <i>Recommendation:</i> <i>Forward a recommendation to the STA Board to authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County.</i> (4:40 – 4:50 p.m.) <b>Pg. 97</b>	<b>Robert Guerrero</b>

Transit Committee Members

Osby Davis, Chair  
City of Vallejo

Mike Ioakimedes  
City of Benicia

Jack Batchelor, Jr.  
City of Dixon

Chuck Timm  
City of Fairfield

Janith Norman  
City of Rio Vista

Steve Hardy  
City of Vacaville

John Vasquez  
County of Solano



Solano Transportation Authority

... working for you!

# SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074

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## V. TRANSIT ELEMENT UPDATE AND FUTURE AGENDA ITEMS

**Robert Macaulay, STA**

- **September/October**
  - **Ferry Service and Water Transportation**
  - **Passenger Rail Service and Stations**
- **November/December**
  - **Ridesharing**
  - **Intercity Bus Sustainability**
  - **Local Transit Sustainability**
- **January 2012**
  - **Draft Transit Element**

## VI. COMMITTEE MEMBER COMMENTS

**Osby Davis, Chair**

## VII. ADJOURNMENT

**Osby Davis, Chair**

**Questions?** Please Contact STA Staff, Robert Macaulay,  
(707) 424-6006, [rmacaulay@sta-snci.com](mailto:rmacaulay@sta-snci.com)

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### Transit Committee Members

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DATE: August 1, 2011  
TO: STA Board Transit Committee  
FROM: Robert Macaulay, Director of Planning  
SUBJECT: CTP Transit Element Overview

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**Background/Discussion:**

The STA Board initiated an update of the Solano Comprehensive Transportation Plan (CTP) in late 2007. Since that time, the STA Board has adopted an overall CTP Purpose Statement and Goals, and taken actions on individual CTP Elements. For the Transit Element, The STA Board has adopted the following documents:

- Purpose and Goals – adopted July 2008
- State of the System Report – Adopted December 2008, amended January 2010
- Goal Gap Analysis – Adopted March 2010

In addition, the STA Board has adopted a list of projects to be included in the CTP. The project list is also attached, with Transit projects listed first.

**Recommendation:**

Informational.

Attachments:

- A. Transit Element Purpose and Goals
- B. Transit Element State of the System Report
- C. Transit Element State of the System Report – Paratransit Services Amendment
- D. Goal Gap Analysis
- E. CTP Project List

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# Transit Element

## Purpose Statement and Goals

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### COMPREHENSIVE TRANSPORTATION PLAN

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

#### Transit element

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

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

- 1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate.
- 2) Focus regional and county-wide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities.
  - a) Include facilities and programs that directly support Transit Oriented Development projects, including Transportation for Livable Community projects and Priority Development Areas.
- 3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems.
- 4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority and the Vallejo/Baylink ferry system/Water Emergency Transit Authority.
- 5) Develop and implement programs to coordinate and consolidate the provision of interregional, intercity and local transit services.
  - a) Study options for coordination and consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity transit.

- 6) Continue to build upon Solano resident's high rate of carpool and vanpool participation by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
  - a) Continue to provide innovative rideshare services through Solano-Napa Commuter Information.
  - b) Increase the inventory of park and ride spaces by at least 25% by 2015.
  - c) Construct park and ride lots in areas that are not currently served: Rio Vista, Benicia and Dixon.
  
- 7) Provide services that create mobility for senior and disabled riders.
  - a) Update Solano County Senior and Disabled Transportation Study and develop implementation plan.
  - b) To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options.
  - c) Utilize the Paratransit Coordinating Council as a venue to guide the identification, development, and evaluation of the effective senior and disabled transit and other mobility programs.
  
- 8) Identify and implement transit and transportation priorities of low-income population through Community-Based Transportation Plans.
  
- 9) Develop and implement a program to reduce the air emissions of transit vehicles
  - a) Develop a countywide alternative fuel transit vehicle and facilities plan to reduce fuel costs and assist with operators' compliance with California Air Resources Board (CARB) regulations.
  - b) Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clear transit vehicles.
  
- 10) Increase the transit mode share to 8% of peak hour trips by 2015.
  - a) Develop and implement programs, services, and policies that increase transit ridership and mode share by making transit more convenient and attractive.
  
- 11) Develop criteria for Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Transit Facilities of Regional Significance are:
  - a) All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
  - b) All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
  - c) Bus stations providing all of the following services:
    - i) Routes to destinations outside Solano County or between two or more cities in Solano County

- ii) Peak hour headways of 1 hour or less
  - d) Maintenance and parking facilities for busses providing services identified in 1, 2 or 3 above.
  - e) Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.
- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.
- 13) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure.
- 14) Develop a strategy to reduce accidents and injuries in the vicinity of significant transit facilities.
- a) Quantify, and periodically update, accident statistics for roads, trails and intersections within  $\frac{1}{4}$  mile of Transit Facilities of Regional Significance.
  - b) Establish a priority list for improvements to reduce accidents and injuries in the Safe Routes to Transit Plan.
- 15) Provide decision-makers with timely, accurate and sufficient information to make service and investment decisions
- a) Ensure that transit corridor studies are conducted and kept up-to-date for all major transit corridors, including I-80/I-680/I-780, SR 12 and SR 29.
  - b) Conduct countywide ridership surveys every three years.

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## 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.

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	200

				Road	
	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	Southampton Park and	New, shared facility; funded with RM 2

Road/W. 14 <sup>th</sup> St and I-780	Ride	
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>
<i>Vallejo</i>		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 previous years, it appears that there has been steady growth for these routes.

<b>Route</b>	<b>FY 06-07 Ridership</b>	<b>FY 07-08 Ridership</b>	<b>Change</b>
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.

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.

Park and Ride lots are a primary meeting location for vanpool and carpool users, as discussed below.

*Vanpools* are privately-operated enterprises. They receive both financial and administrative assistance from STA through the Solano-Napa Commuter Information (SNCI) program, and from MTC's 511 program.

The van pool 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. (The driver needs to be a regular commuter to qualify as a vanpool. Otherwise, the vehicle is classified as a shuttle.) The passengers typically pay a monthly fee to the driver. SNCI helps vanpool passengers and operators connect, but the final arrangements are the responsibility of the driver and passengers.

Vanpools organized through SNCI are eligible for a subsidy to cover the cost of unfilled seats during the first 4 months of operation. The funds for this subsidy come from Federal transportation legislation, primarily the Transportation Funds for Clean Air (TFCA) program. Vanpool drivers also receive a subsidy of \$900 over 9 months from 511/MTC. 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.

*Carpools* are casual arrangements for a group to use a private car for commuting. There is no federal or state subsidy for creation or operation of a carpool. STA does help 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.

As of October 2008, there are more than 200 vanpools supported by SNCI. While the majority of these transport Solano residents to jobs in other counties, several support commutes for workers into Solano County.

Solano County has traditionally had the highest rate of carpool and vanpool use in the 9-county Bay Area. Up until 2005, MTC funded RIDES for Bay Area Commuters, which gathered commute information for the Bay Area. The table below shows RIDES information for Solano County.

Year	Single-Occupancy Vehicles	Bus/BART/CCJPB Rail/ Ferry	Carpool/Vanpool	Bicycle/ Pedestrian/ Telecommuting/ Other
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 12.8% to 10.2%. While the proportion of Solano County commuters using carpools is significantly different between the two reports (possibly due to different definitions of ‘carpool’), 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 ride share activities.

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 exercised 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**

Each of the 7 cities provides a local bus transit service. 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 8 local busses - 2 Gillig 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.

The *City of Dixon's Readi Ride* system operates a general Public Dial A Ride service. The system has a fleet of seven 18 passenger busses with 3-5 busses in service between the hours of 7:00-6:00 p.m. Monday-Friday. The City also operates one bus on Saturdays between 9-5 p.m. During FY 2007-08 the service provided 71,217 passenger trips. This represented an 8.0% growth in ridership over the previous FY. The City had a 13% fare box recovery ration during FY 2007/08. The total operating cost for FY 2007/08 was \$652,000.

*Fairfield and Suisun City Transit (FAST)* has a fleet of \_\_\_\_\_

*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%

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.

**Attachment C**  
**State of the System – Transit Element**  
**Modified Paratransit Description**

**Capital Assets**

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

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

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

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

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

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

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

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

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

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

Since the early 1990s, the County of Solano had not been an operator of transit or paratransit service. With the discontinuation of Solano Paratransit, the County of Solano contracted with a private operator to deliver wheelchair accessible service for ADA certified passengers residing in the unincorporated areas. The few unincorporated residents needing this service appear to be located primarily in the Vacaville area and travel primarily to Vacaville.

## **Operations**

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

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

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

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

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# Transit Element

## Goal Gap Analysis

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### COMPREHENSIVE TRANSPORTATION PLAN

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

#### Transit Element

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

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

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

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

- 1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate. **This goal has been Completed.**

The countywide public transit network consists of the following public services: Solano Express bus service, Capitol Corridor trains and Water Emergency Transportation Authority (WETA) ferry boats. Solano-Napa Commuter Information (SNCI) rideshare provides matching for vanpool and carpool users, but the vanpools and carpools are privately operated. Transit Facilities of Regional Significance include both fully-public facilities and

public facilities used by private carpools and vanpools. Construction, acquisition and operation of facilities and vehicles will be on-going.

- 2) Focus regional and county-wide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities. **This goal has achieved Significant Progress.**

Transit services provide direct links to BART stations and the San Francisco Ferry Building, to the transit connection hub at the State Capitol in Sacramento, and to UC Davis. In addition, local transit services provide connections to the regional system, and to local activity centers such as Solano College, the Westfield Mall and employment centers. The State Route (SR) 12 Transit Corridor Study has identified the need to provide transit connections between Napa and Solano counties, specifically along the SR 12 corridor through Jameson Canyon (SR 29 to I-80). While most major destinations are served, additional local nodes in the public transit system are needed to increase access to the system.

- a) Include facilities and programs that directly support Transit Oriented Development (TOD) projects, including Transportation for Livable Community (TLC) projects and Priority Development Areas (PDAs). **This sub-goal is a Preliminary Proposal. TOD projects are few in number in Solano County, and the Priority Development Act (PDA) process is relatively new. There has been little time to begin to focus resources to support transit services to TOD/PDA areas; however, 9 PDAs have been designated in Solano County cities.**

- 3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems. **This goal has achieved Significant Progress.**

Although there are efforts to coordinate the arrival of local and express buses, and to coordinate the arrival of bus service with the Capitol Corridor train and WETA ferry services, there is not a single point of coordination or formal communication. The STA's Solano-Napa Commuter Information (SNCI) Program provides a supportive role in coordinating local and regional transit schedules.

- 4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority and the Vallejo/Baylink ferry system/Water Emergency Transit Authority. **This goal has achieved Significant Progress.**

STA and its member agencies have promoted the location of local and SolanoExpress bus facilities at the existing ferry and rail stations. STA has partnered with the Capitol Corridor Joint Powers Authority (CCJPA) to provide the existing passenger train service at the Suisun City/Fairfield station, to obtain a passenger train commitment for the new Fairfield/Vacaville station, and to provide funds and support for track improvements and

joint marketing. The STA has supported the City of Vallejo's efforts to coordinate improvements to the Vallejo Station ferry terminal and surrounding land uses .

- 5) Develop and implement programs to coordinate and consolidate the provision of interregional, intercity and local transit services. **This goal has achieved Significant Progress.**

SolanoExpress is the marketing name and the coordinating system used for intercity transit, both to the Bay Area and Sacramento. For local transit, a single service provider (Fairfield And Suisun Transit – FAST) serves Fairfield and Suisun. The cities of Vallejo and Benicia are working to better coordinate and potentially consolidate their local and intercity transit services. Dixon, Rio Vista and Vacaville run separate services. All of the local services are provided by a private-sector contractor. Finally, STA and the transit providers have developed an Intercity Funding Agreement to provide an equitable distribution of the funding burden and responsibility for intercity transit bus service.

- a) Study options for coordination and consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity transit. **This sub-goal has been Completed.** STA completed a Transit Consolidation Study in September of 2007.
- 6) Continue to build upon Solano resident's high rate of carpool and vanpool commuting by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
    - a) Continue to provide innovative rideshare services through Solano-Napa Commuter Information (SNCI). **This sub-goal has been Completed.**

SNCI provides rideshare services at no cost for residents of Solano and Napa counties, as well as transit connection advise and computer links to transit providers and regional transportation data such as MTC's 511 system. This system requires an on-going funding commitment.

- b) Increase the inventory of park and ride spaces by at least 25% by 2015. **This sub-goal has achieved Significant Progress.**

The current inventory of park-and-ride lots shows 3,292 spaces available. An increase of 25% would add 823 spaces, for a total of 4,115 spaces by 2015. Work has begun on 200 spaces in Phase 1 of the Vacaville Transportation Center, with completion expected in late 2010. Plans exist and are being advanced to construct 400 spaces at Phase 2 of the Vacaville Transportation Center and 360 spaces at Phase 2 of the Fairfield Transportation Center, for a total of 960 spaces that can be constructed by 2015. Additional spaces can also be expected at the Curtola Park and Ride facility in Vallejo. In addition, 3 new park-

and-ride lot sites have been identified in Benicia and are eligible for RM 2 funding. Two additional lots are proposed for Fairfield, three sites have been identified in Dixon, and one site has been identified in Rio Vista.

- c) Construct park and ride lots in areas that are not currently served: Rio Vista, Benicia and Dixon. **This sub- goal is a Preliminary Proposal.**

Park and ride lot locations have been identified for each community. For Rio Vista, one site has been identified at Church Road and SR 12, but funding for construction of the site has not been identified. For Benicia, 3 locations that have access to RM-2 funding have been identified. In addition, the proposed Benicia multi-modal transit center at the Lake Herman Road/I-680 intersection is proposed, with study funds possibly from RM-2. However, none of the projects have progressed beyond 35% Plans, Specifications & Estimates (PS&E). The City of Dixon has generally identified 3 park-and-ride lot locations at freeway intersections, but has not specified exact locations, and has not dedicated funding to design or other implementation steps.

- 7) Provide services that create mobility for senior and disabled riders.
- a) Update Solano County Senior and Disabled Transportation Study and develop implementation plan. **This sub-goal is a Preliminary Proposal.**

The STA Fiscal Year 2009-2010 (FY 09-10) budget includes funding for an update of the Senior and Disabled Transit Study. Completion of the update is expected in FY 10-11.

- b) To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options. **This sub-goal has achieved Significant Progress.**

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

- c) Utilize the Paratransit Coordinating Council (PCC) as a venue to guide the identification, development, and evaluation of the effective senior and disabled transit and other mobility programs. **This sub-goal has been Completed.**

The PCC meets on a regular basis to provide advice and direction to STA staff regarding provision of senior and disabled transit services.

- 8) Identify and implement transit and transportation priorities of low-income population through Community-Based Transportation Plans (CBTPs). **This goal has achieved Significant Progress.**

CBTPs exist for Dixon (2004), Cordelia/Fairfield Suisun (2008) and Vallejo (2008). Priority projects identified in the three adopted CBTPs have so far received \$3.1 million in Lifeline Transportation Funds allocated by STA and MTC. In 2010 a CBTP is scheduled to be completed for Vacaville, and another for east Fairfield in 2011.

- 9) Develop and implement a program to reduce the air emissions of transit vehicles. **This goal has achieved Significant Progress.**

This is a new goal in the CTP. STA has submitted and obtained earmark requests for two appropriations cycles through the office of Congressman George Miller for clean-fuel transit vehicles. In addition to the intercity transit fleet, local transit vehicles providers have moved to clean fuel vehicles. The City of Fairfield operates a clean diesel bus fleet, and the City of Vacaville has converted its City Coach transit fleet to Compressed Natural Gas, with diesel vehicles used only as back-ups. However, this is currently an ad-hoc process, rather than a systematic policy of acquisition of new transit vehicles. Alternative Fuels for both public and private vehicles is also addressed in the Alternative Modes element of the CTP.

- a) Develop a countywide alternative fuel transit vehicle and facilities plan to reduce fuel costs and assist with operators' compliance with California Air Resources Board (CARB) regulations. **This sub- goal is a Preliminary Proposal.**

STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance use of that/those fuel(s).

- b) Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clear transit vehicles. **This sub- goal is a Preliminary Proposal.**

STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. On an as-needed basis, discussions of alternative fuel vehicles are included on the agendas. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative or clean fuel buses.

- 10) Increase the transit mode share to 8% of commute hour trips by 2015. **This sub- goal is a Preliminary Proposal.**

The current transit mode, excluding rideshare, was 5% in 2005 (the most recent year with available statistics). The highest proportion reached for transit was 7% in the year 2000. Transit percentage information is not available for years since 2005.

- a) Develop and implement programs, services, and policies that increase transit ridership and mode share by making transit more convenient and attractive. **This sub-goal has achieved Significant Progress.**

STA and the transit providers meet on a monthly basis through the SolanoExpress Intercity Transit Consortium to identify and implement steps to improve transit ridership, including routing, scheduling and advertising issues. In addition, STA has worked with the California Department of Transportation (Caltrans) to construct and open a High Occupancy Vehicle (HOV) lane on I-80 lane between Red Top Road and Airbase Parkway. STA's SSCI program also conducts the yearly Solano Commute Challenge targeting Solano's largest employers, provides rideshare incentives and markets transit programs. STA has also dedicated discretionary funds to the construction of transit centers and park-and-ride lots.

- 11) Develop criteria for Transit Facilities of Regional Significance. "Transit Facilities" are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. "Regional Significant" means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. **This goal has been Completed.**

The STA Board has adopted the criteria and the facilities have been nominated by the member agencies and accepted by the STA Board.

Transit Facilities of Regional Significance are:

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

- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance. **This goal has achieved Significant Progress.**

STA has initiated a periodic review of top priority projects for each of the 7 cities and the county in order to identify which roadway and transit projects will be given priority in receiving funds. In addition, STA is exploring the possibility of a Regional Transportation Impact Fee. Both efforts use Routes of Regional Significance and Transit Facilities of Regional Significance as the basis for identifying eligible projects. This process will also be used to identify projects eligible for funding through the Regional Transportation Plan. The STA's Regional Measure 2 (RM 2) priorities list has been used to identify and help fund key transit nodes.

- 13) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure. **This goal has achieved Significant Progress.**

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

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

- 15) Provide decision-makers with timely, accurate and sufficient information to make transit service and investment decisions

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- a) Ensure that transit corridor studies are conducted and kept up-to-date for all major transit corridors, including I-80/I-680/I-780, SR 12 and SR 29. **This goal has achieved Significant Progress.**

A transit corridor study was completed for I-80/I-680/I-780 in July 2004, and for SR 12 in January of 2006. No transit corridor study has been conducted for SR 29, and neither the STA nor the Napa County Transportation and Planning Agency has allocated funds for such a study.

- b) Conduct countywide ridership surveys every three years. **This goal has been Completed.**

STA conducted a transit rider survey in 2006, and completed a new survey in late 2009. The results of the 2009 survey are being compiled at this time.

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

Agenda Item III.a.e

**CTP PROJECT LIST**  
(Approved March 2010)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 900	STA	Countywide Water Transportation Study	Transit – <b>Rail or Ferry</b>	Solano Water Transportation Study – conduct a countywide study of water-based transportation resources and demands, including existing and potential new ferry and water taxi services, use of the Port of Benicia and the Mare Island Naval Shipyard, and commercial traffic on the Sacramento river.	Planned
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – <b>Rail or Ferry</b>	Construct new Capitol Corridor train station at Lake Herman Road. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 120	Benicia	First Street and Waterfront	Transit – <b>Rail or Ferry</b>	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – <b>Rail or Ferry</b>	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. <b>This is a Transit Facility of Regional Significance.</b> This project was also submitted by the County of Solano.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – <b>Rail or Ferry</b>	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. <b>This is a Transit Facility of Regional Significance.</b>	Preliminary Design
09CTP 201	Rio Vista	Sacramento River Waterfront	Transit – <b>Rail or Ferry</b>	Construct a facility to support passenger ferry service to either Sacramento or San Francisco, and/or water taxi service between various locations in Rio Vista and Isleton. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
09CTP 202	Rio Vista	Provide intermodal transit centers for regional connections.	Transit – <b>Rail or Ferry</b>	Construct a multi-modal transit center, including facilities for express bus service routes to SCT/LINK, FAST, Vallejo Transit, Tri Delta. Location options are Main and Front streets (downtown) or SR 12 and Church Road.	Planned
09CTP 047	Solano County	Support light rail commuter service	Transit – <b>Rail or Ferry</b>	Support options for potential light rail service in Solano County.	Planned Program
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Transit – <b>Rail or Ferry</b>	Construct sound walls along railroad tracks between tracks and future developments as needed.	Planned
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Transit – <b>Rail or Ferry</b>	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Designed
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – <b>Rail or Ferry</b>	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>	Preliminary Design
	Vallejo	Vallejo Station City Hall parking structure	Transit – <b>Rail or Ferry</b>	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i>This is a portion of the previous project, 09CTP119</i>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 123	Vallejo	Vallejo Ferry Terminal	Transit – <b>Rail or Ferry</b>	Acquire new ferries (5 <sup>th</sup> and 6 <sup>th</sup> vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – <b>Rail or Ferry</b>	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 132	Vallejo	Connect to regional rail service	Transit – <b>Rail or Ferry</b>	Reactivate rail lines and establish passenger rail service connections to regional carriers.	Planned
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Transit – <b>Rail or Ferry</b>	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Transit – <b>Rail or Ferry</b>	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 145	Vallejo	Light rail service to Contra Costa County	Transit – <b>Rail or Ferry</b>	Light rail service to connect with BART	Planned
09CTP 152	Vallejo	Citywide rail lines	Transit – <b>Rail or Ferry</b>	Acquisition and re-use of railroad right-of-way throughout Vallejo; re-activate rail service.	Planned
09CTP 153	Vallejo	Mare Island Rail Service	Transit – <b>Rail or Ferry</b>	Improvements to at-grade railroad crossings on Mare Island	Planned
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Transit – <b>Rail or Ferry</b>	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.	Planned
09CTP 158	Vallejo	Mare Island Water Taxi Service	Transit – <b>Rail or Ferry</b>	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 042	STA	SolanoExpress	Transit – <b>Bus</b>	Continue to operate and support the SolanoExpress intercity bus system, including providing marketing, schedule coordination and, where appropriate, expanded service. Seek funds to replace vehicles with clean fuel vehicles, and/or to replace vehicles at the appropriate phase of their useful life.	Existing Program
09CTP 100	STA	Real-time bus tracking systems	Transit – <b>Bus</b>	Acquire and install Bus and Ferry Boat enhancements allowing real-time tracking of location of transit vehicles, and automated collection of vehicle performance and maintenance needs. Allows location reporting to dispatch centers, browsers and message boards. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 017	STA	SR 12 Transit Corridor Study	Transit – <b>Bus</b>	Implement the 2006 State Route 12 Transit Corridor study.	Planned
09CTP 018	STA	I-80/I-680/I-780 Transit Corridor Study	Transit – <b>Bus</b>	Implement the 2004 I-80/I-680/I-780 Transit Corridor study.	Planned
09CTP 019	STA	Community Based Transit Studies	Transit – <b>Bus</b>	Conduct new Community Based Transit studies in Vacaville and Fairfield.	Planned
09CTP 196	STA	Develop standard bus shelters	Transit – <b>Bus</b>	Develop a standard bus shelter for express bus stops that are not part of a larger station. Include standardized wayfinding signage. Assist local jurisdictions in upgrading bus shelters to the common standard. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 021	Benicia	Improve or replace bus shelters	Transit – <b>Bus</b>	Upgrade or replace 12 bus shelters. Project is funded with ARRA funds.	<i>Permitted and Ready to Construct</i>

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – <b>Bus</b>	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. <b>This is a Transit Facility of Regional Significance.</b> This project was also submitted by the County of Solano.	Planned
09CTP 020	Benicia	Provide more joint bus operations	Transit – <b>Bus</b>	Provide more intercity bus service. Possible consolidation with Vallejo into South County Transit Authority	Planned Program
09CTP 227	Dixon	SolanoExpress	Transit – <b>Bus</b>	Modify Route 30 to support direct transit connections to Davis, and to improve connectivity to west-bound buses that serve the Bay Area.	Planned
09CTP 195	Fairfield	ADA Access at bus facilities	Transit – <b>Bus</b>	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	<i>Permitted and Ready to Construct</i>
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – <b>Bus</b>	Construct expansion of existing parking garage at Beck and Cadenasso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 162	Rio Vista	Rio Vista Delta Breeze Intercity and Local Bus Service	Transit – <b>Bus</b>	Continue to provide transit services connect to intercity routes for travel on BART, Capitol Corridor, Greyhound, Tri Delta, SCT/LINK, FAST and Vallejo Transit.	Planned
09CTP 052	Solano County	Support Solano County paying its fair share for transit services provided to unincorporated residents by others	Transit – <b>Bus</b>	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 044	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit – <b>Bus</b>	Improve County-to-County public transit connections to better serve the County’s growing commute population.	Planned Program
09CTP 045	Solano County	Expand regional express bus service in conjunction with HOV lane improvements	Transit – <b>Bus</b>	Address regional commute needs as the County’s population grows by expanding public transit capabilities.	Planned Program
09CTP 046	Solano County	Integrate transit services, including express buses, with multi-modal rail stations	Transit – <b>Bus</b>	Ensure that transit operations are planned to provide efficient service to multi-modal rail stations.	Planned Program
09CTP 048	Solano County	Support more joint bus operations	Transit – <b>Bus</b>	Support more effective coordination of existing bus operations to better provide for the transportation needs of riders.	Planned Program
09CTP 051	Solano County	Support the provision of wireless internet connections on public transit	Transit – <b>Bus</b>	Provide wireless internet service on public transit to better serve the needs of riders.	Planned Program
09CTP 900	Solano County	Countywide	Transit – <b>Bus</b>	Implement study recommendations to consolidate intercity transit services for local and express bus services to provide more effective public transit performance. A Solano Transit Consolidation Study has been undertaken. Benicia and Vallejo are discussing potential consolidation	Study
09CTP 062	Suisun City	Improve and provide additional bus shelters	Transit – <b>Bus</b>	Install solar bus shelters to bus stops as needed. Managed by FAST.	Planned
09CTP 064	Suisun City	Provide direct bus connections to rail station	Transit – <b>Bus</b>	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Transit – <b>Bus</b>	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.	Existing Program
09CTP 104	Vacaville	Interagency coordination of regional bus services	Transit – <b>Bus</b>	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.	Existing Program
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – <b>Bus</b>	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. <b>This is a Transit Facility of Regional Significance.</b>	Preliminary Design
09CTP 105	Vacaville	Real-time bus tracking systems	Transit – <b>Bus</b>	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.	Planned Program
09CTP 097	Vacaville	Phase 1 Vacaville Transportation Center	Transit – <b>Bus</b>	Phase 1 to include a 10 bus bay carousel, commuter parking for 200 cars and commuter vans, a large clock tower, five large passenger bus shelters, public restroom, bike lockers, low maintenance landscaping, solar photovoltaic systems and LED lighting throughout. Project is fully funded. <b>This is a Transit Facility of Regional Significance.</b>	<u><b>Under Construction</b></u>
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – <b>Bus</b>	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned. <b>This is a Transit Facility of Regional Significance.</b>	<b><i>Permitted and Ready to Construct</i></b>
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Transit – <b>Bus</b>	Replacement/Upgrade only applies to buses operating on intercity routes.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Transit – <b>Bus</b>	Expand taxi program, call center and interface with Social Services Agencies.	Planned
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – <b>Bus</b>	Construct 1000-space multi-level parking structure with transit connections.	Planned
	Vallejo	Vallejo Station bus transit center	Transit – <b>Bus</b>	Covered bus bays, transit operations center offices, pedestrian enhancements <i>This is a portion of Project 09CTP119</i>	<b><u>Under Construction</u></b>
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – <b>Bus</b>	Improve efficiency and provide parking for new buses. <b>This is a Transit Facility of Regional Significance.</b>	<b><u>Under Construction</u></b>
09CTP 230	STA	SNCI Rideshare and Vanpool Services	Transit - <b>Rideshare</b>	Sustain and expand the existing Solano Napa Commuter Information (SNCI) ride matching program and STA’s vanpool incentive program.	Existing Program
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - <b>Rideshare</b>	Construct park-and-ride facilities identified in the <i>I-80/I-680/I-780 Corridor Study</i> ; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. This project was also submitted by the City of Suisun City.	Planned
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Transit - <b>Rideshare</b>	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). <b>These are Transit Facilities of Regional Significance.</b> May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - <b>Rideshare</b>	Construct new park and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - <b>Rideshare</b>	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. <b>This is a Transit Facility of Regional Significance.</b>	Preliminary Design
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - <b>Rideshare</b>	Construct 200 space park and ride lot at Gold Hill Road at I-680.	Planned
09CTP 068	Suisun City	Park-and-ride lot Landscape Project	Transit - <b>Rideshare</b>	Periodic replacement of landscaping at existing Suisun City Park-and-ride lot.	Planned
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - <b>Rideshare</b>	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 900	STA	Senior and Disabled Transit Study	Transit – <b>Paratransit</b>	Update the 2004 Solano Senior and Disabled Transit Study.	Planned
09CTP 050	Solano County	Support Solano County's paratransit operations	Transit – <b>Paratransit</b>	Provide paratransit transportation to ADA qualified riders. Solano County paratransit service is ongoing.	Existing Program
09CTP 900	Solano County	Consolidate paratransit operations	Transit – <b>Paratransit</b>	Study consolidation of paratransit operations among the cities and County to provide more effective service to riders.	Study
09CTP 106	STA	Accessible taxi vehicles (capital)	Transit – <b>Paratransit</b>	Vacaville will lead this countywide effort, and coordinate with the other Solano transit operators, to procure accessible mini-van type vehicles equipped with rear wheelchair loading ramps to be used by local taxi companies in support of senior and disabled transportation programs within Solano County.	Planned
09CTP 107	STA	Accessible Taxi Program (operations)	Transit – <b>Paratransit</b>	Vacaville will lead this countywide effort, and coordinate with the other Solano transit operators, to provide a taxi type transportation alternative to seniors and disabled persons within Solano County.	Planned Program
09CTP 127	Vallejo	Expand paratransit	Transit – <b>Paratransit</b>	Expand paratransit program over different modalities	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Alt Modes – <b>Land Use</b>	Complete landscaping and pedestrian improvements in A Street/1 <sup>st</sup> Street/Railroad track area in downtown Dixon. <b>This is a Route of Regional Significance.</b>	Planned
	Rio Vista	SR 12/Waterfront Streetscape Project	Alt Modes – <b>Land Use</b>	<i>See Project 09CTP 204</i>	Planned
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Alt Modes – <b>Land Use</b>	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area.	Planned
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Alt Modes – <b>Land Use</b>	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area o Vacaville. This area is designated as a Priority Development Area.	Planned
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Alt Modes – <b>Land Use</b>	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned
09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Alt Modes – <b>Land Use</b>	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).	Study
09CTP 224	Dixon	Alternative vehicle partnerships	Alt Modes – <b>Alt Fuel</b>	Develop a program to assist private drivers and fleets acquire and operate alternative fuel vehicles; acquire funding to implement the program.	Planned Program
09CTP 112	Vacaville	Alternative Fuel Vehicle (AFV) Incentive Program	Alt Modes – <b>Alt Fuel</b>	The Alternative Fuel Vehicle (AFV) Incentive Program to provide buy-down incentive for alternative fuel vehicles. Available to Vacaville, Dixon, Rio Vista and eastern County residents.	Existing Program
09CTP 210	STA	Solano Bike and Ped Wayfinding Signage	Alt Modes – <b>Bike/Ped</b>	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<b><i>Permitted and Ready to Construct</i></b>

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 229	STA	Safe Routes to School Projects and Programs	Alt Modes – <b>Bike/Ped</b>	Identify, design and construct individual projects per the STA’s Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
09CTP 900	STA	Safe Routes to Transit Plan	Alt Modes – <b>Bike/Ped</b>	Conduct a study and develop a Solano Safe Routes to Transit Plan. Develop and implement a subsequent Safe Routes to Transit Program.	Planned
09CTP 232	STA	Solano Bicycle Master Plan Projects	Alt Modes – <b>Bike/Ped</b>	Construct priority projects identified in the Solano Bicycle Master Plan	Planned
09CTP 233	STA	Solano Pedestrian Master Plan Projects	Alt Modes – <b>Bike/Ped</b>	Construct priority projects identified in the Solano Pedestrian Master Plan	Planned
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Alt Modes – <b>Bike/Ped</b>	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned
09CTP 012	Benicia	First Street Streetscape Project	Alt Modes – <b>Bike/Ped</b>	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Alt Modes – <b>Bike/Ped</b>	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Planned
09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Alt Modes – <b>Bike/Ped</b>	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing	Alt Modes – <b>Bike/Ped</b>	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	<b><u>Under Construction</u></b>

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – <b>Bike/Ped</b>	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center. Tunnel under-crossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station. <b>This is a Transit Facility of Regional Significance.</b>	Preliminary Design
09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – <b>Bike/Ped</b>	Construct new pedestrian path and grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City Limits to Suisun City city limits.	Planned
09CTP 184	Fairfield	Linear Park Path	Alt Modes – <b>Bike/Ped</b>	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
09CTP 187	Fairfield	Laurel & Ledgewood Creek Bike Paths	Alt Modes – <b>Bike/Ped</b>	Extension of the Ledgewood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned
09CTP 204	Rio Vista	Sacramento River Waterfront	Alt Modes – <b>Bike/Ped</b>	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
09CTP 205	Rio Vista	Citywide Trail System	Alt Modes – <b>Bike/Ped</b>	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossings	Alt Modes – <b>Bike/Ped</b>	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. <b>SR 12 is a Route of Regional Significance.</b>	Planned
09CTP 055	Solano County	Old Town Cordelia	Alt Modes – <b>Bike/Ped</b>	Construct pedestrian facilities and enhancements in the Old Town Cordelia area. <b>This is a Route of Regional Significance.</b>	<i>Permitted and Ready to Construct</i>
09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Alt Modes – <b>Bike/Ped</b>	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Alt Modes – <b>Bike/Ped</b>	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed. This project was also submitted by the City of Dixon.	Planned
09CTP 057	Solano County	Green Valley	Alt Modes – <b>Bike/Ped</b>	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project	Alt Modes – <b>Bike/Ped</b>	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Planned
09CTP 053	Suisun City	Grizzly Island Trail	Alt Modes – <b>Bike/Ped</b>	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design

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09CTP 066	Suisun City	Petersen Road Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – <b>Bike/Ped</b>	Construct general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, new additional bicycle lockers, corridor signage, traffic modifications, & rider experience improvements. Develop a station master plan consistent with the City's planned PDA for the area. <b>This is a Transit Facility of Regional Significance.</b>	Planned
09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – <b>Bike/Ped</b>	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to Suisun City city limits. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned
09CTP 065	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path	Alt Modes – <b>Bike/Ped</b>	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u><b>Under Construction</b></u>
09CTP 109	Vacaville	Ulati Creek Bike Facilites	Alt Modes – <b>Bike/Ped</b>	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulati Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 110	Vacaville	Alamo Creek Bike Facilites	Alt Modes – <b>Bike/Ped</b>	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 111	Vacaville	Elmira Road Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
09CTP 137	Vallejo	Bay Trail Completion	Alt Modes – <b>Bike/Ped</b>	Complete segments of the Bay Trail.	Planned
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Alt Modes – <b>Bike/Ped</b>	Replace existing structure	Planned
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Alt Modes – <b>Bike/Ped</b>	Construct a bike/ped path along Broadway.	Planned
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Alt Modes – <b>Bike/Ped</b>	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Alt Modes – <b>Bike/Ped</b>	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.	Study

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09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield, the County of Solano, the City of Suisun City, and the City of Vacaville.	Preliminary Design
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - <b>Arterial</b>	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Rio Vista.	Planned
09CTP 178	STA	Streets and Roads Rehabilitation	Arterials, Highways and Freeways - <b>Arterial</b>	Provide adequate funding to maintain local streets and roads at an acceptable Pavement Condition Index.	Planned Program
09CTP 231	STA	Complete Streets	Arterials, Highways and Freeways - <b>Arterial</b>	Implement MTC's Complete Streets program on projects receiving STA funding.	Planned Program

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09CTP 032	STA	North Connector	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is currently unfunded. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield and the County of Solano.	<b><u>Under Construction</u></b>
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 007	Benicia	I-680/Bayshore/Industrial Interchange Connections	Arterials, Highways and Freeways - <b>Arterial</b>	Install traffic signals and related traffic control and circulation improvements. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 008	Benicia	I-780/Southhampton/West 7th Interchange Ramps	Arterials, Highways and Freeways - <b>Arterial</b>	Upgrade ramps to meet current standards. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - <b>Arterial</b>	Upgrade ramps to meet current standards. <b>This is a Route of Regional Significance.</b>	Planned

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09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. <b>This is a Route of Regional Significance.</b>	Designed
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 222	Dixon	Pedrick Road Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 185	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - <b>Arterial</b>	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. <b>This is a Route of Regional Significance.</b> <u>See Project 09CTP 185</u>	Preliminary Design
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. <b>This is a Route of Regional Significance.</b>	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a new interchange linking the North Connector, Red Top Road and SR 12. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - <b>Arterial</b>	Widen from 2-lanes to 4-lanes <b>This is a Route of Regional Significance.</b>	Planned
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - <b>Arterial</b>	Widen from 2-lanes to 4-lanes. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 169	Fairfield	Improve I-80/N. Texas St. Interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Construct interchange improvements. This project is a City of Fairfield project. <b>This is a Route of Regional Significance.</b> <i>Completion Scheduled for 2010.</i>	<b><u>Under Construction</u></b>

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09CTP 173	Fairfield	Manuel Campos Pkwy from I-80 to Dover Ave.	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 4-lane arterial to close gap in Manuel Campos Parkway. <b>This is a Route of Regional Significance.</b> <i>Completion scheduled for 2009/2010</i>	<b><u>Under Construction</u></b>
09CTP 199	Rio Vista	SR 12/Church Road and Amerada Intersections	Arterials, Highways and Freeways - <b>Arterial</b>	Improve the SR 12 and Church Road intersection. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection. A PSR is being prepared for the project. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 038	Solano County	McGary Road	Arterials, Highways and Freeways - <b>Arterial</b>	Reconstruct McGary Road, including a Class II Bike Lane, from Red Top Road to Lynch Canyon in order to open it to through traffic and enhance the existing roadway. Construction is scheduled for Spring of 2010. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield.	<b><i>Permitted and Ready to Construct</i></b>
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Arterials, Highways and Freeways - <b>Arterial</b>	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Existing Program
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - <b>Arterial</b>	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. <b>This is a Route of Regional Significance.</b> <u>See Projects 09CTP 148 and 09CTP 146 (Vallejo)</u>	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - <b>Arterial</b>	Construct improvements to Petersen Road, Canon Road, and North Gate Road. <b>This is a Route of Regional Significance.</b>	Preliminary Design

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09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - <b>Arterial</b>	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road, Suisun Valley Road, Lewis Road, Fry Road, Meridian Road and McCory Road. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - <b>Arterial</b>	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Arterials, Highways and Freeways - <b>Arterial</b>	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Planned Program
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - <b>Arterial</b>	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. <b>This is a Route of Regional Significance.</b>	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. <b>This is a Route of Regional Significance.</b>	Planned

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09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - <b>Arterial</b>	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - <b>Arterial</b>	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Arterials, Highways and Freeways - <b>Arterial</b>	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - <b>Arterial</b>	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 078	Vacaville	I-80 WB/Alamo Dr.- Merchant St On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Extend WB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned

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09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Extend WB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - <b>Arterial</b>	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - <b>Arterial</b>	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 113	Vallejo	Improve I-80/ American Canyon Rd. interchange including park & ride lot	Arterials, Highways and Freeways - <b>Arterial</b>	Construct interchange improvements, including ramp roundabouts. Examine potential of construction formal Park and Ride lot to replace casual lot currently in use.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - <b>Arterial</b>	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are <b>Routes of Regional Significance</b> .	Planned
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - <b>Arterial</b>	Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 138	Vallejo	I-80/Turner Overcrossing	Arterials, Highways and Freeways - <b>Arterial</b>	Add additional east-west connection to local streets; may provide bike/ped access across I-80.	Planned
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - <b>Arterial</b>	Replace existing causeway bridge. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - <b>Arterial</b>	Improve on/off ramp circulation to SR 37. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 030	STA	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - <b>Highway</b>	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield, the County of Solano, and the City of Suisun City.	<i>Permitted and Ready to Construct</i>
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - <b>Highway</b>	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield, the City of Rio Vista, the County of Solano, and the City of Suisun City.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - <b>Highway</b>	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Arterials, Highways and Freeways - <b>Highway</b>	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. <b>This is a Route of Regional Significance.</b> <i>This project is an option identified in the SR 113 MIS.</i>	Study
09CTP 999	Rio Vista	SR 12 from I-80 to Rio Vista	Arterials, Highways and Freeways - <b>Highway</b>	Implement SR 12 Major Investment Study. This study was completed in 2001. STA and other regional agencies are working to develop an I-80 to I-5 SR 12 MIS. <b>This is a Route of Regional Significance.</b>	Complete

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 900	Rio Vista	Rio Vista Bridge across the Sacramento River	Arterials, Highways and Freeways - <b>Highway</b>	Conduct a study of options for existing bridge, including rebuilding in place or relocating the bridge and connecting roadways. This study is underway and will be completed in the spring of 2010. <b>This is a Route of Regional Significance.</b>	Study
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - <b>Highway</b>	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - <b>Highway</b>	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. <b>This is a Route of Regional Significance.</b> Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - <b>Highway</b>	Pedestrian and landscaping improvements. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 234	STA	I-80 EB Cordelia Truck Scales Relocation	Arterials, Highways and Freeways - <b>Freeway</b>	Construct new truck scales approximately ½ mile east of current location on I-80 EB, with braided ramps between I-80 and SR 12 East. Construction to start in FY 2011-12. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield.	Designed
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Benicia, the City of Fairfield, the County of Solano, and the City of Suisun City.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - <b>Freeway</b>	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 016	STA	Countywide Gateways	Arterials, Highways and Freeways - <b>Freeway</b>	Develop gateway landscape and hardscape treatments for locations identified in the Solano Highway Improvement Program (SOHIP).	Planned
09CTP 093	STA	I-80 and I-680 ITS	Arterials, Highways and Freeways - <b>Freeway</b>	Install and activate Intelligent Transportation System (ITS) elements, including ramp metering, along I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . <b>This is a Route of Regional Significance.</b>	Planned
09CTP 101	STA	I-80 Auxiliary Lanes	Arterials, Highways and Freeways - <b>Freeway</b>	Construct Auxiliary Lanes on I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This project was also submitted by the City of Vallejo. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - <b>Freeway</b>	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Fairfield, the County of Solano, the City of Vacaville and the City of Vallejo.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 237	STA	I-80 and I-680 Express Lanes	Arterials, Highways and Freeways - <b>Freeway</b>	Convert existing and planned HOV lanes to Express (aka HOT) Lanes; operate as a part of regional Express Lane network. <b>This is a Route of Regional Significance.</b> This project was also submitted by the City of Benicia.	Planned
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - <b>Freeway</b>	Construct an HOV lane in the northbound direction of I-680 per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - <b>Freeway</b>	Construct an eastbound auxiliary lane per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Construct overcrossing and ramp improvements. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 213	Dixon	I-80/SR 113 Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Construct overcrossing and ramp improvements. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Construct overcrossing and ramp improvements. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 215	Dixon	I-80/West A St. Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Construct overcrossing and ramp improvements. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. <b>This is a Route of Regional Significance.</b>	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - <b>Freeway</b>	Construct mixed-flow lane in each direction. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Arterials, Highways and Freeways - <b>Freeway</b>	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 025	Solano County	Improve the surface condition of areas with deficient pavement on I-80	Arterials, Highways and Freeways - <b>Freeway</b>	Pavement conditions on sections of I-80 need significant rehabilitation. Construction complete on some segments. Other segments are planned. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - <b>Freeway</b>	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - <b>Freeway</b>	Improve traffic flow and safety through Vallejo, including consolidating ramps. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - <b>Freeway</b>	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - <b>Freeway</b>	Improve on/off ramp circulation from I-80. <b>This is a Route of Regional Significance.</b>	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - <b>Freeway</b>	Increase capacity of roadway segment. <b>This is a Route of Regional Significance.</b>	Planned
09CTP 197	STA	Countywide Climate Strategy	All	Solano Climate Change Strategy. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	

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DATE: September 1, 2011  
TO: STA Board Transit Committee  
FROM: Liz Niedziela, Transit Manager/Analyst  
SUBJECT: Solano Transportation Study for Seniors and People with Disabilities

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**Background:**

Last fall, the STA retained Nelson/Nygaard to prepare the first update of the Solano Transportation Study for Seniors and People with Disabilities. Nelson/Nygaard worked in partnership with local consultant Rochelle Sherlock. This study is a long-range planning document that has been prepared to identify the near and long-term transportation needs and the potential strategies to address the needs of seniors and people with disabilities in Solano County. The first Transportation Study for Seniors and People with Disabilities was completed in 2004 as an adjunct study to the original Comprehensive Transportation Plan (CTP). The CTP is in the process of being updated and mobility for seniors and people with disabilities remains a key concern that will need to be addressed in the future.

Over the past year, staff has brought the Solano Seniors and People with Disabilities Transportation Advisory Committee regular updates of the on-going study which is now nearing completion - most recently at their June 16 meeting. The STA's Paratransit Coordinating Committee (PCC) has also been involved with the development of the study as well as the STA's Transit Consortium and the Solano's Senior Coalition. Before the report is finalized, the document is being presented to the Board's Transit Committee.

**Discussion:**

Solano County's population of seniors (65 and older) is projected to double in the next 25 years. In 2010, Solano's 55,600 seniors represented over 10% of Solano's population. In 2035, 22% of Solano's population is projected to be seniors and half of these 110,000 seniors will be over 75 years old. As individuals age, a significant number restrict their driving in all or part. Many will also be disabled by the Americans for Disabilities Act (ADA) definition and unable to use fixed-route public transit. Two-thirds of individuals certified as ADA eligible in Solano County are 65 or older. Like many other counties, a range of strategies will be needed to sustain mobility to Solano's increasing aging population.

To identify the characteristics of Solano's senior and disabled population and their needs, this study included a large amount of public outreach. Twenty-five (25) focus groups were held throughout the county and nearly 1,000 surveys were received. The results are presented in full in the report (enclosed) and summarized in the report's Executive Summary (Attachment A).

The report includes the following chapters:

Executive Summary	Relevant Studies and Reports
Introductions	Community Outreach
Community Demographics	Mobility Strategies
Existing Transportation Service Inventory	Implementation Plan

Of particular interest may be the final two chapters of the study (Mobility Strategies and Implementation Plan) which are likely to guide funding decisions in the future. Highlights of the key findings are outlined on Attachment B and will be presented at the Committee meeting.

At the June 16, 2011 Solano Seniors and People with Disabilities Transportation Advisory Committee meeting, a complete draft of the updated Solano Transportation Study for Seniors and People with Disabilities was presented for discussion. The Advisory Committee was encouraged to review the document both before and following the meeting. Comments are still in the process of being received; an update of the comments will be provided at the Transit Committee.

**Recommendation:**

Informational.

Attachments:

- A. Executive Summary
- B. Study Highlights
- C. Solano Transportation Study for Seniors and People with Disabilities (enclosure)  
(This attachment has been provided to the voting members under separate enclosure. To obtain a copy, you may contact STA at (707) 424-6075.)

**Solano Transportation Study for Seniors & People with Disabilities**

SOLANO TRANSPORTATION AUTHORITY

## Executive Summary

The Solano County Transportation Authority (STA) wishes to address the mobility needs of the rapidly growing senior and disabled population in the County. In 2004, Solano County undertook a study of elderly and disabled residents in order to plan transportation systems to meet the needs of these populations. This study is an update to the previous 2004 study, and presents Nelson\Nygaard's analysis of the transportation barriers faced by these communities and provides strategies for addressing these barriers. The report is organized as follows:

- Review of the 2004 recommendations and steps made toward implementation
- Demographic trends of seniors and people with disabilities
- Transportation resources currently available
- A review of findings from recent relevant studies
- Community perspectives on transportation gaps
- Potential strategies to address these gaps
- Implementation Plan (10-Year and 25-Year Plans)

In summary, the findings indicate that the current population of Solano County is almost identical to that of California overall in terms of proportion of seniors (11%). As with population trends nationwide, Solano's senior population is projected to increase dramatically in the near future, with the number of residents over 65 nearly doubling by 2035.

The preferred mode of transportation in Solano County is the private automobile. Seniors would like to continue to drive as long as possible, but begin to self-limit driving to daylight hours and familiar roads. Over time, the proportion of seniors with driver's licenses drops significantly as people age; in 2000 only 50% of men over 85 years of age in the County and 21% of women in this age group held driver's licenses, compared to 80% to 90% in the younger age cohorts. In addition, while the median household income in Solano County is just over \$70,000, among seniors, the median income was \$45,000. Given the significant auto dependence in the largely low density areas of Solano County, and the relative lack of resources for this age group, these statistics indicate a substantial lack of mobility among the older population. This is also true of people with disabilities and others who are dependent on the transit network or family and friends to get around in the County.

During late 2010 and early 2011, the team engaged in a significant public outreach effort. Activities included meeting with five advisory committees, distribution and collection of surveys, conducting 25 focus groups, and interviewing stakeholders. Through these efforts, the team met with almost 700 individuals and received close to 1000 surveys from meeting attendees and other Solano residents. Residents indicated that their preferred mode of travel was to drive themselves, with the second most-often used mode being to get a ride from someone else. Consistent with this, most seniors expect to use family and friends as their main mode of transportation once they lose their license, while acknowledging that their friends are aging as they do. Responses to surveys varied by city, reflecting differences in the availability of senior housing, income levels, and levels of transit available.

**Solano Transportation Study for Seniors & People with Disabilities**

SOLANO TRANSPORTATION AUTHORITY

In order to develop a range of service improvements to address the mobility gaps identified in the transportation inventory and the outreach effort, the project team collaborated with STA staff, In-Home Supportive Services Advisory Committee, the Senior Coalition of Solano, the Solano Transportation Advisory Committee for Seniors and People with Disabilities, the Solano Paratransit Coordinating Council, and the Vacaville ADA Advisory Committee. These are presented in the Mobility Strategies chapter as short-, medium- and long-term strategies. The Implementation Plan includes the ten and twenty-five year estimated costs associated with each of these strategies.

The recommendations (with the ten year cost in parenthesis) are shown in the table below.

**Short-Term Strategies**

Provide on-demand intercity service for non-ambulatory riders.	\$200,000 to \$1m, depending on options
Develop a consistent countywide ADA paratransit eligibility process	Net savings. Program costs: \$250,000 - \$500,000
Develop a comprehensive program of transit training for seniors and people with disabilities	Net Savings. Program costs: \$200,000 - \$500,000
Identify and support sponsors for older driver safety and mobility workshops	\$60,000 - \$80,000
Develop consistent county-wide bus driver training	\$40,000 to \$60,000
Encourage more home deliveries by grocery stores and pharmacies	\$40,000 to \$100,000 for research, marketing, outreach
Partner with dialysis and medical clinics to coordinate appointments and clinic hours with transit schedule	\$20,000 - \$30,000
Promote the creation and use of small private specialized transportation services	>\$10,000
Inventory sidewalks and street crossings, and systematically improve the walking/rolling environment with a focus on seniors and people with disabilities (short- to long-term)	Costs vary dramatically based on scope of improvements and current plans for improvement

**Medium-Term Strategies**

Safe and convenient access to transit for seniors and people with disabilities	Wide range of costs
Expand span of weekday service hours to early morning and evening	\$3.4m
Increase weekday frequency to 30 minutes where it is currently 60 minutes or more	\$23m
Designate paratransit waiting areas at dialysis clinics and other medical facilities	\$50,000
Work with hospitals and dialysis clinics to provide taxi vouchers	\$10,000 to \$20,000
Improve safety, comfort, and usability at bus stops	Varies
Expand awareness and reach of Volunteer Driver Programs	\$500k - \$600k
Establish a Mobility Management Program	Costs vary dramatically depending on scope

**Solano Transportation Study for Seniors & People with Disabilities**

SOLANO TRANSPORTATION AUTHORITY

**Long-Term Strategies**

Increase frequency of Saturday service	\$2.3m
Add Sunday service where not currently available	\$4.6m

Potentially significant savings may also be realized from some of the measures, and some strategies can reasonably be assumed to provide a net reduction in cost as well. These have not been quantified in this study due to the tremendous range in scope of these strategies and the effects on cost from utilizing volunteers, private partnerships, and other non-STA resources.

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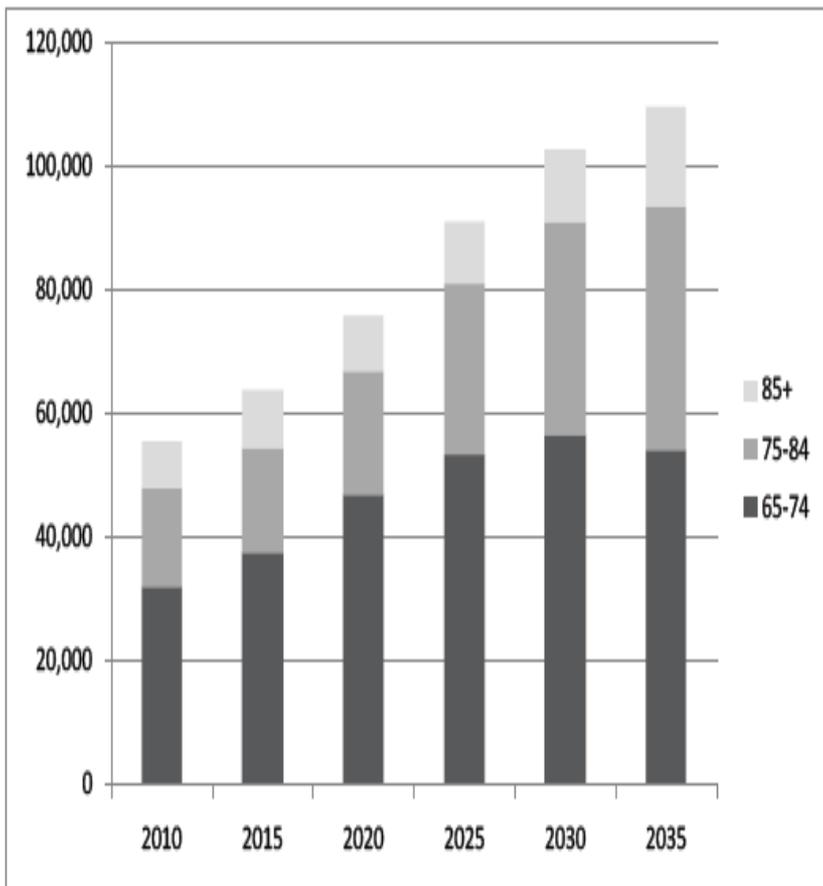


# Solano Transportation Plan for Seniors and People with Disabilities - Highlights

*June 27, 2011*

*Presented by Elizabeth Richards*

# Growth in Solano County's Older Population – 65 and older (2010-2035)



Source: Association of Bay Area Governments, Projections, 2009

Figure 2-1 Population of Solano County and Cities by Senior Age Brackets

	Population	Male	Female	50 to 64	65 to 79	Over 80	Percent of Solano pop.	Percent over 65
California	36,308,527	18,158,626	18,149,901	16.4%	7.7%	3.2%		10.9%
Solano County	406,461	204,517	201,944	17.9%	7.8%	3.1%		10.9%
<i>Cities in Solano</i>								
Benicia	26,178	12,938	13,240	25.6%	8.9%	3.5%	6.4%	12.4%
Dixon	17,341	9,005	8,336	13.8%	6.7%	2.7%	4.3%	9.4%
Fairfield	103,305	51,114	52,191	15.0%	6.2%	2.7%	25.4%	8.9%
Rio Vista	7,460	3,506	3,954	20.2%	27.8%	5.5%	1.8%	33.3%
Suisun City	26,737	13,635	13,102	17.5%	5.5%	1.7%	6.6%	7.2%
Vacaville	91,828	49,300	42,528	16.9%	6.9%	2.9%	22.6%	9.8%
Vallejo	115,073	55,945	59,128	18.9%	8.4%	3.7%	28.3%	12.1%
Other Solano County	18,539	9,074	9,465				4.6%	

Source: U.S. Census, 2005-2009 American Community Survey 5-Year Estimates

# Solano Transportation Plan for Seniors and People with Disabilities

## Overview of Purpose and Process

- Long-range plan
- Identify existing and projected needs
- Identify existing and projected mobility services
- Public Outreach: 25 focus groups, advisory boards, ~1000 surveys
- Catalog needs emerging from outreach
- Identify and prioritize strategies
- Develop implementation plan



# Public Involvement and Outreach Highlights

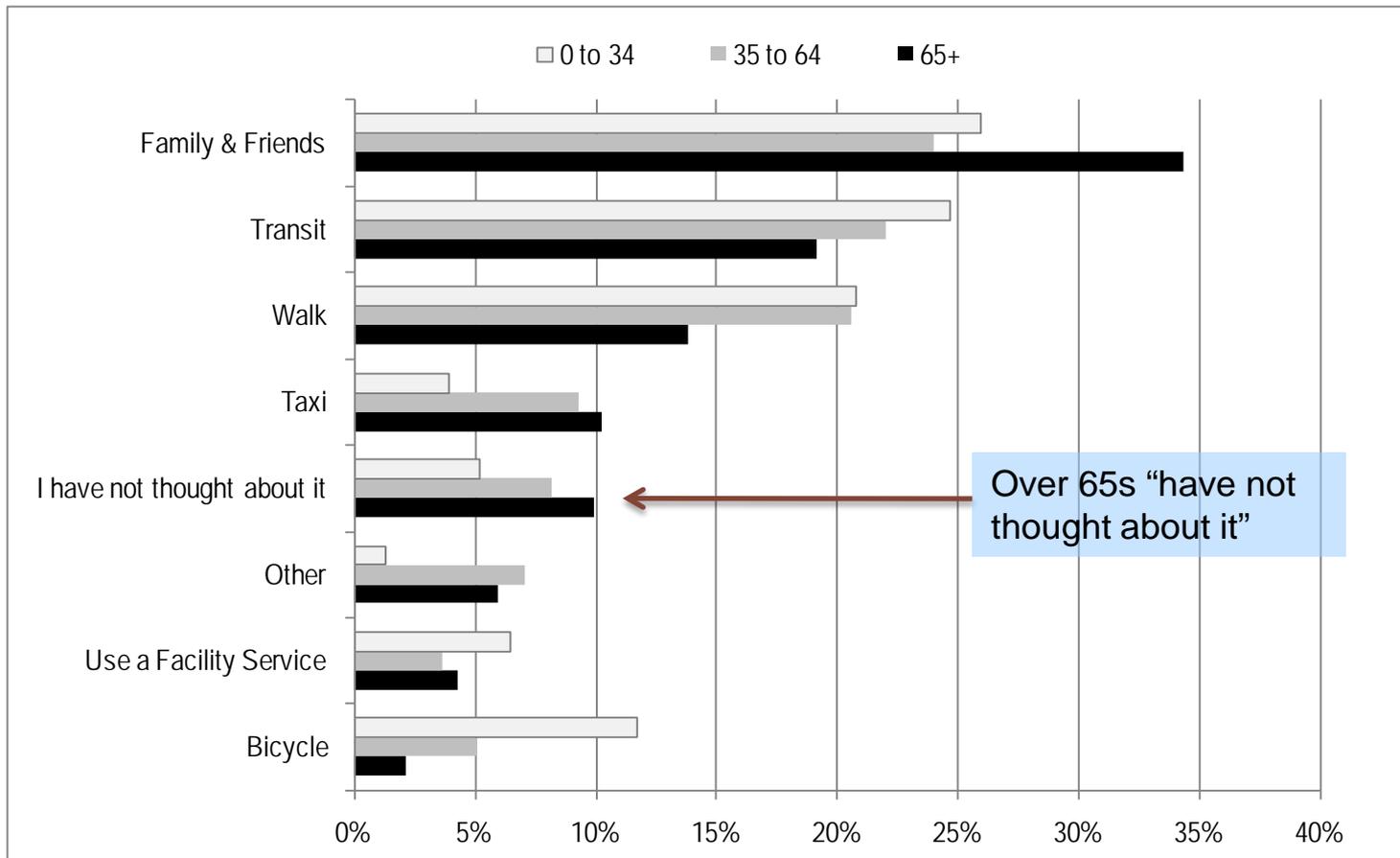
# Outreach Findings – Current Conditions

- Solano County is auto-oriented
- Top three ways of getting around Solano County\*:
  - Drive myself – 65%
  - Get a ride from someone else – 44%
  - Walk – 35%
- Overall, 75% of those surveyed have a drivers' license
- Older drivers limit themselves by
  - Driving only in the daytime
  - Staying close to home
  - Not driving on the freeways

\* Each respondent indicated their top three modes, so percentages exceed 100%

# Outreach Findings- Future Plans

- Majority plan to rely on friends and family to get around

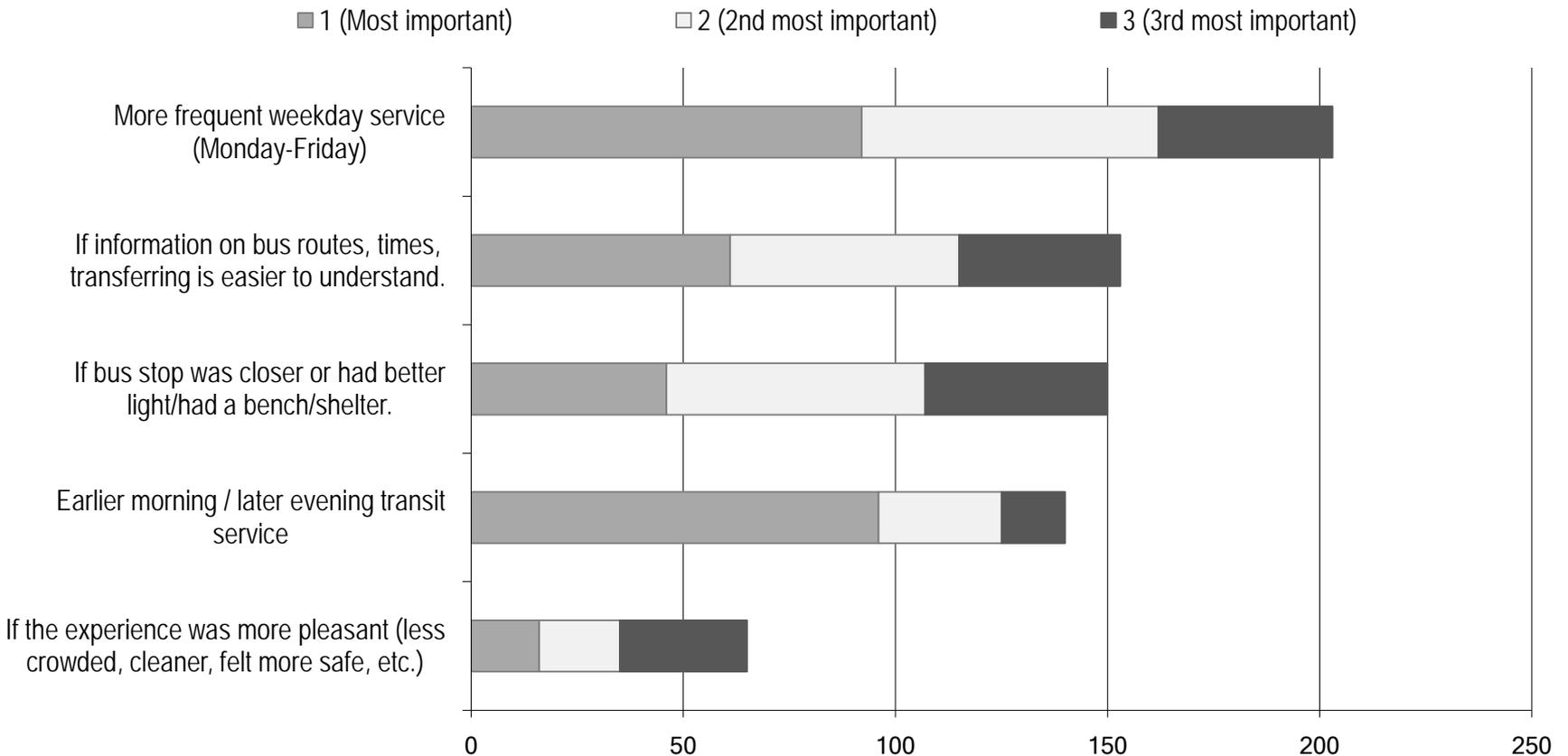


# Outreach Findings

- Favored transportation improvements *other* than transit:
  - Medical /special event shuttles for seniors and people with disabilities
  - Pedestrian improvements (safer crossings, more/wider sidewalks, resting locations)
  - More information on how to use services
  - Reduced speed limits
  - More wheelchair-accessible taxis

# Outreach Findings

- Transit service changes that would cause them to ride more often:





# Strategies & Implementation Plan

# Prioritization of Strategies

- Criteria
  - Financial
  - Implementation
  - Transportation Benefits
  - Community
- Short-term (up to 3 years), medium-term (3-6 years), and long term (6 years or longer)

# Short-term

## ■ Information & Training

- Develop a comprehensive program of travel training for seniors and people with disabilities
- Identify and support sponsors for older driver safety and mobility workshops

## ■ Fixed-Route

- Develop consistent county-wide bus driver training

## ■ Paratransit

- Provide on-demand intercity service for non-ambulatory riders
- Develop a consistent countywide ADA paratransit eligibility process

# Short-term

## ■ Partnerships

- Partner with dialysis and medical clinics to coordinate appointments and clinic hours with transit schedule.
- Promote the creation and use of small private specialized transportation services
- Promote delivery from grocery stores and pharmacies

## ■ Capital Improvements (short- to long-term)

- Inventory and systematically improve the walking environment with a focus on seniors and people with disabilities

# Medium-term

## ■ Fixed-Route

- Safe and convenient access to transit for seniors and people with disabilities
- Expand span of weekday service hours to early morning and evenings
- Increase weekday frequency to 30 minutes where it is currently 60 minutes or more

## ■ Partnerships

- Designate paratransit waiting areas at dialysis clinics and other medical facilities
- Work with hospitals and dialysis clinics to provide taxi vouchers

## Medium-term

- **Capital Improvements**
  - Improve safety, comfort, and usability at bus stops
- **Other**
  - Expand awareness and reach of volunteer driver programs
  - Establish a Mobility Management Program

## Long-term

- **Transit Service Improvements**
  - Increase frequency of Saturday service
  - Add Sunday service where not currently available

# Limited near term opportunities for funding

- County TDA
- STAF/Regional Paratransit



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DATE: September 8, 2011  
TO: STA Board Transit Committee  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Solano County Transit (SolTrans) Update

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**Discussion/Background:**

After several years of study, in June 2009 the STA Board concluded Phase II of the Transit Consolidation Study by approving several recommendations. These included:

1. Option 1: Consolidation of Benicia and Vallejo transit services;
2. Option 4c: Decentralize intercity paratransit service to local transit operators and continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board; and
3. Direct STA staff to work with the affected local transit staff to develop Implementation Plans for Option 1 and Option 4c;

The immediate priority following that action was Option 1: the consolidation of Benicia and Vallejo Transit services. With the approval of a Solano County Transit (SolTrans) Joint Powers Agreement (JPA), a Transition Plan and a new JPA Board formed, the first meeting was held in December 2010 completing the first critical steps of consolidation.

At its initial Board meeting in December 2010, the SolTrans Board approved retaining a Transition Team, rather than an Interim Executive Director, to implement the SolTrans Transition Plan. The Transition Team consisted of the individuals who had been involved to date – both consultants and staff from STA, Benicia, and Vallejo. One of the Transition Team tasks was to administer contracts on behalf of SolTrans until the organization had the financial and organizational capability to do so. In addition, STA was tasked with providing management, grants, administration, financial and legal services during the transition. These services have been, and will continue to be, funded with State Transit Assistance Funds (STAF) which had been previously approved by the STA Board to help SolTrans with transitional costs pertaining to its formation over a 9-12 month timeframe. Since December, the Transition Team worked toward a July 1<sup>st</sup> consolidation of administration and service.

As of July 1<sup>st</sup>, Benicia and Vallejo transit service operator contracts were consolidated for a savings of over \$1 million/year and operations were consolidated to one location. An Interim Executive Director, Jim McElroy, will lead SolTrans in its first fiscal year of operation. Jim McElroy and the rest of the SolTrans staff are located in the new Vallejo Transit Center administration building. Staff includes two staff from Vallejo Transit, two temps (one providing operations management support and the other administrative support) and an Interim Finance

Officer. Financial accounting and benefits management service for SolTrans was put out to bid in the Spring 2011 and the City of Vacaville is delivering those services. Also in the spring, consultant services were secured to develop a new logo and branding of SolTrans. At the July SolTrans Board meeting, a logo was selected (Attachment A). The next step will be to use the logo to brand the SolTrans organization and assets which will be the more public unveiling of SolTrans. The first SolTrans Short Range Transit Plan (SRTP) has been initiated. A great deal has been accomplished to start up SolTrans as an organization as of July 1<sup>st</sup>, though there remain several outstanding transitional tasks including the transfer of assets, grants, and contracts. To guide this, an Interim Transfer of Transit Operations Agreement has been entered into by SolTrans and the Cities of Benicia and Vallejo. Further highlights of the status of SolTrans can be found on Attachment B.

The STA's Board recommendation concerning Option 4c (continue study of consolidation of interregional Solano transit services under one operator to be selected by the STA Board) has not been actively pursued in the interest of focusing resources on implementing Option 1. Furthering assisting SolTrans start up and establish a solid working foundation is projected to be necessary at least through the first half of Fiscal Year (FY) 2011-12. By the end of the fiscal year, study of Option 4c will begin.

**Recommendation:**

Informational.

Attachments:

- A. SolTrans Logo
- B. July 2011 SolTrans Status (updated 7/29/11)



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**THE**  
**Garage**  
**DESIGN**  
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## A. WORK THIS MONTH

### SolTrans Logo, Branding, and Marketing Consultant Contract

The Board Marketing Subcommittee recommended a logo to the SolTrans Board at its July Board meeting and it was approved. The consultant will use the approved logo to design the branding of the organization administratively and operationally through various mediums as well as prepare an implementation plan and budget.

### Short Range Transit Plan (SRTP) Status

SolTrans staff is working on the first SolTrans SRTP. The SolTrans Board will hold a workshop in August to discuss SRTP goals and strategies. The SRTP is a 10-year planning document addressing operational, capital and financial issues.

### SolTrans Budget

The FY12 operations budget was approved at the May 2011 SolTrans Board meeting. A five-year status quo financial projection of operations (revenues and expenses) were presented at the July Board meeting and will be discussed further at the August Board workshop.

### MTC Meeting

SolTrans Board Member and MTC Commissioner Jim Spering and STA's Daryl Halls are anticipating another meeting with MTC management staff to discuss potential funding to help cover one-time transitional (start-up) costs for SolTrans.

### Financial Services/Human Resources Services Status

A contract with the City of Vacaville and STA on behalf of SolTrans was executed in FY2010-11. The SolTrans budget has been entered into an accounting system. A bank account has been opened and deposits received. The first AP (accounts payable) transactions were scheduled by the end of July.

### Securing SolTrans FTA Grantee Status

Final and formal grantee status from FTA is anticipated in the near future. According to FTA, staff does not anticipate any objection to approval.

### Recruitment Subcommittee Activity

The PERS packet to initiate the establishment of a PERS program for SolTrans will be submitted the week of July 18<sup>th</sup>. Health program options are also under review and assessment through a broker. The Benefits and Salary Subcommittee met in late July to finalize issues.

Coordinating with Vallejo and Benicia

Both the City of Vallejo and the City of Benicia have entered into an Interim Transfer of Transit Operations agreements with SolTrans.

Staffing

The appointment of Jim McElroy to the Interim Executive Director position began the week of June 27. Temporary employee, Suzanne Fredriksen, filled the administrative assistant slot effective July 14<sup>th</sup>. Suzanne brings successful experience working within the STA office. Efforts to address the remaining unfilled positions and or functions on an interim basis are on-going.

Interim Chief Financial Officer

Director McElroy has selected Nancy Whelan as the Interim Chief Financial Officer (CFO), focusing on accountability, financial structure, and a timely year-end financial close.

The July 21st SolTrans Board meeting agenda included:

- Action on SolTrans Marketing Subcommittee’s recommendation for SolTrans logo and brand.
- Action on operations insurance (authorization for applications)
- Action on authorizations for service contracts (RFPs)
- Status report on Short Range Transit Plan (SRTP)
- Presentation of five-year financial projections

**B. ITEMS CURRENTLY SCHEDULED FOR August SolTrans BOARD**

- A workshop focusing on the purpose and goals of the SRTP will be held in lieu of the scheduled August 18 Board meeting.

**C. STANDING CRITICAL TRANSITION PLAN GOALS**

<b>July through December 2011</b>
<ol style="list-style-type: none"><li>1. Complete transfer of grants/ agreements/contracts/liability policies and operating assets</li><li>2. Complete transfer of assets</li><li>3. Complete SRTP by December</li><li>4. Complete PERS actuarial process</li><li>5. Begin selection process of permanent CEO</li><li>6. Transfer and/ or begin process to hire staff (4.5 FTE)</li></ol>



DATE: September 1, 2011  
TO: STA Board Transit Committee  
FROM: Robert Guerrero, Senior Planner  
RE: Solano County Alternative Fuels and Infrastructure Plan

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**Background:**

The 2006 California Global Warming Solutions Act- Assembly Bill 32 (AB 32) requires emission reductions to the 1990 levels by 2020. The regional transportation and planning agencies are working with the nine Bay Area counties to comply with AB 32.

The Solano Transportation Authority (STA) has strategies in place that provide transportation options that reduce vehicle emissions in Solano County. These include investments in Transit Oriented Development, bicycle and pedestrian facilities, transit, and vanpool and rideshare incentives. The STA is also the lead agency in programming clean air funds through the Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) Program Manager Funds. In addition, the STA partners with the Yolo Solano Air Quality Management District (YSAQMD) in programming Clean Air grant funding. Both fund programs are focused on reducing motor vehicle air emissions through vehicle replacements, educational incentives, transit service and engine retrofits.

The STA has another opportunity to reduce harmful motor vehicle air emissions by coordinating with local agencies to develop a comprehensive countywide alternative fuels strategy. The strategy will encourage the use of alternative fuels for transit and city vehicle fleets as well as the public. An alternative fuel can be defined as any fuel used in place of gasoline or diesel fuel. The fuels and technologies that are either in use in Solano County or are being considered for use by the local air districts include: biodiesel, electricity, fuel cells, hybrid electric, liquefied and compressed natural gas (L/CNG), low sulfur (clean) diesel, propane (LPG), and methanol.

The idea of encouraging alternative fuel use is not new to Solano County, as demonstrated by past efforts by individual agencies. The City of Vacaville is renowned for its electric vehicle incentive programs. Other cities converted some of their fleet vehicles and buses to compressed natural gas or electric hybrid vehicles. Between 2000-2005, the STA provided clean air funds to the cities and the County of Solano to create a network of electric charging stations throughout the county. Many of the stations still exist; however, use has declined as electric vehicle purchasing and leasing options became more restricted.

These past efforts to encourage alternative fuel uses were done relatively independent of each other. There are opportunities for a strategic alternative fuels implementation plan, particularly for transit, in order to provide a unifying approach to alternative fuel vehicles and infrastructure acquisition. The STA's Transit Fleet Plan highlights the need for more than half of the total bus fleet in Solano County to be replaced in the next eight years.

**Discussion:**

STA staff is recommending the development of an Alternative Fuels and Infrastructure Plan for Solano County. STA staff is proposes that the plan include the following draft scope:

- Vision for Solano County: Alternative Fuel Purpose Statement, Goals and Policies
- Definition of Alternative Fuels for Solano County
- Report on California Air Resource Board (CARB) vehicle emission mandates and regulations (including monitoring requirements)
- Solano County inventory of alternative fuel vehicles and existing infrastructure
- Opportunities for public and private partnership
- Implementation Strategies: 5 year; 10 year, 25 year capital improvement plan
- Report on available funding programs

In July 2011, STA staff conducted a series of individual meetings with city and county public works, transit and fleet manager staff to discuss the scope. Participants were interested and it was clear that there was support to develop a Countywide Alternative Fuels and Infrastructure Plan at staff level. Participants at these meetings have reviewed and supported the draft scope. STA staff proposes to obtain consultant services to assist in developing the plan and to invite the staff participants to continue helping to develop the plan through a technical working group.

This item was reviewed and recommended for approval to the STA Board by the STA Technical Advisory Committee at their August 31, 2011 meeting.

**Fiscal Impact:**

STA staff proposed to budget \$75,000 in State Transit Assistance Funds (STAF) funds to conduct the Alternative Fuels and Infrastructure Plan for Solano County.

**Recommendation:**

Forward a recommendation to the STA Board to authorize the Executive Director to develop an Alternative Fuels and Infrastructure Plan for Solano County.