

- C. Solano County Alternative Fuel and Infrastructure Plan** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to approve the Solano County Alternative Fuels and Infrastructure Plan.
Pg. 107

- D. Model Update: Conversion to an Activity Based Model (ABM)** Sofia Recalde
Recommendation:
Forward a recommendation to the TAC and STA Board to:
1. Approve the Scope of Work and Budget for the development of the Solano-Napa Activity-Based Model (SNABM) (Attachment A);
 2. Authorize the Executive Director to amend the current contract with Cambridge Systematics to include the develop SNABM;
 3. Authorize the Executive Director to enter into an agreement with Cambridge Systematics to develop the SNABM for an amount not to exceed \$150,000; and
 4. Dedicate \$20,000 of State Transit Assistance Funds (STAF) for the transit element of the Solano Napa Activity-Based Model (SNABM).
- Pg. 109**

6. ACTION FINANCIAL

- A. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Recommendation** Liz Niedziela
Recommendation:
Forward a recommendation to the TAC and STA Board to approve the following:
1. Federal Section 5311 Allocation for 2014 and 2015 as shown in Attachment A; and
 2. Authorize the Executive Director to enter into an agreement with the City of Dixon for the funding swap of FTA 5311 with TDA funds for the Intercity Bus Replacement Contribution for Dixon and County of Solano and the local bus replacement for Dixon.
- (1:20 – 1:30 p.m.)
Pg. 117

- B. 2014 Ridership Survey and Analysis Study** Liz Niedziela
Recommendation:
Forward a recommendation to the TAC and STA Board to approve the following:
1. The scope of work for the Intercity and Local Ridership Survey and Analysis with coordination in the transit operators;
 2. Dedicate \$175,000 of State Transit Assistance Funds (STAF) for the 2014 Ridership Survey and Analysis Study; and
 3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into a contract for the Solano County Ridership Survey and Analysis for an amount not-to-exceed \$175,000.
- (1:30 – 1:40 p.m.)
Pg. 121

7. ACTION NON-FINANCIAL

- A. Comprehensive Transportation Plan (CTP) Transit Element Update Recommendation:** Sofia Recalde
Forward a recommendation to the TAC and STA Board to appoint a member of the Intercity Transit Consortium as a representative to the Transit Committee.
(1:40 – 1:45 p.m.)
Pg. 127

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

- A. Public-Private Partnership (P3) Feasibility Study Update** Jessica McCabe
(1:45 - 1:50 p.m.)
Pg. 129
- B. Mobility Management Program Update** Anthony Adams
(1:50 - 1:55 p.m.)
Pg. 141
- C. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation** Elizabeth Richards
(1:55 - 2:05 p.m.)
Pg. 149
- D. Personal Care Attendants (PCAs) on Fixed Route** Mona Babauta,
(2:05 - 2:10 p.m.) SolTrans
Pg. 165
- E. Regional Transportation Impact Fee Update** Robert Guerrero
(2:10 - 2:15 p.m.)
Pg. 167
- F. SNCI Program Update** Judy Leaks
(2:15 - 2:20 p.m.)
Pg. 171
- G. Discussion of Clipper Implementation in Solano County** Wayne Lewis,
(2:20 - 2:25 p.m.) FAST
Pg. 173

NO DISCUSSION ITEMS

- H. Summary of Other Funding Opportunities** Sara Woo
Pg. 175

9. **FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS** Liz Niedziela
10. **TRANSIT OPERATOR COORDINATION ISSUES** Group
11. **ADJOURNMENT**
The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, December 17, 2013.**



**INTERCITY TRANSIT CONSORTIUM
Meeting Minutes of September 24, 2013**

1. CALL TO ORDER

Wayne Lewis called the regular meeting of the SolanoExpress Intercity Transit Consortium to order at approximately 1:05 p.m. in the Solano Transportation Authority Conference Room.

Members Present:

Janet Koster (By phone)	Dixon Read-Ride
Wayne Lewis, Chair	Fairfield and Suisun Transit
Jim McElroy	Rio Vista Delta Breeze
Judy Leaks	SNCI
(Arrived the meeting at 1:35 p.m.)	Mona Babauta
	SolTrans
	Liz Niedziela
	STA
	Matt Tuggle
	County of Solano

Members Absent: Brian McLean, Vice Chair Vacaville City Coach

Also Present: *(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Jayne Bauer	STA
Robert Guerrero	STA
Daryl Halls	STA
Robert Macaulay	STA
Johanna Masiclat	STA
Sofia Recalde	STA
Elizabeth Richards	STA Project Manager
Nancy Whelan	STA Project Manager

Others Present: *(In Alphabetical Order by Last Name)*

Gary Albright	SolTrans
Tony Bruzzone	Arup
Nathan Newell	County of Solano
Elizabeth Romero	SolTrans

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by Jim McElroy, the SolanoExpress Intercity Transit Consortium approved the agenda with the following modifications:

- Consent Calendar Item 5.B, Congestion Management Program Update – Pull for discussion.
- Action Financial Item 6.B, Addendum - Benicia Park/Industrial Interchange Improvements and Park and Ride – Request for STA Right of Way Implementation
- Informational Items 8.A through 8.E be presented before the action items to accommodate Mona Babauta's late arrival at the meeting.

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM STA STAFF AND OTHER AGENCIES

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Liz Niedziela, the SolanoExpress Intercity Transit Consortium unanimously approved Consent Calendar Items A to C with the exception to pull Item 5.B, 2013 Congestion Management Program Update for discussion.

A. Minutes of the Consortium Meeting of August 27, 2013

Recommendation:

Approve the Consortium Meeting Minutes of August 27, 2013.

B. 2013 Congestion Management Program Update

Recommendation:

~~*Forward a recommendation to the TAC and STA Board to send the Draft 2013 Solano CMP to MTC for review and comment. Provide comments to STA staff on the Draft 2013 Solano Congestion Management Plan (CMP) by no later than Thursday, October 31, 2013.*~~

On a motion by Matt Tuggle, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation as amended shown above in ~~*strikethrough bold italics*~~.

C. STA Alternative Fuel and Infrastructure Plan

Recommendation:

Forward a recommendation to the TAC and STA Board to distribute the Alternative Fuels and Infrastructure Plan for public input.

6. ACTION FINANCIAL

A. Mobility Management One Stop Transportation Call Center

Elizabeth Richards provided an update on the implementation of the Mobility Management One Stop Transportation Call Center. She noted that the draft Mobility Management Plan proposal is to integrate the Mobility Management Call Center into the SNCI program. She cited that the SNCI staff and STA's Transit Mobility Coordinator would handle the reporting and outreach and be responsible for keeping a transportation services database up-to-date which would be shared via the Mobility Management website. She cited that the Call Center would also house information on Mature Driver program information (the fourth program of the Mobility Management Plan).

Recommendation:

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

1. Authorize the STA to implement Solano's Mobility Management (MM) Call Center as a 3-year pilot program; and
2. Direct STA staff to monitor and evaluate the Mobility Management Call Center Pilot Program and report on its effectiveness on an annual basis.

On a motion by Jim McElroy, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

B. Benicia Park/Industrial Interchange Improvements and Park and Ride – Request for STA Right of Way Implementation

Mike Roberts, City of Benicia, reviewed the City’s request for the STA to be the lead on the right-of-way for the Benicia Park/Industrial Interchange Improvements and Park and Ride project. He noted that there is currently \$1.25 million of RM 2 funds dedicated to the project, and while the City has not fully updated the cost estimate for this project, it is projected that an additional \$500,000 is needed to fully fund the project. He stated that the STA recommended State Assistance Funds (STAF) to fully fund this project and is proposing to use STAF for the acquisition of the lands for this project. He noted that any additional costs beyond this added amount will require the City to bear the added costs.

Recommendation:

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

1. Dedicate up to \$500,000 of State Transit Assistance Funds (STAF) to the Benicia Park/Industrial Interchange Improvements and Park and Ride project;
2. Authorize the Executive Director to enter into a Funding Agreement with the City of Benicia to the Right-of-Way services for this Project;
3. Authorize the Executive Director to either contract with Contra Costa County or a qualified consultant for the Right-of-Way services for an amount not to exceed \$50,000; and
4. Authorize the Executive Director to acquire lands necessary for this project.

On a motion by Janet Koster, and a second by Jim McElroy, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

7. ACTION NON-FINANCIAL

A. Travel Training Scope of Work

Anthony Adams noted that staff has modified the Scope of Work to include more intensive travel training for individuals who may need it and people with disabilities. He commented that in order to coordinate existing services and prevent duplication of services; the selected consultant will identify potential partnerships to perform more intensive travel training. He added that the modified Scope of Work will include language about the development of an Outreach Plan for the Countywide Travel Training Program.

Recommendation:

Forward a recommendation to the TAC and STA Board to approve the revised Scope of Work for Countywide Travel Training as specified in Attachment A.

On a motion by Matt Tuggle, and a second by Judy Leaks, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

B. Solano County Intercity Paratransit Service Contract

Matt Tuggle distributed and reviewed the Paratransit Transportation Costs Comparisons. The cost comparisons included Existing Scrip Service (Ambulatory Only), New Contract Service (Ambulatory & Non-Ambulatory) , Solano County rural Non-Ambulatory Contract, Legacy Service (Ambulatory & Non Ambulatory), and U.S. Gov. Mileage Reimbursement Rates for Personal Vehicle. He noted that in order to reach a final draft Request for Proposal (RFP) and contract budget, the fare structure, days of service, hours of service, and other trip limitation requirements must be determined. Matt Tuggle also indicated that a public process will be held to discuss the phase out of the Intercity Taxi Scrip Program with this new ADA service.

Recommendation:

Provide a recommendation to the County of Solano that the new intercity paratransit contract contain the following:

1. Farebox Tier 1 of 25%, Tier 2 of 50%, and Tier 3 of 75%;
2. Required days of service to be Monday through Saturday;
3. Required Hours of service 5am-9pm on Monday through Friday, and 9am-5pm on Saturday; and,
4. Maximum number of subsidized one-way trips per month capped at 16.

On a motion by Jim McElroy, and a second by Janet Koster, the SolanoExpress Intercity Transit Consortium unanimously approved the recommendation.

8. INFORMATIONAL ITEMS – DISCUSSION ITEMS

A. Countywide In-Person ADA Eligibility Program Update and Update of Mobility Management Grant Funding

Liz Niedziela provided an update to the Countywide In-Person ADA Eligibility Program. She commented that due to the success of the public awareness of this program, the demand for ADA eligibility has been much higher than expected. She added that the demand has lead to longer wait times for some applicants in the SolTrans and FAST service areas, with the longest wait of up to 31 days. As a result, CARE has added more assessment dates to the FAST and SolTrans service areas in order to reduce the waiting period for assessment time.

B. Transit Corridor Study Update and Alternatives

Nancy Whelan and Tony Bruzzone, the project manager and lead consultant respectively, presented an update of service alternatives, how they meet the service design goals and criteria, and the pros and cons of each. They outlined the key issues (such as user friendly explained, user friend in practice, and tradeoffs in designing service), travel demand and transit markets, existing service performance, service characteristics and performance, best practices, examples (Caltrans facilities), existing service (2030 forecasts), service objectives, and big ideas.

C. Discussion of Clipper Implementation

Chair Lewis commented that implementation of CLIPPER will require FAST to change the fare structure used for Solano Express because the tiered zone fare will not be allowed and each route can only have a single fare for CLIPPER. He passed out a proposed fare structure to start the discussion to set the stage for action later this year.

D. Commuter Benefits Program - Senate Bill 1339

Judy Leaks commented that the Air District and the MTC are currently developing plans for adopting and implementing the Program, and will conduct public workshops to present, discuss and receive comments on the Program. The Solano County Workshop will take place on Wednesday, October 9 from 2:00 p.m. to 4:00 p.m. Judy Leaks also noted that STA staff is viewing Commuter Benefits Program as an opportunity to continue to work with Solano employers, and to motivate additional employers to provide employees with commute options, thereby reducing traffic congestion and greenhouse gas emissions and improving air quality.

E. Status of Marketing Plan for SolanoExpress and SNCI Program

Jayne Bauer noted that additional work originally scoped out for FY 2013-14 is being conducted at the current time. Services include design, production and installation of decals on 19 SolanoExpress FAST buses, additional local print ads, promotional items, and upgrade of the SolanoExpress website. She also noted that additional evaluation of the SNCI logo (paid for under the FY 2012-13 contract) is currently being conducted by MIG, with proposals to be given to staff this fall.

NO DISCUSSION ITEMS

F. Legislative Update

G. Summary of Other Funding Opportunities

9. FUTURE INTERCITY TRANSIT CONSORTIUM AGENDA ITEMS

10. TRANSIT OPERATOR COORDINATION ISSUES

11. ADJOURNMENT

The meeting adjourned at 3:45 p.m. The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **1:30 p.m. on Tuesday, November 12, 2013.**

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DATE: October 31, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Planning Director
RE: 2013 Congestion Management Program Update

Background:

The legislation creating Congestion Management Agencies (CMAs), such as the Solano Transportation Authority (STA), required the bi-annual update of agency Congestion Management Programs (CMPs). CMPs are reviewed by the regional Metropolitan Planning Organization for consistency with the most-recently adopted Regional Transportation Plan (RTP). For Solano County and for nine County Bay Area- this is performed by the Metropolitan Transportation Commission (MTC)

MTC typically publishes guidance for update of the CMP in March or April of the year that it is due. This year, because of the development of the new RTP, known as Plan Bay Area, the MTC guidance memo was not adopted until July 5, and Plan Bay Area was not adopted until July 18. The most important impact of this is that the final land uses and transportation network to be used in an updated traffic model were not available in time to allow proper update and validation of the county travel demand model. As a result, and with the approval of MTC staff, the 2013 CMP update focuses on local changes such as transit use data.

Discussion:

The Draft 2013 Solano CMP is provided as Attachment A. The proposed amendments were made using track changes in order to emphasize differences between the adopted 2011 version and the draft 2013 version. The changes generally fall into the following categories:

- New Plan Bay Area goals - required to be incorporated into the document by MTC's July 5, 2015 guidance memo.
- Updated Capital Improvement Program, to reflect completed projects and changes to the RTP approved transportation network.
- Updated system performance data, primarily focused on the transit system.

The draft 2013 Solano CMP does not show any significant changes in traffic patterns in the past two years, but it does note changes to transit services that have occurred. With the adoption of the new RTP and the reported upturn in the economy of Solano County and the region, the 2015 Solano CMP may be a substantially different document.

The Draft 2013 Solano CMP was provided to Consortium members at their meeting of September 24, 2013, with comments due by October 31. The Draft 2013 Solano CMP was also provided to Technical Advisory Committee members and MTC staff. All comments received have been incorporated into the updated Draft 2013 Solano CMP that is included as Attachment A.

Fiscal Impact:

No impact to the STA General Fund.

Recommendation:

Forward a recommendation to the TAC and STA Board to approve the updated Draft 2013 Solano CMP.

Attachments:

- A. Updated Draft 2013 Solano CMP

D R A F T

**Solano County
Congestion
Management Program**

**August
2013**



**SOLANO COUNTY
Congestion Management Program**



2013

Adopted by the Solano Transportation Authority
on _____, 2013

The preparation of this report has been financed through a grant from the U.S. Department of Transportation and the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU). Content of this report does not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Solano Transportation Authority

Steve Hardy, Chair, City of Vacaville
Osby Davis, Vice-Chair, City of Vallejo
Harry Price, City of Fairfield
Jack Batchelor Jr., City of Dixon
Elizabeth Patterson, City of Benicia
Jan Vick, City of Rio Vista
Pete Sanchez, City of Suisun City
James Sperring, Solano County Board of Supervisors

Technical Advisory Committee

Melissa Morton, City of Benicia
Joe Leach, City of Dixon
George Hicks, City of Fairfield
Dave Melilli, City of Rio Vista
Dan Kasperson, City of Suisun City
Shawn Cunningham, City of Vacaville
David Kleinschmidt, City of Vallejo
Matt Tuggle, Solano County

Solano Express Intercity Transit Consortium

Mona Babauta, SolTrans
Janet Koster, Dixon Redit-Ride
Wayne Lewis, Fairfield/Suisun Transit
Jim McElroy, Rio Vista Delta Breeze
Matt Tuggle, Solano County
Brian McLean, Vacaville City Coach
Judy Leaks, SSCI
Liz Niedziela, STA

STA Staff

Daryl Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
Robert Macaulay, Director of Planning
Sara Woo, Associate Planner
Sofia Recalde, Associate Planner

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Executive Summary

Introduction

The Congestion Management Program (CMP) is a mobility monitoring and planning tool for California counties that contain an urbanized area with a population of 200,000 or more. The 1991 CMP legislation allows the local Congestion Management Agency (CMA) to prepare, monitor, and update the CMP. As the CMA for Solano County, the Solano Transportation Authority (STA) has revised the Solano County CMP once every two years since 1991.

STA adopted its most recent CMP in October of 2011. At this time, the Metropolitan Transportation Commission (MTC) has just completed its update of the Regional Transportation Plan (RTP) for the Bay Area. The new RTP, which incorporates the requirements of SB 375 to develop a Sustainable Communities Strategy (SCS), is known as Plan Bay Area. MTC adopted new CMP guidelines on July 5, 2013, to help CMAs update their CMPs in a manner that would be compatible with Plan Bay Area. With the July 18, 2013 adoption of Plan Bay Area, STA was able to initiate the 2013 CMP update.

Traffic conditions during the 2009 and 2011 CMP updates did not change significantly from previous years due to the substantial economic downturn impacting both California and the nation as a whole.

The major goals of the 2013 CMP are:

- ◆ To maintain mobility on Solano County's streets and highways;
- ◆ To ensure that the Solano County transportation system operates effectively as a part of the larger Bay Area and northern California transportation systems;
- ◆ To conform with the MTC's adopted 25-year RTP, Plan Bay Area, and the Metropolitan Transportation System (MTS), the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight; The MTS is the focus of MTC's planning and investment activities.
- ◆ To align the CMP with the federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP 21).
- ◆ To share information and organization with the Solano County Comprehensive Transportation Plan. To provide a basis for the STA to review and comment upon land use proposals that may impact roadways and intersections listed in the CMP.

This CMP aims to maintain a high level of transportation system operations by requiring analysis of the effects of land use decisions on the transportation system and coordinating mitigation of the impacts to the system on an area-wide and multi-jurisdictional basis.



The 2013 Solano CMP is organized as

follows:

Defining the CMP System

This section of the CMP determines how and where congestion should be measured on highways, roads, and streets in the county. The CMP System consists of all State highways within Solano County and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. No changes to the system are proposed for the 2013 CMP. The following is a table of the roadways included in the CMP System:

Solano 2011 Congestion Management Program System	
Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220
Local Arterials:	
Benicia	Military East Military West
Fairfield	Peabody Rd (Air Base Pkwy to Fairfield City Limits) Walters Rd (Air Base Pkwy to Fairfield City Limits) Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd (Suisun City Limits to SR 12)
Vacaville	Peabody Rd (from California Dr south to Vacaville City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)

Solano County	Peabody Rd (Fairfield City Limits to Vacaville City Limits) Vanden Rd (from Peabody to Leisure Town Rd)
Local Intersections:	
Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street
* The CMP system does not include interchange ramps.	

Level of Service Standards

This section defines the Level of Service (LOS) Standards for roadway segments in the CMP System. LOS is a uniform method of monitoring the congestion on the CMP System, “LOS A” being unimpeded traffic flow to “LOS F” being stop-and-go traffic. Table 1, found in Chapter II, lists the CMP System LOS Inventory from 1999 through 2011. Because of the low level of land use change in and immediately around Solano County in the time period covered by the 2013 Solano CMP, traffic counts were not updated, and 2013 LOS is assumed to remain the same as was the case in 2011. With the apparent recovery of the economy in the Bay Area and new development activities in Solano County reported by several Solano cities, STA anticipates a major update of traffic counts as a part of the 2015 CMP update.

CMP System Performance

This element sets forth performance measures to evaluate current and future multimodal system performance for the movement of people and goods. These performance measures are designed to support mobility, air quality, land use, and economic objectives, and are used in the development of the CMP Capital Improvement Plan (CIP), CMP deficiency plans, and the CMP land use analysis program. The CMP uses the following performance standards and measures. Standards must be met; measures are comparative and provide information, but do not set a standard that must be met. The following are the adopted CMP performance standards and measures:

Standards

- Level of Service
 - See “Level of Service Standards” element beginning on Page 14

Measures

- Travel Times To and From Work
 - Average time per year
- Ridership for Intercity Transit
 - Frequency, Routing, and Coordination Standards
 - Headways, Stops per mile, days and hours of operation, and farebox returns set by Transportation Development Act (TDA) regulations
- Bicycle and Pedestrian Movement
 - Bicycle and Pedestrian Plan Implementation in the CMP CIP
- Multimodal Split
 - Percent of trips per mode taken per year

Travel Demand

This element identifies alternatives to single-occupant vehicle trips, and how a greater proportion of trips in these alternative modes can be encouraged. These alternatives include carpools, vanpools, transit, bicycles, and park-and-ride lots, and parking management programs. Additional non-transportation methods such as improvements in the balance between jobs and housing, strategies such as flexible work hours, and telecommuting are identified. Under the Bicycle and Pedestrian System category, the CMP also includes sections of the Solano Safe Routes to Schools program, which diverts school trips from autos to bicycle and pedestrian routes by improving route awareness and safety. Finally, the CMP addresses Seniors and People with Disabilities (formerly Senior and Disabled Transportation), in order to provide and/or maintain mobility for senior and disabled populations without increasing traffic congestion.

To encourage coordination between land use and transportation, the CMP identifies both potential Infill Opportunity Zones and designated Priority Development Areas (PDAs) and the programs or legislation that enables them. The Travel Demand Element also identifies incentives for higher density land uses associated with these programs. This element is consistent with Federal and State Clean Air Plan Transportation Control Measures (TCMs) as well as Regional MTC TCM measures.

Regional Goods Movement Element

This Element identifies the infrastructure in the county and the region used to move freight, including rail, ports, roads and airports. The Goods Movement Element also identifies the volume and value of goods movement in the region, and provides guidelines for maintaining and improving system capacity. With the adoption of MAP 21 and both regional and state-wide initiatives on goods movement under development, STA anticipates that this will be a major area of focus in future CMPs and other STA planning documents.

Support of Regional Transportation Plan Goals

The RTP has specific goals that county CMPs are required to help advance. Chapter VI of the Solano CMP identifies how the Solano CMP supports the RTP goals.

Database and Model

This section explains how the CMP uses a travel demand model to predict LOS exceedances, help prioritize the seven-year Capital Improvement Program projects, and analyze the impacts of land use on the CMP System.

The STA, working with the Napa County Transportation and Planning Authority (NCTPA) and MTC, has created a super-regional model, the “Napa/ Solano Travel Demand Model”, covering the entire Bay Area, and also accounting for trip generation and demand in the Sacramento and San Joaquin County regions. The model is based on data from the Association of Bay Area Governments (ABAG), MTC, the Sacramento Area Council of Governments (SACOG), the San Joaquin County Council of Governments (SJCOG), the U. S. Census data and many local land use databases. This model is consistent with MTC’s model. Because Plan Bay Area was not adopted until July 2013, STA did not have final land use and transportation network data to use in a model update. STA is committed to having an updated model, consistent with Plan Bay Area, in place prior to the 2015 CMP update.

Land Use Analysis Program

This section explains how the CMP is used to analyze the impacts of land use decisions made by local jurisdictions on the CMP System and the process of deficiency plans in the event of non-conformance with CMP standards.

To determine conformity with the CMP, the STA makes biennial requests for general plan projections on land use/housing/jobs for the STA’s modeler to integrate into the model. The 2007 CMP Update coincided with the completion of Phase 2 of the new Napa/ Solano Travel Demand Model and did not require an additional request for modeling information. There was a significant reduction in land development activity in the 2007-2013 period, reducing the need for a land use data update. However, STA did initiate a review of existing and projected land use data as part of a proposed Regional Transportation Impact Fee (RTIF) analysis. As a result, the baseline land use data has been confirmed and, in a few places, updated.

The STA requires notice (Notices of Intent, Draft Environmental Documents, etc.) of any projects or general plan amendments that will potentially affect the CMP network. The STA reviews the project description and, if appropriate, mitigation measures may be proposed for the project. STA staff then determines if this project is consistent with land uses included in the travel demand model. If not, the project applicant may be required to pay for a special modeling run to determine if the project will exceed the LOS standards.

If part of the CMP System has deteriorated or will deteriorate below the adopted LOS standard (within the seven-year time frame of the Capital Improvement Program), based on LOS data obtained from the biennial update, the Napa/ Solano Travel Demand Model, a general plan amendment or an environmental impact report for trip-generating project, the jurisdiction must prepare a deficiency plan to restore the CMP System within the seven-year time frame of the Capital Improvement Program.

Land development in Solano County has been at a low level for the 2009-2013 time period. This slow-down applies across the board to both new development and reuse of existing structures, to residential, commercial, office and industrial development, and in all of the communities in Solano County. During the 2009-2013 time period, STA has submitted comments on several large land use proposals recommending inclusion of higher density, mixed use development co-located with transit facilities, and the implementation of Transit Oriented Development (TOD) policies such as revised parking standards.

Capital Improvement Plan

This section lists the STA's program of projects that will improve the performance of the CMP system for the movement of goods and people over the next seven years. The policy of the STA is to place projects in the CIP in the following order:

- 1) Projects to maintain the LOS on the system above the minimum
- 2) Projects on segments experiencing poor LOS (but because of trip elimination allowances these segments are not in danger of falling below LOS standards, such as Infill Opportunity Zones and interregional traffic)
- 3) All other projects

The CMP CIP is consistent with Plan Bay Area. The table on the following pages is the 2013 CMP Capital Improvement Plan's Project List.

2013 CMP Capital Improvement Plan
RTP Projects

RTP ID	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
230658	Widen I-80 in each direction for express lanes from Route 37 to Carquinez Bridge	\$ 184	\$ 184	\$ -
230659	Widen I-80 in each direction for express lanes from Red Top Road to Route 37	\$ 160	\$ 160	\$ -
230660	Convert I-80 HOV lanes to express lanes from Red Top Road to Air Base Parkway in each direction	\$ 21	\$ 21	\$ -
230686	Widen I-680 in each direction for express lanes between Martinez Bridge to I-80	\$ 335	\$ 335	\$ -
230687	Widen I-680/I-80 interchange in each direction for express lanes	\$ 140	\$ 140	\$ -
240581	Widen I-80 in each direction for express lanes from Air Base Parkway to I-505	\$ 139	\$ 139	\$ -
240583	Widen I-80 in each direction for express lanes from I-505 to Yolo County Line	\$ 427	\$ 427	\$ -
21341	Construct new Fairfield/Vacaville multimodal train station for Capitol	\$ 49	\$ 49	\$ 0
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	\$ 76	\$ 76	\$ -
22632	Widen American Canyon Road overpass at I-80	\$ 12	\$ 12	\$ -
22794	Improve Curtola Transit Center, includes transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements	\$ 13.75	\$ 13.75	\$ 0
22795	Improve Fairfield Transportation Center, includes 1,000 additional parking spaces	\$ 34	\$ 12	\$ 22
22985	Implement transit hub in the Benicia Industrial Park	\$ 1.8	\$ 1.8	\$ 0.0
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	\$ 191	\$ 144	\$ 47
230313	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	\$ 96	\$ 93	\$ 3

RTP ID	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
230326	Improve I-80/I-680/Route 12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections	\$ 578	\$ 347	\$ 231
230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway, add eastbound mixed-flow lane from Route 12 East to Airbase Parkway, and remove I-80/ auto Mall hook ramps and C-D slip ramp	\$ 52	\$ -	\$ 52
230590	Widen Railroad Avenue on Mare Island to 4-lanes from G Street to Route 37	\$ 5	\$ 5	\$ -
230635	Improve Vacaville Intermodal Station (Phase 2), includes parking garage	\$ 11	\$ 2	\$ 9
240210	Implement I-505/Vaca Valley Parkway interchange improvements (includes widening southbound off-ramp at Vaca Valley Parkway, widening Vaca Valley Parkway to provide protected left turn pockets, and signalization of the southbound ramp intersection)	\$ 2	\$ 2	\$ -
240213	Implement I-80/Lagoon Valley Road interchange improvements (includes widening existing overcrossing from 2 to 4 lanes, widening the westbound ramp and intersection, widening and realigning the eastbound ramps, and signalization of both eastbound and westbound ramp intersections)	\$ 10	\$ 10	\$ -
240313	Benicia Intermodal Facilities Project: Construct transit intermodal stations at Military West and West 14th, and Military West and First Street	\$ 3	\$ 3	\$ -
240575	Rehabilitate major transit centers in Solano	\$ 2	\$ -	\$ 2
240576	Replace existing transit fleet	\$ 10	\$ -	\$ 10
240578	Transit maintenance	\$ 50	\$ -	\$ 50
240593	Implement safety improvements to state highways in Solano County	\$ 1	\$ -	\$ 1

2013 CMP Capital Improvement Plan
State Highway Operation and Preservation Program (SHOPP) Projects

2010 SHOPP amended August 2011

**Includes Prop 1B Bond Projects and
Excludes GARVEE Projects and Federal ER Funds
(\$1,000)**

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>FY</u>	<u>RW</u>	<u>Con</u>	<u>Supt</u>
12	22.7/R2 3.7	Near Rio Vista, At Currie, McCloskey and Azevedo roads; also from Azevedo Road to Liberty Island Road. Construct left turn pockets and widen shoulders.	2012/ 13	\$ 1,97	\$ 9,11	\$ 5,73
80	R24.9/R 25.1	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. Lengthen on-ramp and widen bridge.	2012/ 13	\$ 26	\$ 4,620	\$ 1,635
680	R7.9	Near Cordellia, 0.2 mile north of Marshview Road. Construct rammed aggregate piers	2013/1 4	\$ 35	\$ 1,164	\$ 1,023
80	31.4/32 .6	Near Vacaville, at Meridian Road Overcrossing No. 23-0147 and Midway Road Overcrossing No. 23-0148. Rehabilitate and replace bridges	2015/1 6	\$ 10	\$11,500	\$ 4,560
780	6.8/7.2	Near Vallejo, at Laurel Street Bridge No. 23-0119. Replace bridge	2015/1 6	\$ 350	\$ 5,900	\$ 3,600
680	0.35/13 .10	In Solano County, from Route 780 to 80. Rehabilitate Pavement	2014/1 5	\$\$ 10	\$18,689	\$ 5,865

I. Defining the CMP System

The purpose of this element of the CMP is to determine how and where congestion should be measured on highways, roads, and streets in the county.

To make this determination, the legislation requiring the preparation and periodic updating of CMPs sets several requirements and parameters: 1) all of the state routes must be included in the system of roadways to be monitored; 2) once a roadway is included in the system, it cannot be deleted; 3) the Level of Service (LOS) benchmark which cannot be exceeded without penalty can be no lower than LOS E unless the roadway is already at LOS F; 4) the method of measuring LOS is restricted to either the most recent version of the Highway Capacity Manual (HCM2010) or the Transportation Research Board's Circular 212 unless the Metropolitan Transportation Commission finds that another requested method is equivalent. No elements were added to the CMP system during the preparation of the 2011 CMP. In 2015, STA will evaluate the system to identify new roadways that may be added to the Solano CMP system, such as the North Connector. If new roadways are added, appropriate Level Of Service (LOS) standards will be established and monitored.

The System

All of the state routes within the county must be included in the system. In addition, the legislation requires the inclusion of "principal arterials". A collaborative method was used to generate the list of principal arterials. Each jurisdiction submitted a proposed list of roads and streets for inclusion. After discussion among the jurisdictions, a consensus was reached on which routes should be included based upon the following criteria:

- 1) A primary system consisting of all State highways within Solano County.
- 2) A secondary system consisting of principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County.

The above descriptions of Principal Arterials define the roadway as it is currently named and its general routing. If one of the Principal Arterials is rerouted, then the rerouted road - not the old roadway - is considered to be in the system. If the State abandons a route, it would no longer exist as a State Route and would not be contained in the system unless action is taken by the

Solano Transportation Authority to include it. The system does not include interchange ramps.

A map of the system appears on the following page.

2013 Solano Congestion Management System Map

State Routes

Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220

Local Arterials

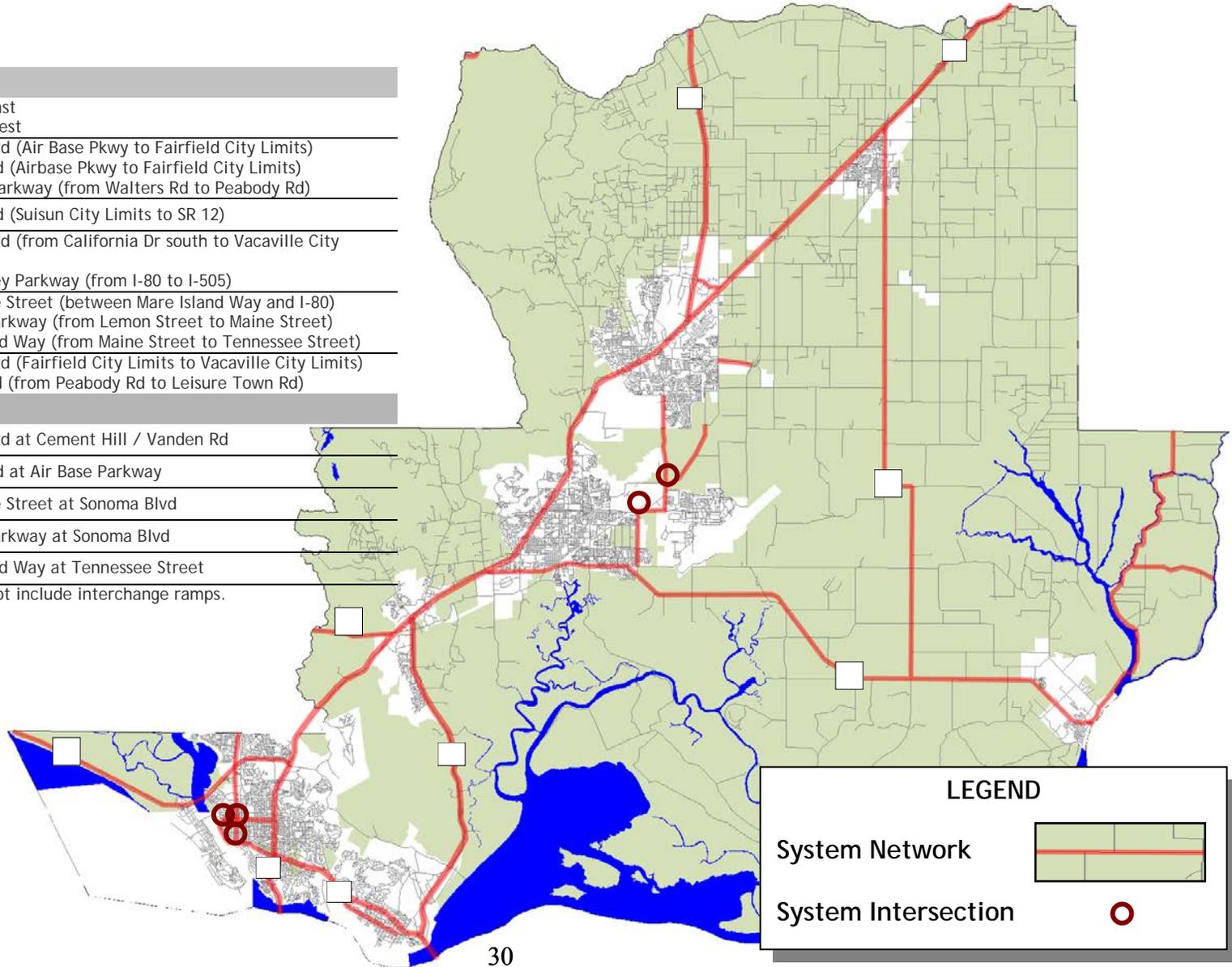
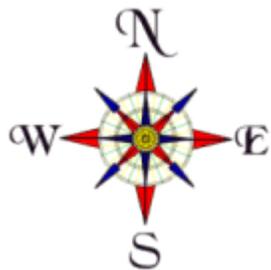
Local Roadways:

Benicia	Military East Military West
Fairfield	Peabody Rd (Air Base Pkwy to Fairfield City Limits) Walters Rd (Airbase Pkwy to Fairfield City Limits) Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd (Suisun City Limits to SR 12)
Vacaville	Peabody Rd (from California Dr south to Vacaville City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)
Solano County	Peabody Rd (Fairfield City Limits to Vacaville City Limits) Vanden Rd (from Peabody Rd to Leisure Town Rd)

Local Intersections:

Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street

* The CMP system does not include interchange ramps.



LEGEND

System Network 

System Intersection 

II. Level of Service Standards

Traffic LOS definitions describe conditions in terms of speed and travel time, volume, capacity, ease of maneuverability, traffic interruptions, comfort, convenience, and safety. LOS ranges from LOS A, free flow conditions, to LOS F, stop and go traffic. LOS is calculated by determining the volume of traffic on a roadway to its capacity (volume to capacity or V:C ratio). Traffic moving on a local road at LOS E moves at about 30% of the speeds found at uncongested periods (i.e. traffic moving at 45 mph during uncongested times would move at about 15 mph at LOS E), and freeway traffic has almost no usable gaps to allow for lane changes.

The minimum LOS standard throughout the system shall be E (V:C Ratio between .88 and 1.0) except at those locations where the initial LOS measurement (calculated for the 1991 CMP) was already at F.

The LOS level does not preclude any agency (federal, state or local), from setting higher standards for their own planning purposes. Agencies are encouraged to maintain higher levels of service that those established in this CMP where possible. If actual LOS falls below the minimum standard *and is not within a locally adopted Infill Opportunity Zone*, agencies could face the possible sanction of loss of the gas tax increment provided by Proposition 111. However, the main purpose of monitoring LOS standards is not to be punitive but to avoid severe traffic congestion, such as has occurred in other Bay Area counties.

The LOS Standard and current LOS for the CMP system is shown in Table 1, starting on Page 20. The various jurisdictions have provided measurements or calculations of listed intersections and road segments, along with a standard and method for assessing LOS, as contained in 2007 CMP LOS Inventory.

For the 2013 Solano County CMP, the traffic counts on the CMP network roadways were not updated. Although the economy was strong in 2007, it began a significant retraction in 2008 that carried over through 2009 and into early 2013. In addition, public works staff and budgets have been reduced and Redevelopment Agencies, a major engine of local economic development, were eliminated by the state. Additionally, locally-produced traffic counts for 2010 and early 2011 on a limited number of CMP roadways did not show significant changes in volume, timing or direction of travel on CMP. Finally, the STA, the seven Solano cities and Solano County have recently completed a detailed update of the Napa-Solano Travel Demand Model, including creating a 2010 scenario that closely reflects 2009 conditions, and which shows few differences from the 2007 CMP traffic counts. For all of these reasons, the STA did not require submittal of new traffic counts on the CMP network for 2013.

The statutory language for the CMP states “Level of Service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual.” STA has chosen to retain its current method of LOS calculation, as outlined below.

Different types of locations require different techniques for LOS measurement as follows:

- 1) LOS should be assessed at intersections where system principal arterials meet. Such intersections should be measured using the Circular 212 method.
- 2) For the mainline freeways and highways, the LOS level should be determined by the adjoining member jurisdiction using the HCM on various segments. The segments correspond to those shown in the Caltrans Route Segment Report (RSR). If no other source of data is readily attainable from Caltrans, the most recent RSR may be used as the source of traffic data to determine LOS along any segment in the state system. The STA will continue to work closely with Caltrans to determine the nature, criteria and schedule of their data to be collected and used for assessing LOS, and the facilities for which this data will be utilized.
- 3) Several arterials in the system do not intersect other system segments for considerable distances. In these cases, the STA will determine where segment level LOS must be determined. The method of determination shall be HCM2010.

The current list of arterials that fall into this category and the location of segment LOS measurements are shown in the table below.

Segment Level LOS determinations using HCM method	
Arterial	Segment Measurement Limits
Military West in Benicia	Between West 3rd and West 5th
Walters Road in Suisun City	Between Petersen and Bella Vista
Walters Road in Solano County	Between Fairfield and Suisun
Peabody Road in Solano County	Between Fairfield and Vacaville
Peabody Road in Vacaville	South of California Drive
Elmira Road in Vacaville	East of Leisure Town Road

Each jurisdiction is responsible for the measurement of LOS on segments or intersections within its jurisdiction. In cases where Caltrans Route Segment Report (RSR) segments cross the boundaries of two or more jurisdictions, the jurisdiction with the greatest number of road miles within the RSR segment is responsible for monitoring and reporting to the STA. If there is a dispute, the STA will determine which agency must monitor and report.

The jurisdiction with monitoring and reporting responsibility may use either operations or planning procedures for the LOS determination. Once a procedure is chosen (either operations or planning) and a report is made to the STA, that procedure must be used in all future reports. If a jurisdiction desires to change the service assessment procedure it must first include in its biennial report (for no less than two reporting periods) the results of both planning and operations measurements. At the end of that period the STA may allow the requested switch in procedure. As a condition of the change in procedure the STA may require that an adjustment factor be included in the calculations.

LOS measurements are typically reported to the STA on a biennial basis at a time and in a form to be determined by the STA. As noted above, for 2013, the STA did not require jurisdictions to submit new traffic counts on CMP roadways, but it did update portions of the CMP network with information already available from local studies. For years when measurements are required, the measurements shall be for peak hour postmeridian traffic for local arterials and for whatever peak period (hour, day, or month) is readily available from Caltrans for state routes.

The biennial LOS measurements submitted to the STA may exclude trips generated by any of the following:

- 1) Interregional travel.¹
- 2) Impacts caused by construction, rehabilitation or maintenance of the CMP system.
- 3) Freeway ramp metering.
- 4) Traffic signal coordination if such coordination is done by the state or multi-jurisdictional agencies.
- 5) Traffic generated by low or very low income housing as designated by standards established by state and federal agencies and by the Association of Bay Area Governments.
- 6) Traffic generated by high density² residential development located within 1/4 mile of a fixed rail passenger station or traffic generated by any mixed use development located within 1/4 mile of a fixed rail passenger station, if more than half of the land area, or floor area of the mixed use development is used for high density residential housing. The methodology for determining these exclusions shall be

¹ CGC 65088.1 (h)

"Interregional Travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of the trip is the starting point of that trip.

² CGC 65089.4 (g)(1)

"High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

consistent with the MTC regional model. Reasoning and supporting measurements of such traffic exclusion is the responsibility of the submitting jurisdiction and should be submitted in writing to the STA for review and approval. The STA shall make a final determination concerning the acceptability of the method used for such exclusions.

- 7) Compact or mixed-use development within a locally adopted Infill Opportunity Zone as defined in SB1636 (Figueroa). For more information regarding Infill Opportunity Zones see the 2010 CMP 'Land Use Element' section.

The STA, working in conjunction with the member agencies and MTC, will determine if future LOS measurements may exclude traffic from PDAs identified under the MTC/ABAG "Bay Area FOCUS" program. Such PDAs may not meet the technical requirements for Infill Opportunity Zones, but act as such in spirit.

For any new segment added to the system in future years, the initial LOS measurement shall be for a peak post meridian period on a weekday in May or June of the year of inclusion. This initial measurement will determine the LOS standard for that segment.

III. CMP System Performance Element

This element sets forth performance standards and measures to evaluate current and future multimodal system performance for the movement of people and goods, and how well the current system meets those criteria. STANDARDS and quantifiable measures that must be met, and a CMP road or intersection either does or does not meet the established standard. MEASURES are also quantifiable, but do not have thresholds that must be met, and are measured and reported so that trends can be identified.

The Performance Element is designed to show progress towards meeting the 10 Bay Area Performance Targets contained in Plan Bay Area and the MTC's 2013 CMP Guidance; contained in MTC Resolution 3000 Revised. The principles set out in the RTP and the Guidance for Consistency document are designed to address the "Three Es: Economy (Maintenance and Safety; Reliability; Efficient Freight Travel; Security and Emergency Management), Environment (Clean Air; Climate Protection), and Equity (Equitable Access; Livable Communities). The Bay Area Performance Targets are:

1. **Climate Protection** - Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%.
2. **Adequate Housing** - House 100% of the region's projected growth by income level (very-low, low, moderate above-moderate) without displacing current low-income residents.
3. **Healthy and Safe Communities** - Reduce premature deaths from exposure to particulate emissions:
 - Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%
 - Reduce coarse particulate emissions (PM10) by 30%
 - Achieve greater reductions in highly impacted areas
4. **Healthy and Safe Communities** - Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)
5. **Healthy and Safe Communities** - Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day)
6. **Open Space and Agricultural Preservation** - Direct all non-agriculture development within the urban footprint (existing urban development and urban growth boundaries)
7. **Equitable Access** - Decrease by 10% the share of low-income and lower-income residents' household income consumed by transportation and housing.

8. **Economic Vitality** - Increase gross regional product (GRP) by an average annual growth rate of approximately 2%
9. **Transportation System Effectiveness** -
 - Increase non-auto mode share by 10%
 - Decrease automobile vehicle miles traveled per capita by 10%
10. **Transportation System Effectiveness** - Maintain the transportation system in a state of good repair:
 - Increase local road pavement condition index (PCI) to 75 or better
 - Decrease distressed lane-miles of state highways to less than 10% of total lane-miles
 - Reduce share of transit assets past their useful life to 0%

Roadway Standards

Below is a table showing how the roadway and intersection network described in Chapter I meets the LOS standard described in Chapter II.

TABLE 1 2013 CMP System LOS Inventory									
Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					2001	2003	2005	2007	2010 Model
STATE ROADWAY									
I-80	0	0.933	Solano County	F	D	D	E	F	D
I-80	0.933	1.114	Vallejo	F	F	E*	E*	E	D
I-80	1.114	4.432	Vallejo	F	F	D*	D*	D	E
I-80	4.432	6.814	Vallejo	F	F	D*	D*	D	E
I-80	8.004	10.015	Solano County	E	D	D	D	C	B
I-80	10.015	11.976	Fairfield	E	C	D*	C	C	B
I-80	11.976	12.408	Fairfield	E	D	D*	E	E	D
I-80	12.408	13.76	Fairfield	F	F	D*	F	F	C
I-80	13.76	15.57	Fairfield	F	F	D*	F	E	D
I-80	15.57	17.217	Fairfield	F	F	E*	E	E	E
I-80	17.217	21.043	Fairfield	F	F	E*	F	E	E
I-80	21.043	23.034	Fairfield	F	D	D*	E	D	C
I-80	23.034	24.08	Vacaville	E	E	E	D	D	D
I-80	24.08	28.359	Vacaville	F	D	D	D	C	D
I-80	28.359	32.691	Vacaville	F	D	D	C	C	D
I-80	32.691	35.547	Vacaville	F	E	E	D	C	C
I-80	35.547	38.21	Solano County	F	D	D	E	D	C
I-80	38.21	42.53	Dixon	E	C	C*	C*	D	C
I-80	42.53	44.72	Solano County	E	D	C	D	D	D
I-505	0	3.075	Vacaville	E	B	D	B	B	B
I-505	3.075	10.626	Solano County	E	A	A	B	A	A
I-680 ****	0	0.679	Solano County	F	F	F	F	F	D
I-680	0.679	2.819	Benicia	E	C	B*	B*	***	D
I-680	2.819	8.315	Solano County	E	C	C	D	D	D
I-680	8.315	13.126	Fairfield	E	C	***	D		C
I-780	0.682	7.186	Benicia	E	C	C*	C*	***	E
SR 12	0	2.794	Solano County	F	C	F	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B*	B	B	C
SR 12	3.213	5.15	Suisun City	F	B	B**	B	C	E
SR 12	5.15	7.7	Suisun City	F	B	B**	B**	A	D
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E**	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A*	A*	A	E
SR 29	2.066	4.725	Vallejo	E	B	B*	B*	B	E
SR 29	4.725	5.955	Vallejo	E	C	C*	C*	C	F
SR 37	0	6.067	Vallejo	F	C	C*	C*	A	F
SR 37	6.067	8.312	Vallejo	E	B	B*	B*	A	C
SR 37	8.312	10.96	Vallejo	F	F	F*	F*	A	C
SR 37	10.96	12.01	Vallejo	F	F	F*	F*	A	C
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	A	A
SR 113	8.04	18.56	Solano County	E	B	B	B	A	A

* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study
 ** SR 12 MIS 2001
 *** TBD
 **** Previous LOS of F caused by Benicia Bridge Toll Plaza congestion. Relocation of Toll Plaza has eliminated congestion.

RED: Roadway at LOS F.
 GREEN: LOS is two levels higher than LOS standard.
 Highlighted segments are currently operating at their LOS standard that is not grandfathered at LOS F.

2013 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					2001	2003	2005	2007	2010 Model
SR 113	18.56	19.637	Dixon	F	F	F	***	C ⁺	A
SR 113	19.637	21.24	Dixon	F	F	F	***	D ⁺	C
SR 113	21.24	22.45	Solano County	E	C	C	C	B	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C	C
LOCAL ROADWAY									
Military East			Benicia	E	***	***	C	***	C
Military West	W. 3rd	W. 5 th	Benicia	E	B	***	A	***	B
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	C	B
Peabody Road	FF C/L	VV C/L	Solano County	E	D	E	D	D	E
Peabody Road	VV C/L	California	Vacaville	E	A	A	D	C	A
Walters Road	Petersen	Bella Vista	Suisun City	E	B	***	***	***	A
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	D	A
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	C	C	B
Vanden Road	Peabody	Leisure Town	Solano County	D	B	B	B	C	B
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	C	D
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	B	E
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	B	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD + SR 113 MIS - Baseline Conditions (July 2007 Draft)				RED: Roadway at LOS F GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					

IV. Travel Demand Element

This section identifies alternative transportation methods such as carpools, vanpools, transit, bicycles, and park-and-ride lots (which support both formal and informal carpooling); improvements in the balance between jobs and housing; and other strategies, including flexible work hours, telecommuting, and parking management programs.

Transit Programs and Services

Standards of Performance

Transit standards are less clearly defined than the roadway congestion measure of LOS. Typically, transit is measured by the frequency of service, also known as headway. Transit services can also be measured by accessibility (how close transit stops are to the population in general, or to transit-dependent segments of the population) and affordability, both of which directly impact ridership and farebox recovery. Measuring accessibility and affordability is difficult because it requires gathering demographical data that includes non-transit riders. Therefore, ridership and farebox recovery are the measures used to quantify transit performance, supplemented by periodic ridership surveys to obtain qualitative information.

Existing Public Transit Services

The following is a brief description of existing public transit currently available in Solano County. This information was developed as part of STA's "State of the System - Transit," which is a part of the update of the Solano Comprehensive Transportation Plan. Following the description of each form of transit is a description of how well that form delivers service to its users. Where available and appropriate, schedule, passenger count and farebox recovery information is included.

On July 1, 2011, the transit systems for the cities of Benicia and Vallejo merged into a new agency, Solano County Transit (SolTrans). For the purpose of this CMP, separate statistics will be provided for Benicia and Vallejo, since they were independent entities during most of the time covered by the 2011 Solano CMP. In future years, the merged system's name and statistics will be used.

The transit system consists of:

- The intercity bus routes operated by Solano County Transit (SolTrans) 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 Rio Vista Delta Breeze.
- The formal carpool and vanpool facilities and services.
- The passenger rail service provided by the Capitol Corridor.
- The ferry service formerly provided by the City of Vallejo, but now provided by the Water Emergency Transportation Authority (WETA); and, the small auto ferry operated by Caltrans to provide access to Ryer Island.
- The intercity taxi scrip program.
- Local bus service provided by the Dixon Redit-Ride, FAST, Rio Vista Delta Breeze, SolTrans and Vacaville City Coach.

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

Solano Express Intercity Bus Service

Solano Express intercity bus service to Sacramento, Davis, the Vallejo Ferry Terminal and three East-Bay BART stations is provided by SolTrans and FAST. These transit operators also provide bus service between cities in Solano County. All of these routes provide a headway (time between buses) of one hour or less during the peak commute times.

Solano Express has 46 over the road coaches. SolTrans has 25 over-the-road coaches that serve intercity routes, and FAST has 21 over-the-road coaches that serve intercity routes. Ten of FAST's buses have been leased from SolTrans since 2006. Of the 10 buses leased from SolTrans, one was purchased in 2001 and 9 were purchased in 2003. Of the remaining 11 buses owned by FAST, 9 were acquired in 2003 and 2 were acquired in 2008 from SamTrans at no cost to the Solano Express service.

All Solano Express buses are equipped with accessible features (e.g., lifts, dedicated seating) in compliance with the requirements of the Americans with Disabilities Act (ADA). In addition, most Solano Express buses have the capacity to accommodate one or more bicycles and have luggage storage compartments.

Route	Origin	Destination	Provider
20 - Fairfield-Vacaville	Fairfield Transportation Center	Vacaville Transportation Center	FAST
30 - Fairfield-Vacaville-Dixon-Davis-Sacramento	Fairfield Transportation Center	Capitol Mall and UC Davis	FAST
40 - Vacaville-Fairfield-Benicia-BART	Vacaville Transportation Center	Walnut Creek/Pleasant Hill BART	FAST
78 - Vallejo-Benicia-BART	Vallejo Transit Center	Walnut Creek/Pleasant Hill BART	SolTrans
80 - Vallejo-BART	Vallejo Transit Center	El Cerrito Del Norte BART	SolTrans
80s* - Vallejo - Benicia - BART	Vallejo Transit Center	Walnut Creek BART	SolTrans
85 - Vallejo-Fairfield-Solano College	Vallejo Transit Center	Solano Town Center	SolTrans
90 - Fairfield-Suisun City Amtrak-BART	Fairfield Transportation Center	El Cerrito Del Norte BART	FAST

*Sunday Service only

The following facilities in Solano County are used to load and unload passengers for the Solano Express bus 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 is separated. The center includes 640 parking spaces (combination of a parking structure and surface parking).
- Sereno Transit Station is an off-street, bus-only facility without auto parking. The facility has weather protection for passengers waiting and boarding/alighting areas.
- Suisun City Amtrak station has bus parking bays within the station and a bus shelter across Main Street, which is next to a 250 space surface Park and Ride lot. Bus passengers can wait under a shelter or in the train depot.
- Vallejo Transit Center is a new bus transfer center. The facility features 12 bus bays, public parking and an administration building. The facility has weather protection for passenger waiting and boarding/alighting areas.
- Vallejo Ferry Terminal has a bus shelter and benches along the street. Bus traffic is not separated from auto traffic. The bus passenger waiting area is across the street from a 900-space Park and Ride lot.
- Vacaville Transportation Center is a new bus transfer station with 200 auto parking spaces, 20 dedicated vanpool parking spaces, and 10 bus bays. This facility is located at the intersection of Allison Drive and Ulatis Drive in central Vacaville.

- Park and Ride Lots are for commuters to park and to meet vanpool/carpool partners or ride public transit. The Park & Ride lots served by Solano Express have mixed auto and bus traffic. Solano Express stops at the Market St Park & Ride in Dixon, the Davis Street Park & Ride in Vacaville, and Curtola Park & Ride in Vallejo. Street lighting and bike parking is available at the three Park & Ride lots.

The table below shows the ridership for each of the routes for FY 11-12 with FY 12-13. In FY 11-12, ridership increased 7.7% during that time period. Overall ridership on Solano Express decreased 3.6% in FY 12-13; however most of that change can be attributed to Route 85 which experienced a 37.7% decrease in ridership as a result of significant route changes.

Route	FY 11-12 Ridership	FY 12-13 Ridership	Change
20 - Fairfield - Vacaville	51,896	51,135	-1.5%
30 - Fairfield - Vacaville - Dixon - Davis - Sacramento	46,544	47,883	2.9%
40 - Vacaville - Fairfield - Benicia - BART	40,699	43,502	6.9%
78 - Vallejo - Benicia - BART	88,754	84,825	-4.4%
80 - Vallejo - BART	432,840	440,091	1.7%
85 - Vallejo - Fairfield - Solano College	152,432	94,976	-37.7%
90 - Suisun City - Fairfield - BART	240,279	252,837	5.2%

The STA conducted a countywide transit ridership survey in early 2012. This survey covered all Solano Express routes. Some of the conclusions regarding Solano Express passengers were:

- Most passengers are long-term users (1 year or more) of the system.
- Most passengers use Solano Express frequently, with 70% reporting that they ride at least 3 days a week and more than 85% riding at least once a week.
- Over 60% of Solano Express passengers reside in either Fairfield or Vallejo.
- Over 90% of Solano Express passengers are of working age (18-64 years), and nearly 75% of the passengers are employed either full-time or part-time.
- The majority of bus trips are part of a round trip, rather than being one-way trips.
- Nearly half of the trips originate or end in either Fairfield or Vallejo.
- The majority of trips are part of a regular travel pattern, such as commuting to work or school, and over 90% of trips begin or end at home.
- Options to riding the bus vary by community. As compared to local bus passengers, Solano Express passengers are primarily "choice riders". In many cases, Solano Express bus passengers 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.

- Passengers on FAST Route 20 and SolTrans Route 85 have fewer transportation options, and almost approximately 40% of the passengers reported having no other option than the intercity bus to make their journey.

STA provides a variety of coordination and management activities for the Solano Express intercity bus system. STA hosts and coordinates the *Solano Express Intercity Transit Consortium*, which meets on a monthly basis. The *Solano Express Intercity Transit Consortium*, which consists of representatives from each of the Solano County transit agencies, STA, Solano Napa Commuter Information (SNCI) and the County, provides oversight for Solano Express intercity transit services, marketing, and ridership surveys.

STA's marketing budget for Solano Express was just over \$260,000 in FY 2012-13 due in party to Regional Message 2 one time funding.

Park and Ride Lots

There are 20 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. In the past two years, three new facilities - the Red Top Road Park and Ride in Fairfield, the Vacaville Intermodal Center and the Vallejo Ferry Terminal parking garage, were opened to the public.

These Park and Ride lots provide a total of 4,501 parking spaces for transit users, vanpools 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	1,650	Benicia	Lake Herman Road *	48
	Curtola Street	419			E Street
	Lemon Street	64	Vacaville	Davis Street	250
	Benicia Road	13			Bella Vista Road
	Magazine Street	19		Cliffside Drive	125
Fairfield	Green Valley Road	59		Leisure Town Road	45
	Fairfield Transportation Center	640		Vacaville Intermodal Center	245
	Red Top Road	214			
Dixon	Downtown Train Depot	114	Suisun City	AMTRAK Station	250
	Market Lane/ Pitt School Road	89	Napa County	Hiddenbrooke Parkway and I-80 *	22
Rio Vista	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.

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 7:00 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 vanpool vehicle is owned or leased by the primary driver, who then arranges to pick up and drop off a group of 7 to 15 passengers on a regular schedule. (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 Congestion Management Air Quality (CMAQ) program. Vanpool drivers also receive a subsidy of \$900 over nine 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 September 2011, there are 240 vanpools traveling into and out of Solano County, with an estimated annual ridership of 1,267,200 passengers. While the majority of these transport Solano residents to jobs in other counties, several support commutes for workers into Solano County.

STA has also expanded the Solano Commute Challenge, whereby private employers encourage and track employee participation in non single occupant vehicle commute modes. The table below tracks participation for the past 3 years.

Year	# Employers	# Registered Participants	# Commute Champions (met the goal)
2007	27	296	133
2008	39	545	302
2009	43	599	363
2010	46	620	350
2011	50	768	465
2012	47	655	417

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. Other rail lines in the county, including those in Jameson Canyon and the City of Vallejo, do not carry passenger traffic.

The Capitol Corridor operates eight 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 (one 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; five 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, but the Capitol Corridor is planning to modify some cars to accept additional bicycles. 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 SR 12. The station consists of a single building with two automated ticket machines inside, a transit information kiosk provided by Rio Vista Delta Breeze, a concessioner's space and seating areas; covered out-of-doors passenger waiting areas with an automated ticket machine; an uncovered passenger

loading/unloading platform; a bus loading/unloading area with 2 bus shelters and room for three buses to park; and, eight 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, but the STA has approved and funded a project for the City of Suisun City to upgrade the rail station building, improve signage and bike and pedestrian access to the station.

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 was 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.

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 Capitol 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. Operational data for 2009 showed a downturn in passenger numbers and revenue, in the order of approximately 10%. Since that time, ridership has consistently increased. For the current operating year, the Capitol Corridor is on track to have 1.7 million riders, and increase of approximately 8% over the previous year.

- System-wide Ridership - The June 2013 system-wide ridership was 138,293 passengers. This is down 4.4% from the June 2012 system-wide ridership.

- Solano County Ridership - The Suisun City station is the eighth busiest of the 16 Capitol Corridor train stations. In February 2013, the most recent month with station ridership data available, there were 516 daily trips to or from the Suisun City station, a reduction of about 3% from the previous. As in past years, the majority of those trips were on west-bound trains towards the Bay Area. However, the single station with the most trip destinations from Suisun City remains the Sacramento station.
- Revenue - The June 2013 system revenue was \$2.40 million. This was 6.3% lower than projected in the Capitol Corridor business plan. The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 44% in June 2013, compared to a business plan goal of 49%. Transit systems are generally considered financially successful if their system operating ration exceeds 50%.
- 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 within 5 minutes of the time published in the train schedule. As of July 2013, the Capitol Corridor's on-time performance is 95%.
The Capitol Corridor staff attributes the continued high on time results 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 saw a steady increase until 2011, from 30% in 1998 to 42% over the FY 10-11 time period. 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. For the past two years, ridership and revenues have seen a slight decline, attributed by CCJPA staff to state worker furlough days and reduced regional employment. In July and August of 2013, statistics showed this downward trend may be reversing, but more time is needed to confirm this change.

Vallejo Ferry

Ferry service to the Vallejo Ferry Terminal is operated by the WETA. There are 3 boats that provide this service. On weekdays, the ferry runs 11 round trips to and from San Francisco. On the weekends, 7 trips are provided. 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. Passenger facilities, including parking, ticket purchasing and boarding, are provided at the Vallejo Station ferry terminal along the Mare Island Strait. Facilities also exist in Vallejo for ferry maintenance and refueling, with improvements planned.

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 and a new 750-space parking garage. This parking area is used by ferry riders, bus passengers and carpoolers. Approximately one-quarter mile away, Vallejo has opened a new center for local and intercity bus service. Funding for the Vallejo ferry dock and maintenance facility 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.

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 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. As with the Capitol Corridor, the recent economic downturn has directly resulted in a decrease in ferry ridership.

- 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 2012-13, the Vallejo Ferry carried 713,300 riders, an increase of almost 7% from the FY 11-12 ridership of 668,770 passengers. This reversed a trend from FY 07-08, which saw a 5% increase in ridership over 800,000 per year.

- 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 fare revenue to operating costs, was 49% in FY 2012-13.

Transit systems are generally considered financially successful if their system operation ratio exceeds 50%. Previous farebox recovery ratios were:

FY 11-12 47%

FY 10-11 55%

FY 09-10 60%

FY 08-09 55%

The anomaly in FY 09-10 was the sudden fall in fuel pricing which was very favorable for that entire year.

- Ferry Reliability - Unlike the Capitol Corridor train system and the intercity bus routes, the Vallejo Ferry route is not impacted by service delays due to system repairs, 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 had a 99.3% reliability rate over FY 2012-13.
- 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. A detailed ridership survey has not been conducted since 2006, and no applicable census data is available.

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

Ryer Island Ferry

In addition to the primary ferry service between Vallejo and San Francisco, Caltrans operates a ferry located 2 miles north of Rio Vista at the north end of River Road/SR 84, which connects to Ryer Island. The ferry can carry cars (up to 8 at a time), light trucks and RVs. The ferry primarily serves recreational and agricultural vehicles; there is no significant housing or industry on Ryer Island

Local Transit

There is local bus transit service provided in each of the seven cities, either on their own or as part of a consolidated transit service. A connection 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.

SolTrans is the joint transit service for Benicia and Vallejo, which were previously served by Benicia Breeze and Vallejo Transit. Solano County Transit, "SolTrans" is overseen by the SolTrans Joint Powers Authority Board which is comprised of five appointed directors and one ex-officio, non-voting director and two alternates. SolTrans is the result of a merger between Vallejo Transit and Benicia Breeze.

The agency currently has a fleet of 29-vehicle local fixed route vehicles. The intercity fleet is comprised of twenty-five (25) 45-foot Motor Coach Industries (MCI) diesel buses with seating capacity up to 57. An additional ten (10) MCIs are owned by SolTrans but leased to the City of Fairfield for their intercity services. The Dial-A-Ride and ADA paratransit fleet consists of 14 vehicles. All revenue vehicles are ADA compliant.

SolTrans provides 11 local bus fixed-routes and five intercity, commuter express bus routes. The SolanoExpress intercity routes serve Vallejo and Benicia residents with connection to Fairfield and three BART stations: El Cerrito del Norte, Pleasant Hill and Walnut Creek. Additionally, SolTrans currently operates: (i) a supplemental bus route for the Vallejo Ferry; (ii) shared-ride, curb-to-curb general public Dial-A-Ride (DAR) bus service that operates within Benicia only; (iii) ADA paratransit bus service for qualified persons with disabilities complementing the fixed-route service; and (iv) subsidized taxi programs that provide rides locally and within Solano County for eligible individuals.

In FY2012-13, SolTrans is expected to have served about 1.5 million riders systemwide with about 115,000 service hours, an average of about 5,000 passenger trips per day and 13 passengers per hour, at a cost of about \$11.5 million with fare revenues of about \$3.3 million recovering about 29% of operating costs from fare revenues.

The City of Dixon's Read-Ride system operates a general Public Dial A Ride service. The system has a fleet of seven 16-20 passenger buses with 3-5 busses in service between the hours of 7:00 a.m.-5:00 p.m. Monday-Friday. The City also operates one bus on Saturdays between 9 a.m.-3 p.m. During FY 2012-13 the service provided 51,562 passenger trips. The City projects a 14% farebox recovery ratio during FY 2013-14. The total operating cost for FY 2013-14 is projected to be \$643,000. The City of Dixon provides ADA Paratransit service to the cities of Davis and Vacaville although trips have decreased with the popularity of the taxi scrip program.

Fairfield and Suisun City Transit (FAST) is operated by the City of Fairfield through services provided by a third-party contractor. FAST has a fleet of 56 buses, including the operating buses and back-up vehicles available to replace those undergoing maintenance. Twenty-seven (27) vehicles are used for local fixed route operations, twenty-one (21) over the road coaches are used for intercity service, and eight (8) smaller vehicles are used for dial a ride (paratransit) services. In 2012-13, FAST recorded over one million passengers with an average daily ridership of 3,493 passengers. Total expenses for 2012-13 were \$10,387,000 with a farebox recovery rate for 2012-13 at 22.4%.

FAST provides fixed route local bus and complementary ADA paratransit services to the 134,000 residents of Fairfield and Suisun City on Mondays through Saturdays. FAST will continue to supplement ADA paratransit by subsidizing a local taxi program and supporting the Friends of Fairfield Senior Center volunteer drivers program. In addition to these local public transit services, FAST also participates in the Intercity Funding Agreement, which supports seven inter-city bus routes. The Intercity Funding Agreement supports all four SolanoExpress intercity services operated by FAST - Routes 20, 30, 40 and 90 - providing service to Sacramento, Davis, Dixon, Vacaville, Suisun AMTRAK, Benicia and BART stations in Pleasant Hill, Walnut Creek and El Cerrito (Del Norte). FAST also participates in the County's intercity taxi program.

In FY2012-13 it is estimated that FAST will serve about 1 million riders with about 92,000 service hours, an average of about 3,000 passenger trips per day and 11 passengers per hour, at a cost of about \$10.5 million with fare revenues of about \$2.2 million, and recovering about 21% of operating costs from fare revenues.

Rio Vista Delta Breeze operates four cutaways buses and operates three deviated fixed routes including local destinations, services to Fairfield, Pittsburg/Bay Point BART Station and Antioch. Delta Breeze services including intercity Routes 50, 52, and 54, and Route 51 general public dial-a ride service. The City supplements the Delta Breeze service with its local taxi scrip program and the new Faith in Action Ride with Pride volunteer driver program, as well as its participation in the County's intercity taxi scrip program.

In FY2012-13, Delta Breeze is expected to serve about 13,000 riders with about 4,300 service hours, an average of about 50 passenger trips per day and 3 passengers per hour, at a cost of about \$350,600 with fare revenues recovering almost 11% of operating costs.

The Vacaville City Coach fixed-route fleet consists of 18, 35-foot, low-floor, Compressed Natural Gas (CNG) buses. City Coach currently operates six fixed routes across Vacaville as well as operating a complementary dial-a-ride Paratransit system for Americans with Disabilities Act (ADA) qualified individuals. The City Coach Paratransit system entitled Special Services operates with six, 14-passenger buses. City Coach also manages a subsidized Local Taxi Scrip program (part of the complementary Paratransit system) as

well as contributing financially to the Intercity Taxi Scrip program and Solano Express commuter bus lines operating throughout Solano County.

In Fiscal Year 2013 City Coach completed over 508,000 passenger trips (up 14% as compared to the previous year) as well as marking the seventh consecutive year of ridership growth. Fiscal Year 2013 farebox recovery ratio was 20.93% with a total operating cost of \$1,689,528. Special Services Paratransit ridership was over 13,000 in Fiscal Year 2013 while the farebox recovery ratio for Special Services and Local Taxi was over 15%.

In Fiscal Year 2013 the Metropolitan Transportation Commission (MTC) completed the first round of its Transit Performance Initiative (TPI) program. City Coach was recognized as the most efficient transit agency in Solano County in the areas of Increase in Passengers and Increase in Passenger Trips per Hour and was subsequently awarded over \$232,000 from the TPI program.

The Solano County Intercity Taxi Scrip Program is a new outgrowth of the two Senior and Disabled Transit summits sponsored by STA and the County of Solano in 2009. This program provides a flexible option for qualified ADA Paratransit-certified riders that are ambulatory or able to enter and exit a taxi without the help of another person. The discounted Intercity Taxi Scrip is valid for taxi trips originating and ending with Solano County. The second outgrowth is the Solano Seniors and People with Disabilities Transportation Advisory Committee which was established and met for the first time in May 2010. This committee will help STA and service providers identify and deliver specific projects to provide transit for seniors and people with disabilities residents. The finest product was the Solano Seniors and People with Disabilities Transportation Guide which provide information on the transportation options in Solano County.

Coordination of Services

The various intercity services - Solano Express intercity bus, Capitol Corridor trains and WETA ferry services - are not operated by a single agency. Both train and ferry schedules are affected by other operators, such as Union Pacific freight trains and San Francisco ferry terminal dock availability. Local bus services, such as FAST, Rio Vista Delta Breeze, SolTrans and Vacaville City Coach, generally time their routes to drop off (morning commute) or pick up (evening commute) passengers using the intercity transit system. In addition, the intercity services and the local services have transfer agreements in place. The 7 Solano Express Routes jointly funded by Intercity Funding Agreement, and jurisdictions except the City of Rio Vista participate in that agreement.

Monthly passes are offered by ferry system, Capitol Corridor, SolTrans, Rio Vista Delta Breeze and FAST. The ferry system pass allows use of the ferry or Vallejo Transit buses (including BARTLink), Benicia Breeze and FAST vehicles for travel in either direction.

STA and the county transit providers have completed a comprehensive ridership survey. The results of that survey were provided to the STA Board in 2012. Based upon the ridership information and on-going negotiations, the participants are exploring options for transit consolidation. If a consolidation plan is implemented, there may be some changes to routes and schedules.



The STA and the various Solano County transit operators will continue to identify and request additional funding to fully implement the Transit Element of STA's Comprehensive Transportation Plan including federal, state and regional funds that may become available and local sources such as a portion of a transportation sales tax should one pass in Solano County. In particular, the STA and its member agencies will continue to pursue future Federal funds (including increased CMAQ funds), federal earmarks, State Transportation Improvement Program (STIP) funds, Regional Measure 1 & 2 funds, annual clean air grants, regional and local transportation tax measures and other special funds that would help maintain and expand intercity transit services. The STA will incorporate transit strategies and prioritize or recommend transit projects in the various countywide and regional transportation plans.

Solano County is one of the nine Bay Area counties under the jurisdiction of the MTC. Senate Bill 602 (Kopp, 1989) requires a certain level of coordination between all transit operators in the region. As a result, this CMP specifically recognizes and adopts the SB 602 coordination standards (see Appendix B) as its own. To limit duplication of effort, the STA will determine compliance with the coordination standards based on MTC's annual determination of compliance with SB 602 standards. In 1996, the Bay Area Transit Coordination Bill SB 1474 (Kopp) passed which requires MTC to, among other tasks, determine if there are duplicative transit services in the region, and to withhold State Transit Assistance Funds (STAF) until those duplications are corrected.

In 1997, the STA completed the Solano Intercity Transit Coordination Study and in 2005, the STA completed the Transit Element of the Solano Comprehensive Transportation Plan (CTP). A new Transit Element is being prepared as part of a complete Solano CTP update. These plans are proactive and made recommendations to address applicable items included in SB 1474. The proposals included the formation of an intercity transit consortium, improvements to intercity transit services, improved transit information and marketing, and the long range capital and operating needs of intercity ADA paratransit services. Implementation of its recommendations commenced during 1997-98 with the formation of the Solano Express Intercity Transit Consortium, whose members include staff from the various transit operators in

Solano County per a requirement of MTC, STA is currently concluding a Coordinated Short Range Transit Study (SRTP) in coordination with all the Solano County Transit Operators that when completed will be the first in the Bay Area The Coordinated SRTP includes addressing the following coordination areas:

1. Service Planning Coordination
2. Schedule Coordination
3. Fare Coordination
4. Capital Planning Coordination
5. Paratransit Coordination

The STA will also be updating the service plan for intercity service, marketed as Solano Express.

Bicycle and Pedestrian System

Bikeway Network: The Solano bicycle network consists of a mix of Class I bike paths (separated from the roadway), Class II bike Lanes (designated lanes on the roadway) and Class II Bike Routes (designated only by signage next to the roadway). The most recent Solano Countywide Bicycle Plan was adopted in January 2012.

SOLANO COUNTY REGIONAL BIKEWAY NETWORK

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	11.7	5.2	\$6.1	69%
Dixon	6.4	2.3	\$1.5	74%
Fairfield	27.3	19.8	\$11.9	58%
Rio Vista		9.8	\$9.5	
Suisun City	13.1	3.8	\$3.6	78%
Vacaville	30	15.5	\$17.3	57%
Vallejo	24.2	23	\$8.7	51%
County	33	92.7	\$47.4	26%
Total:	129.1	181.2	\$106.0	43%

Pedestrian Network: Pedestrian focused improvements are generally smaller in area than bicycle improvements, but are often more intense (additional landscaping and aesthetic elements that may be absent from the more utilitarian bicycle facilities). They may share space with bicycle improvements, but frequently only at a destination, where bicycle travel speeds slow down. Pedestrian facilities are also more sensitive to design and land use decisions, including scale and color.

The existing and planned pedestrian/TLC projects are based on the priorities identified in the 2012 Solano Countywide Pedestrian Plan and the 2011 Transportation for Sustainable Communities and Safe Routes to Transit plans.

Several major bicycle and pedestrian projects have been completed in the mid-2011 through mid-2013 time period. The most significant projects are the Suisun Parkway (aka North Connector) in Fairfield and the county, the Grizzly Island bike path in Suisun City, and extension of the Dixon/Vacaville bike lane in the county. Other important improvements that are funded or under construction are replacement of the Green Valley overcrossing (Fairfield), the widening of SR 12 in Jameson Canyon (county), completion of the Hawkins Road segment of the Dixon/Vacaville bike lane (county) a five mile segment of the Jepson Parkway multi use path, and the West B Street undercrossing (Dixon).

SOLANO COUNTY PEDESTRIAN NETWORK

Agency	# of Pedestrian Oriented Areas*	# of Planned Pedestrian/TLC Projects	# of Pedestrian/TLC Projects Completed	% Done	Cost of Existing Projects (millions; 2004 \$'s)	Cost for Planned Projects (millions; 2009 \$'s)
Benicia	10	5	2	29%	\$4.8	\$6.4
Dixon	4	3	1	25%	\$3.0	\$3.0
Fairfield	5	5	1	17%	\$4.5	\$9.0
Rio Vista	2	3	1	25%	\$1.2	\$9.1
Suisun City	5	3	1	25%	\$0.679	\$2.7
Vacaville	4	4	2	33%	\$2.5	\$1.7
Vallejo	3	6	2	25%	\$11.0	\$13.2
County***	1	8	1	12.5%	\$0.5	\$32.1
Total:	34	36	10	22%	\$27.6	\$76.7

*Pedestrian Oriented Areas are zones of interest which include civic centers, schools, and other such destinations

**Rounded to the nearest tenth

***Includes multi-agency projects

2009 costs have been escalated at 5% compounded annually (per Caltrans standard for escalating costs) based on costs identified in 2004 Solano Countywide Pedestrian Plan

Safe Routes to School: The STA's Safe Routes to School (SR2S) Program's goal is to improve student travel safety and increase the popularity of students walking and bicycling to school. The STA accomplishes this goal by working with a variety of stakeholders across the county to plan and implement Education, Encouragement, Enforcement, and Engineering projects. Specific projects, including improvements to roadways and bicycle and pedestrian facilities, are identified by local jurisdictions. STA works with the local jurisdictions to help provide funding and coordination to ensure delivery of SR2S projects. STA updating the SR2S Plan which is expected to be completed in FY 2013-14.

Multimodal System Performance Measures

One of the key emphases of the CMP is "multimodal system performance." While this measurement is not as precisely defined such as with LOS measurements, the purpose of these measures are to identify either individually or as a group, how the countywide transportation system (including all modes), is performing. The LOS measurements, which provide the STA with

information regarding the performance of the highways and principal arterials, and this element will help determine how the transportation system as a whole is performing. In Solano County it was decided that the criteria for the selection of performance measures should include:

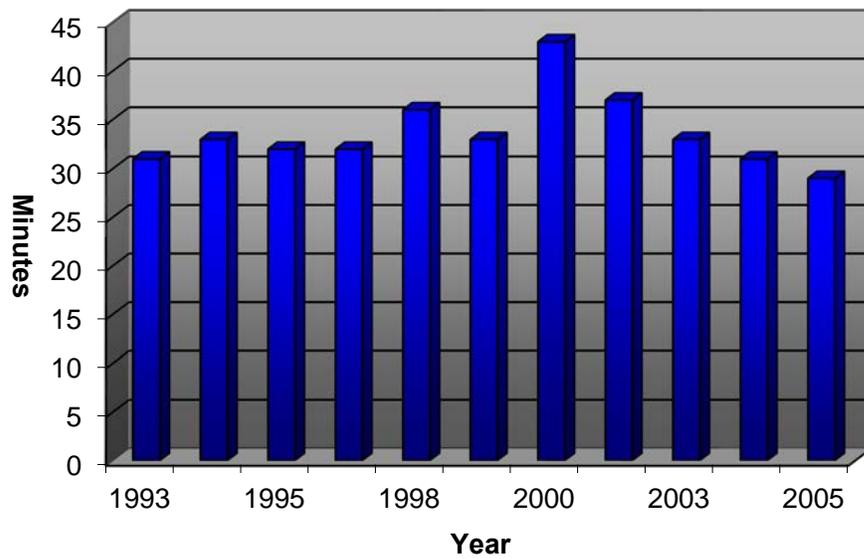
- 1) Ease of measurability and accessibility of data
- 2) Forecastability
- 3) Variety of locally accepted modes

Performance Measures For Solano County CMP

The following performance measures were selected for the Solano County CMP:

- 1) Level of Service: This measurement provides an overview of congestion in Solano County. It has already been included in the CMP since 1999 and provides an on-going way to compare changes to the system on an annual basis. It is a widely accepted way to identify existing traffic conditions and to plan the most effective improvements to the highways and roadway system. This measurement is discussed in “Defining the CMP System” and the standards and existing LOS for each of the CMP road segments is contained in the 2007 CMP LOS Inventory.
- 2) Travel Times To and From Work: Long commute times show both congestion and long trips; conversely, reduced commute times may show less congestion or shorter commute distances. These travel times are documented by RIDES for Bay Area Commuter’s “Commuter Profiles”¹ and the U. S. Census Bureau. Commute time peaked in 2000 with the robust ‘dot-com’ economy, and dropped off when that market segment rapidly shrank. After growing in the mid-2000s, they have again dropped since 2008. This is due in large part to the significant economic downturn, but is also influenced by improvements to the I-80/I-680 interchange, the construction of the westbound truck climbing lane for SR 12 in Jameson Canyon, and the installation of Solano County’s first HOV lanes.

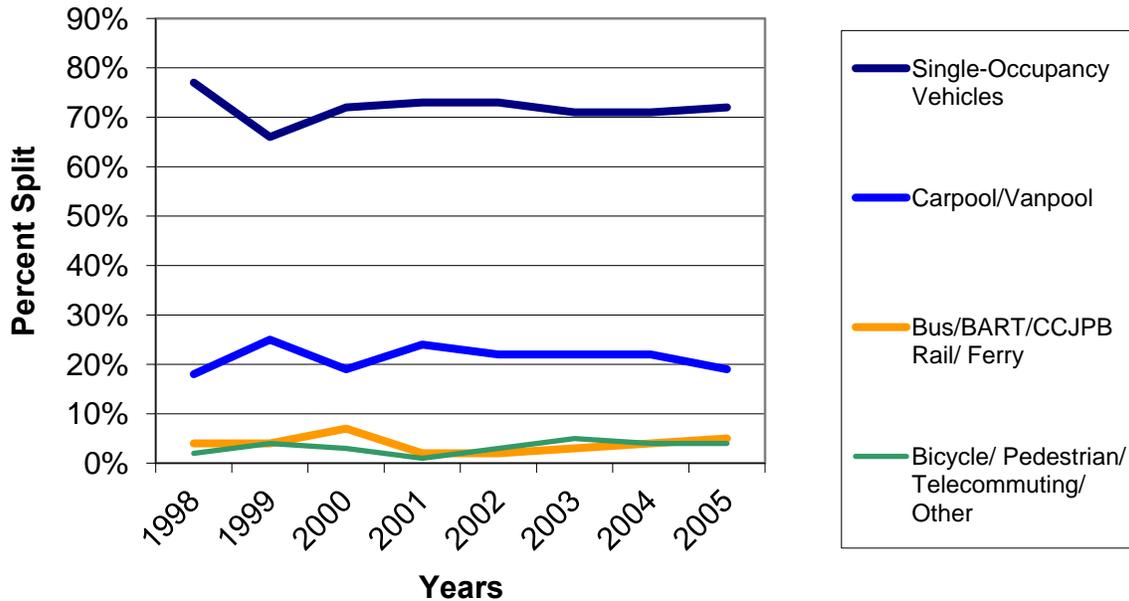
Average Travel Times in Solano County from 1993 to 2005



¹ In July 2005, RIDES ceased to exist as a result of the loss of MTC's Regional Rideshare Program funding.

- 3) Ridership and Farebox Recovery for Intercity Transit: This measure will calculate the number of riders that use intercity transit system, and the percent of operating cost covered by rider-paid fares. The data has been compiled from system operators. Ridership and farebox figures are provided above in the Travel Demand element.
- 4) Bicycle and Pedestrian Movement: The purpose is to ensure that bicycle and pedestrian improvements are included, where appropriate, in the CMP's Capital Improvement Program and as recommended in the Solano Countywide Bicycle Plan. This plan proposes a major countywide bicycle system with a primary route following along various county and city roads from Davis-Dixon-Vacaville-Fairfield; then through Fairfield's Linear Park to I-80; then adjacent to I-80 along the Solano Bikeway (the former State Route 40 right-of-way) to Vallejo. A secondary system is proposed along other state and county roads and intercity arterials.
- 5) Multimodal Split: This compares the above measures 2, 3 and 4 for each CMP update. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing and telecommuting, single occupant vehicles (as a percentage of all modes) will drop. The current estimated mode split and past mode split percentages are as follows:

Multimodal Split in Solano County



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

Trip Reduction Programs

Trip reduction programs are designed to reduce the total number of vehicle trips on the roadways that make up the CMP system. This improves the Level of Service for CMP roadways by addressing the volume side of the volume to capacity ratio.

Voluntary trip reduction efforts in Solano County include STA's Solano Napa Commuter Information (SNCI) Program. SNCI's goal is to reduce the drive-alone rate of commuters by providing commute alternative options, like carpool, vanpool, transit, walking and biking, available through employer outreach programs and general marketing. Solano county has the highest percentage of

carpool/vanpool participants in the Bay Area. This percentage had been achieved with only one 8.7 miles stretch of Highway Occupancy Vehicle (HOV) lanes along the 44 mile length of I-80 in Solano. I-80 HOV lanes located in Solano County allow carpool and vanpool vehicles to travel at notably higher speeds. The implementation of vanpool and bicycle incentives and the Emergency Ride Home program encourage residents and employees to use commute alternatives SNCI works actively with employers that establish themselves, expand or relocate to Solano County to encourage vanpool, carpool, or transit use. Each of these strategies reduced vehicle trips.

STA and Caltrans completed the construction of the 8.7 mile HOV lane from Red Top Road to Airbase Parkway on I-80 in 2010 and have plans to extend the HOV lanes the length of I-80.

The STA's SNCI program is working with the Bay Area Quality Management District (BAAQMD) and MTC to implement a Bay Area pilot program authorized by SB 1339 to require employers with 50 or more employees to offer various rideshare or transit incentive options. The SNCI program also offers various transit and rideshare incentives and a guaranteed ride home program with 111 employers participating.

Land Use

Ideally, land use development occurs where there either is or will be an adequate transportation system to serve the development. When development occurs where adequate infrastructure is not present or funded, significant congestion and air quality impacts typically occur. An inadequate transportation system results in congestion, delays, and lower land values. A transportation system with too much capacity can be a poor expenditure of public funds or an inducement to future growth.

The type of land use also affects the transportation system. Low density land uses, or those without pedestrian and bicycle friendly streetscapes, do not provide sufficiently concentrated ridership to allow public transit to be financially feasible. Higher density land uses can financially support public transit, but may result in higher congestion rates if residents/employees/customers choose to use private vehicles anyway.

It is a difficult challenge to foresee future land use, plan an adequate transportation system, set aside right-of-way for roads and interchanges, and fund construction of the improvements in a timely manner. State law requires that fees charged to new development only pay for the capacity needed to serve that new development, and not for a previously-existing deficiency in the transportation system.

In Solano County, the overwhelming majority of urban development occurs within the boundaries of the seven cities (95%). This is a result of the voters' approved Solano County Orderly Growth Initiative approved in 1984 and extended in 2008. STA has worked with the seven cities and, with the County, to coordinate land use and transportation decisions, and to encourage land uses that support ride sharing and use of public transportation where appropriate. Regionally, MTC has taken the lead in encouraging more coordinated planning between land use and transportation matters. For instance, MTC's Transportation for Livable Communities Program (TLC) provides planning and capital assistance for projects that strengthen the link between transportation, community goals, and land use. Examples of recent TLC projects include:

- ◆ Jepson Parkway Concept Plan
- ◆ North Connector TLC Corridor Concept Plan
- ◆ OBAG Planning Grants to Benicia, Dixon and Rio Vista
- ◆ PDA Planning Grants to Fairfield and Suisun City
- ◆ Update of the TLC Plan with the new Transportation for Sustainable Communities Plan
- ◆ Adoption of the new Safe Routes to Transit Plan
- ◆ Investment in Solano's Priority Development Areas(PDA's) such as Vallejo's Downtown Streetscape Project, Transit Center and Parking Structure.

STA has worked with the cities to identify and submit applications for Priority Development Areas (PDAs) under the Bay Area FOCUS program. Those areas designated as PDAs may be eligible for additional planning and facilities funding, and will serve to further strengthen the local and regional public transportation system. There are PDAs designated in all seven Solano cities.

The STA has also identified infill opportunity locations throughout Solano County that are potential sites to be designated as new compact residential or mixed use development within 1/3 of a mile from planned or existing transit hubs, rail or bus services. No City has taken advantage of the infill opportunity designation in the last two years.

STA has continued to work with local jurisdictions to make use of the Transportation and Land Use Toolkit developed by STA in 2003. STA staff has also made presentations to all of the planning commissions in 2005 regarding TLC and land use decisions. STA and the local agencies have also developed Community Based Transportation Plans (CBTPs) to help address local transportation issues in focused community areas.

Congestion on the CMP system roads can also be reduced by creating a better balance of jobs and housing in each community, and in Solano County. This includes the creation of housing conveniently near local employment centers, with housing products affordable to workers in those centers. Local jobs produce more local trips and therefore fewer regional trips, and create tax

revenue that can then be used to support local transportation programs as well as other community services.

STA and the CMA legislation require local land use proposals, including environmental notices, be provided to the STA for review and comment. STA checks these proposals for consistency with the CMP. Where projects propose land uses different from the CMP or result in a deficiency finding, STA will work with the local agency and/or the developer to identify project changes and/or mitigation measures to reduce congestion and impacts to the transportation infrastructure. See Section VI below for further discussion of land use review and comment by STA.

HOV and Express Lanes

High Occupancy Vehicle (HOV) lanes provide shorter trip times for busses, and passenger vehicles with multiple occupants. This encourages more bus ridership and carpooling, which in turn reduces congestion and delays for other vehicles.

Since the adoption of the 2007 CMP, the Bay Area has begun to talk in earnest about implementation of, an Express Lane network. Express lanes allow high occupancy vehicles to travel for free in dedicated lanes operating at an acceptable LOS, typically LOS C or D. Single occupant vehicles can also use these lanes, but are charged a toll for such use. The occupancy requirements of the HOV vehicles (2+, 3+ or 4+) and the toll charged for single-occupancy vehicles can be adjusted for peak hours and to ensure that an adequate LOS is maintained. Express lanes can provide the revenue needed to expand the HOV network to the entire region, and net revenues can also support trip reduction measures such as express bus service.

Planning for the installation of HOV lanes for any freeway or major expressway that will be six or more lanes is encouraged. A HOV count was performed in the spring of 2001 which confirmed high levels of carpooling and vanpooling. The counts indicated that HOV levels exceed the Caltrans HOV volume thresholds necessary for establishing a carpool lane on several segments of I-80. Currently, I-680 does not meet this threshold.



In 1996, an HOV lane was constructed on I-80 from City of Richmond to Hwy 4, and recently completed was a westbound HOV lane on I-80 to the Carquinez Bridge. The eastbound segment was previously completed. Contra Costa also has a long term plan to construct HOV lanes on I-680

up to the Benicia-Martinez Bridge.

Both bridges have toll plaza facilities designated specifically for HOV.

The Solano County Construction began in 2008 on the HOV lanes on I-80, from Red Top Road to Airbase Parkway. The lanes were completed in partnership by STA and Caltrans and opened for traffic at the end of 2009. Preliminary work is underway by STA to extend the HOV lanes from Airbase Parkway to I-505, and to develop HOV lanes in Vallejo.

The eventual goal is to create a HOV lane on I-80 extending from the Solano/Contra Costa county line to the Solano/Yolo county line in both directions.

The STA will continue to seek and program funds for additional HOV lane segments in Solano County. STA will also work in partnership with Caltrans and local jurisdictions to identify and acquire right-of-way as needed, implement freeway performance improvements such as ramp metering, obtain approval of all plans and documents needed, and proceed to construction of the identified HOV lane segments.

There are two existing Express Lane pilot projects in the Bay Area - in Alameda County, the I-580/I-680 corridor) and the I-680 corridor on the Sunol Grade; and, in Santa Clara County, including the I-880/SR-237 area. In addition, MTC has identified the creation of a regional Express Lane Network as an important element of the T2035 and T2040 improvements. STA has supported the Express Lane network in concept, and is working with MTC and Caltrans to convert the I-80 HOV lanes into Express Lanes, and to extend the system the length of I-80 and I-680.

Signal Timing

Signal timing serves two primary purposes on CMP roadways. First, it coordinates the flow of traffic on roadways, thereby reducing stop-and-go driving and reducing time spent stopped in traffic. Second, placement of signals on freeway onramps (ramp metering) measures the flow of traffic onto the freeways, reducing the congestion that occurs when a large number of vehicles seek to enter the freeway at one time.

The STA encourages all jurisdictions to take actions directed towards meeting the clean air standards contained in both state and federal legislation. In particular, jurisdictions with one or more series of traffic signals that would benefit from either an air quality or vehicular congestion standpoint should consider participation in Caltrans' Fuel Efficient Traffic Signal Management Program. Signal timing programs could eliminate the need for other more costly improvements to maintain mobility on the transportation system.

The STA will work with local agencies and support their efforts to develop and implement programs for signal timing. These include the Citywide signal interconnect program in Vallejo and the long term signal interconnect proposed along the Jepson Parkway through Suisun City, Fairfield, Solano County and Vacaville.

In June 2009, the City of Fairfield completed the installation and activation of a transit signal preemption system along Beck Avenue, leading to the Fairfield Transit Center. This project was funded with Bay Area Air Quality Management District Transportation Fund for Clean Air funds.

Jobs-Housing Balance

More than forty percent of Solano County's employees commute to jobs outside the county. These commutes are generally longer and therefore contribute more to highway congestion and air pollution than in-county, or in-city commutes. One way to reduce this out-commute is to provide a better balance between housing provided and jobs available within each of the cities in the county. To be truly balanced, the jobs must pay enough that the jobholder can afford to live in the jurisdiction where he or she works.

Limiting growth in housing units, whether caused by a lack of suitable land or infrastructure, financial market restrictions or by governmental policy, may also reduce the out-commute. But limited housing growth can also contribute to the undesired effects of increasing housing costs, reducing the availability of lower and moderate income housing and limiting the turnover of housing stock.

While there is no guarantee that a jobs-housing balance will reduce the out-commute, a well-planned policy continued over an extended period provides an opportunity for local residents to also work locally, thereby reducing traffic on CMP roadways.

Flexible Work Hours and Telecommuting

A primary cause of traffic congestion is the work commute. Typically, traffic volumes are at their highest during the weekday morning and evening commute hours. Any rearrangement of the workday that avoids starting work between 7 a.m. and 9 a.m. or stopping work between 4 p.m. and 6 p.m. will reduce this commute congestion.

Another effective technique involves altering the typical workweek. Changing from a workweek of five eight-hour days to four ten-hour days will reduce the work commute by twenty percent. Changing to a two-week period consisting of eight 9-hour days and one 8-hour day will reduce the work commute by ten percent.

Telecommuting also effectively reduces work-hour traffic congestion. Many jobs do not have to be performed at the work site each day. Employees can perform these jobs at their home, entirely eliminating the commute trip, or at a telecommuting center which would be located closer to home than the normal work site. These employees would only be required to come to the work site when necessary.

Employers, including government agencies, are encouraged to implement any of the flexible work hour arrangements and/or telecommuting whenever feasible.

Parking Management, TSM Programs and Other Incentives

Parking Management:

In many high-density land use areas, adequate parking is at a premium. Examples of these types of areas are downtown Oakland, San Francisco and Sacramento, as well as dense portions of cities such as the UC Davis campus. Often employers in these areas provide free or subsidized parking as an employee benefit. There are various ways in which the availability of parking can be used to encourage work commutes by means other than the single occupant vehicle. One option is for employers to simply stop providing free or subsidized parking for single occupant vehicle commuters. However, with Solano County's relatively low land use densities and plentiful free parking, this is generally not a viable option.

Another option is for employers to provide cash incentives to employees who commute by means other than the single occupant vehicle. There are two excellent examples of cash incentive programs that have previously been available in Solano County. Upon completion of the program, SNCI received positive results. According to RIDES for Bay Area Commuters, Solano County has the highest vanpool rate and the second highest carpool rate in the Bay Area. Presently, Solano Napa Commuter Information has several incentives for encouraging more vanpool, transit, and bicycle trips. These incentives include free gas coupons, transit vouchers, and up to \$100 off of a bicycle purchase.

Incentives can be in the form of free and/or preferential parking for vanpools and carpools. Transit incentives (i.e. some free introductory trips or employer subsidized transit passes) to encourage use of transit have been successful during rideshare week and are often used in other transit systems such as the transit incentive program in Contra Costa County and the Ecopass in Santa Clara County.

AB 2109 requires that certain employers offer a "parking cash-out" program. The law applies to employers that: 1) have 50 or more employees, 2) lease parking for their employees, 3) subsidize that parking for employees, and 4) can reduce the number of parking spaces available to employees without penalty (such as breaking a lease or violating planning regulations). Employers who meet the above criteria and who lease parking after January 1, 1993, or renew leases after that date must offer employees cash equal to the subsidy for an employee's parking space.

Local agencies typically require the provision of ample parking as a condition of approval of any new development. These parking requirements should be reconsidered with a view toward discouraging the use of single occupant vehicle trips to work sites, and commercial, shopping, and recreational activities.

In June of 2007, MTC released the "Reforming Parking Policies to Support Smart Growth Toolbox/Handbook." STA will work with the member jurisdictions to implement the ideas in the toolkit where appropriate. The Joint Policy Committee, consisting of MTC, ABAG, BAAQMD and BCDC, is pursuing a Regional Parking Reforms policy that may also direct Bay Area-wide approaches to parking.

STA has submitted comments on several local EIRs and projects recommending that the local agency implement parking management. Specifically, STA has recommended parking cash-out, decoupling parking spaces from housing unit rents, and reduced parking standards/parking caps. The City of Vallejo is currently studying alternative parking standards for TOD projects.

Traffic Operations System

Caltrans' Traffic Operations System (TOS) assumes emission reductions. TOS systems are planned to be provided along the major corridors such as I-80 and I-680 to improve traffic flow by providing information on traffic incidents and emergency bypasses during those incidents. During the past two years, changeable message signs have been installed on I-80 and SR 12.

Transportation Systems Management

The STA supports Transportation Systems Management (TSM) programs that will improve transportation corridors by reducing traffic congestion, improve safety and promote alternative transportation modes. Projects such as the Jepson Parkway and the STA Travel Safety Study are two examples of recent efforts to provide TSM programs in Solano.

Spare the Air

Each year, the Bay Area Air Quality Management District and Solano Napa Commuter Information conduct the Spare the Air Program. The STA supports the efforts of BAAQMD to reduce air emissions during high ozone days. The FasTrak Bridge fare program, the Weigh in Motion truck program, telecommuting and other Integrated Technology Systems (ITS) programs are also supported by the STA.

Bridge Tolls

Bridge tolls for autos are currently \$5 on the seven State owned toll bridges in the San Francisco Bay Area; tolls on the Bay Bridge are variable with the time of day and day of the week. In addition, tolls are now collected for carpool and vanpool vehicles. \$1 is dedicated to bridge corridor based projects, the second \$1 is used to fund seismic retrofit for each bridge, and the third \$1 (Regional Measure 2) is used for a variety of transit projects with an annual revenue stream of approximately \$125 million. Since Bay Area voters passed Regional Measure 2 in the March 2004, various Solano County projects were funded including:

- Express bus facilities and park and ride lot construction
 - Curtola Transportation Center (Vallejo)
 - Fairfield Transportation Center
 - Vacaville Transportation Center
 - Benicia park-and-ride lots
- Construction of the Vallejo intermodal ferry and bus station
- I-80/I-680/SR 12 interchange improvements
 - Interchange improvements
 - North Connector
 - HOV lanes
 - Cordelia Truck Scales
- Capitol Corridor rail tracks and station improvements at the Fairfield/Vacaville Intermodal Transit Station
- Regional express bus operation

Transportation Control Measures

MTC Resolution 3000 Revised requires all CMP's to be consistent with the region's adopted Transportation Control Measures (TCMs) for the Federal and State Clean Air Plans by addressing the timely implementation of TCMs that require local implementation. Particular attention has been given to Table 1 of that Resolution, and efforts have been made to meet its intent. The following table lists the correlation of the Federal/State TCMs with the Solano County CMP. These measures, in whole or in part, are being implemented by various

programs and projects in the sections referenced in the CMP. Additional regional TCM measures have been incorporated into the following list since the 1997 CMP in accordance with MTC's CMP guidelines. STA will take appropriate actions to adopt and implement the measures in the adopted BAAQMD Clean Air Plan.

Transportation Control Measures

Correlation of Federal/State TCMs with Solano County CMP

TCM	Description	Section, Page
F1,2,3	Increase transit ridership	Performance Standards Element, 28
F4	Expand HOV lanes	Travel Demand Element, 30
F5	Support Rides and SNCI efforts	Travel Demand Element, 33
F7	Reaffirm preferential parking	Travel Demand Element, 33
F8	Encourage Park-and-Ride lots	Travel Demand Element, 28
F9	Expand commute alternatives	Travel Demand Element, 33
F10	Develop Info. Program for Local Gov.	Travel Demand Element, 33
F13	Increase bridge tolls	Travel Demand Element, 35
F14	Support Bay Bridge surcharge	Travel Demand Element, 35
F15	Support increased state gas tax	Travel Demand Element, 34
F17	Continue post-earthquake transit	Travel Demand Element, 35
F18	Expand Amtrak Capitols	Travel Demand Element, 31
F20	Support regional HOV System Plan	Travel Demand Element, 30
F21	Support Regional Transit Coordination	Performance Standards Element, 23
F22	Expand Regional Transit tickets	Performance Standards Element, 24
F24	Expand signal timing to new cities	Travel Demand Element, 32
F25	Maintain existing signal timing	Capital Improvement Program, 7
F26	Support Incident Management Systems	Travel Demand Element, 34
F27,28	Support TSM Programs	Travel Demand Element, 34
S1	Expand employer assistance	Travel Demand Element, 33
S2	Support voluntary trip reduction	Travel Demand Element, 27
S3	Improve areawide transit service	Performance Standards Element, 14
S4	Expand regional rail	Travel Demand Element, 31
S5	Improve access to rail and ferry	Performance Standards Element, 31, 35
S6	Improve intercity rail service	Performance Standards Element, 31
S7	Improve ferry service	Performance Standards Element, 35
S8	Construct carpool/express lanes	Travel Demand Element, 30
S9	Improve bicycle access	Capital Improvement Program, 7
S10	Youth transportation	Performance Standards Element, 28
S11	Install freeway TOS systems	Travel Demand Element, 34
S12	Improve arterial traffic	Capital Improvement Program, 7
S13	Provide transit use incentives	Performance Standards Element, 33
S14	Provide carpool incentives	Travel Demand Element, 33
S15	Air quality plans/programs	Travel Demand Element, 29
S16	Support Spare the Air Program	Travel Demand Element, 34
S17	Support demonstration projects	Travel Demand Element, 34
S18	Support revenue measures	Performance Standards Element, 35
S19	Support market pricing programs	Travel Demand Element, 33

F= Federal TCM

S= State TCM

Goods coming into or out of the Bay Area are moved primarily by truck or rail. Truck routes include I-80 through Solano County, I-580 in Alameda County, and US 101 south from Santa Clara County. Rail lines serving the Port of Oakland and the auto import lots in Benicia either pass into the central valley in northern Contra Costa County or cross through Solano County through Benicia, Suisun City and Dixon.

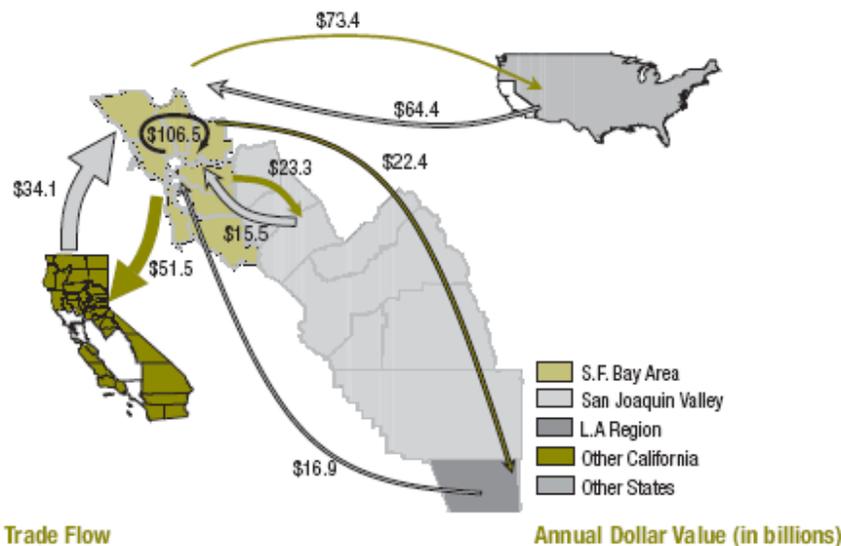
Trucks carry approximately 80% of the goods moved to and from the Bay Area, with rail accounting for an additional 6% and marine transport 13.3%. Almost all truck movement occurs on publically-owned roadways. Rail movement of goods occurs mostly on privately owned tracks. Marine goods movement occurs on public waterways and mostly through public ports, although some movement occurs at private piers and loading/unloading facilities.

Volume and Value

The Port of Oakland moved 2.2 million TEUs (Twenty-Foot Equivalent units -20' long cargo containers) in 2005. That amount is projected to increase to 2.7 million TEUs by 2010, 4.2 million TEUs in 2020, and 6.5 million TEUs in 2030. This later number is three times as large as the 2005 volume. Oakland handles by far the largest number of TEUs in the Bay Area; port facilities in Richmond and Martinez process mainly bulk petroleum, while Stockton handles primarily agricultural products. Oakland is the only northern California port where the value of exports exceeds the value of imports.

I-580 has an average daily truck volume in excess of 12,500 vehicles. In contrast, I-80 in Solano County has an average daily truck volume of between 7,500 and 12,500 vehicles.

The Largest Share of the Bay Area's Domestic Trade Stays Within California
(\$ in billions)



Source: MTC Regional Goods Movement Study

According to the 2004 Regional Goods Movement Study, 25% (\$106.5 billion) of the \$408 billion in goods movement through the Bay Area was for local consumption. Much of this goods movement is concentrated in the population centers around the bay itself. Almost \$39 billion in goods is moved to and from the San Joaquin valley, \$39 billion to and from the Los Angeles area, and \$85 billion to the rest of California.

Maintaining and Improving Capacity

The majority of goods movement in the Bay Area is for Bay Area consumption and movement by truck. As a result, the system improvements and travel demand strategies identified in this document as means to improve the movement of people will also serve to improve the movement of goods. Examples of projects that will improve both people and goods movement includes the reconstruction of the I-80/I-680/SR-12 interchange, the I-80 Eastbound Cordelia Truck Scales Relocation project and the construction of HOV lanes on I-80.

Rail improvement projects are primarily designed to allow for greater movement of freight. However, the installation of additional tracks by the Union Pacific and Burlington Northern Santa Fe Railroads may also serve to allow more service by the Capitol Corridor. STA will work with its member agencies to identify opportunities and funding to eliminate at-grade crossings in Solano County. This will serve to decrease congestion on local streets, allow for faster and more reliable rail movement of both people and goods, and reduce the chances of pedestrians or autos coming into conflict with moving trains.

The I-80 Eastbound Cordelia Truck Scales Relocation Project was completed and began operation in July 2013, with access ramp improvements still on-going. This project will allow all truck traffic on EB 80 to be inspected, with no back-up from the truck scales onto I-80, and with improved truck traffic flow onto EB I-80 and SR 12. The westbound scales will also have a favorable impact on WB traffic. The STA has environmentally cleared the site for the West Bound Scales but funds have not been obtained yet for design and construction. Policies related to goods movement by air or water is not within the jurisdiction of STA. However, STA will continue to work with its partner agencies to support regional air and water freight facilities.

VI. SUPPORT OF RTP PERFORMANCE OBJECTIVES

The RTP - Plan Bay Area - was adopted in mid-2013. The RTP contains the following Performance Objectives, designed to show progress towards the goals of enhancing the Economy, protecting and improving the Environment, and advancing social and economic Equity:

1. **Climate Protection** - Reduce per-capita CO₂ emissions from cars and light-duty trucks by 15%.
2. **Adequate Housing** - House 100% of the region's projected growth by income level (very-low, low, moderate above-moderate) without displacing current low-income residents.
3. **Healthy and Safe Communities** - Reduce premature deaths from exposure to particulate emissions:
 - Reduce premature deaths from exposure to fine particulates (PM2.5) by 10%
 - Reduce coarse particulate emissions (PM10) by 30%
 - Achieve greater reductions in highly impacted areas
4. **Healthy and Safe Communities** - Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)
5. **Healthy and Safe Communities** - Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day)
6. **Open Space and Agricultural Preservation** - Direct all non-agriculture development within the urban footprint (existing urban development and urban growth boundaries)
7. **Equitable Access** - Decrease by 10% the share of low-income and lower-income residents' household income consumed by transportation and housing.
8. **Economic Vitality** - Increase gross regional product (GRP) by an average annual growth rate of approximately 2%
9. **Transportation System Effectiveness** -
 - Increase non-auto mode share by 10%
 - Decrease automobile vehicle miles traveled per capita by 10%

10. **Transportation System Effectiveness** - Maintain the transportation system in a state of good repair:

- Increase local road pavement condition index (PCI) to 75 or better
- Decrease distressed lane-miles of state highways to less than 10% of total lane-miles
- Reduce share of transit assets past their useful life to 0%

At this time, STA can best report on Item 10, bullet 1 - the PCI for local streets and roads. The table below was produced by MTC and released in the summer of 2011, as part of the on-going local streets and roads need assessment.

Jurisdiction	2010 PCI	2009 PCI	2007 PCI
County of Solano	67	63	61
Benicia	63	63	61
Dixon	76	72	72
Fairfield	73	70	73
Rio Vista	42	42	41
Suisun City	62	59	50
Vacaville	76	76	78
Vallejo	53	51	50

While STA can only provide accurate quantitative information on one of the RTP goals due to Plan Bay Area just being completed in July 2013, the STA believes that Solano County’s project and program choices already focus on the achievement of many of these goals. For example, the SNCI rideshare and vanpool programs reduce VMT and congestion, result in reduced air emissions of PM 2.5, PM 10 and CO2, and provide affordable transit options for lower income households. STA’s county-wide Safe Routes to Schools program addresses VMT, air emissions, bicycle and pedestrian safety, and also the non-RTP issue of childhood obesity. Finally, the American Reinvestment and Recovery Act (ARRA) provided funds for projects that were ready to be completed in a short time frame. In Solano County, this primarily consisted of ready to go road repair projects and ready to go shovel ready projects. The next cycle of PCI calculations should show an improvement in the PCI of several jurisdictions as ARRA-funded projects are calculated into the equation.

STA and its member agencies have also incorporated the remaining Plan Bay Area goals into decision making documents and policies. For example, the largest recipients of OBAG funds were bicycle and transit support projects (the Dixon/Vacaville bike lane and the Transit Ambassador program, respectively), with other funds dedicated to transit facility improvements (Suisun City train station) and SR2S. Prior to adoption of Plan Bay Area, STA had already adopted, on its own initiative, a Transportation for Sustainable Communities Plan, a Safe Routes to Transit Plan, and updates of the countywide Bicycle and Pedestrian plans. All of these plans are consistent with the Solano County Orderly Growth Initiative which has been in place since 1984.

An additional Plan Bay Area goal, carried on from T-2035, is to advance MTC Resolution 3434 projects. The Resolution 3434 projects located in Solano County are the Fairfield-Vacaville Intermodal Train Station and Solano Express Intermodal Facilities. Work is underway on the preliminary utility and roadway work for this project, and the City of Fairfield anticipates the train station will be open and serving passengers by the end of 2016.

VII. Database and Model

The STA, working with the Napa County Transportation and Planning Authority (NCTPA) and MTC has created a traffic forecasting model in accordance with ABAG population and employment projections and consistent with the MTC "CMP Model Consistency Guidelines." This super regional countywide traffic model, the "Solano/Napa Travel Demand Model", extends over the entire Bay Area, and includes detailed zones in such areas as Sacramento, Yolo and San Joaquin counties to the east, Lake and Mendocino counties to the north, and counties in the Association of Monterey Bay Area Governments to the south of the Bay Area. The model is based on data from ABAG, MTC, SACOG, SJCOG, Census data and many local land use databases. This was necessary due to Solano County's location in the center and along major transportation arteries of the emerging Northern California mega-region. There was also a need to create a multi-jurisdictional model that would provide the most reliable traffic projections available for project developments and environmental documents.

VIII. Land Use Analysis Program

One of the key features of the 1990 CMP legislation was an attempt to link land use decisions to the ability to provide satisfactory transportation facilities and services. To avoid increased traffic congestion caused by new development, mitigation of traffic impacts is required. Since its inception this program has consisted of the following:

"A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. In no case shall the program include costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems."

The two air districts with regulatory authority in Solano County are required by the California Clean Air Act to develop Indirect Source Rules (ISRs) and require air districts to develop Indirect Source Control (ISC) Programs. The Act allows air districts to develop the specific types of requirements for these programs. It is the intent of the STA to continue to integrate the requirements of this CMP with those of the air district ISRs as much as possible so that one response will fill both needs.

The 2013 Solano County CMP also complies with SB1636 (Figueroa). Key points from SB1636 (Figueroa) include:

- "Infill Opportunity Zone" would be exempt from the level-of-service standards established in a CMP. Instead of the CMP LOS standards, jurisdictions would apply alternative standards or a flexible set of options for mitigating the impacts of development within the zone. With this exemption, jurisdictions can now allow an increased density or mix of uses in these areas without being limited by the need to maintain the CMP LOS standards.
- Legislation includes two sunset clauses: (1) no infill opportunity zones may be created after December 31, 2009, and (2) jurisdictions must ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution
- Infill opportunity zone must be within 300 feet of a bus rapid transit corridor or within one-third mile of a specified transportation site, include an existing or future rail station, ferry terminal served by bus or rail transit service, or an intersection of at least two major bus routes. Eligible transit service is that with maximum scheduled headways of 15 minutes for at least 5 hours a day.

ABAG has approved designation of the following Priority Development Areas in Solano County, based upon submittals made by the cities in which they are located:

- Downtown Benicia
- Benicia Industrial Park Employment Center
- Downtown Vallejo
- Suisun City Downtown/Train Station
- Fairfield West Texas Street
- Fairfield Downtown
- Fairfield North Texas Street
- Fairfield/Vacaville Train Station
- Vacaville Opportunity Hill
- Vacaville Allison/Ulatis Area
- Downtown Dixon
- Rio Vista Downtown Waterfront

Land Use Impact Analysis

When this CMP was first established, it required submittal of quarterly reports on all small land use developments and all large developments having 2,000 or more ADT. The STA no longer requires the submittal of these quarterly reports since it has been comprehensively updating the land use, population and jobs for the model on a more periodic basis.

However, to help determine biennial conformity with this CMP, each jurisdiction is requested to submit general plan projections on land use/housing/jobs to the modeler on a traffic analysis zone and land use category basis. The STA continues to remain a “responsible agency” and requests each jurisdiction to submit copies of all additional proposed general plan amendments (not included in the basic model data) and environmental impact reports for review and comment by the STA. For any additional general plan amendments not included in the comprehensively updated model, the applicant will be required to have a special model run, conducted by the STA modeler and paid by the project sponsor. Should any of the LOS standards of this CMP be exceeded as a result of new unanticipated projects (excluding LOS segments within an Infill Opportunity Zone), the STA will require a deficiency plan as discussed later in this document.

Mitigation Measures

The mitigations for all land use decisions are determined at the local level. Local and regional levels of government provide the best place for the inter-relationship between land use and transportation decisions to be seen, and for steps to be taken to reduce reliance on the automobile. Depending on the type and size of the project, possible mitigations may include site design standards

to minimize demand for the automobile; minimizing parking (if appropriate) near transportation corridors; development patterns friendly to bicycles, pedestrians, and transit; and clustering and mixing different uses that benefit commute patterns. Additionally, projects can mitigate their share of impacts to local and regional transportation systems by constructing system improvements or paying impact or mitigation fees that cover their fair share of the project's total cost. The CEQA process will also be used to monitor required mitigations. This will require that mitigations for transportation system impacts must be presented with cost figures included.

The following policies have been established by STA to deal with impact mitigation:

- 1) If impacts of a project are totally contained within the jurisdiction, the mitigations for the project are up to that jurisdiction.
- 2) If a project in one jurisdiction creates impacts in another jurisdiction, then the jurisdiction containing the project must provide mitigations.
- 3) If a jurisdiction is able to show with a license plate survey or some other method acceptable to the STA that impacts on a portion of its system are caused by traffic from another jurisdiction, the jurisdiction causing the impact is responsible for mitigations.
- 4) The STA will act as a mediator in disputes.
- 5) Compliance with any required extra-jurisdictional mitigations will be part of the conformance findings of the STA and/or part of the required mitigation program approved as part of a Deficiency Plan.

Deficiency Plans

If, based on LOS data obtained from the biennial update, the countywide travel demand model, a general plan amendment or an environmental impact report, a segment or intersection of the CMP system has deteriorated or will deteriorate below the adopted LOS standard (within the seven year time frame of the capital improvement program), the jurisdiction whose development causes the problem will be notified. Unless the segment is within an Infill Opportunity Zone, the jurisdiction must then prepare and submit a deficiency plan in time for the mitigation to be placed in the next biennial update to the CMP Capital Improvement Plan (CIP) which is usually prepared during May-September of each odd numbered year. The action portion of the deficiency plan must be completed prior to the date of the projected system failure. The goal is to plan for congestion and provide mitigation before it happens.

If there is a delay in carrying out the deficiency plan through no fault of the jurisdiction, as determined by the STA, the jurisdiction is protected from loss of gas tax revenue.

A deficiency plan must be adopted by the responsible jurisdiction at a noticed public hearing. The plan is to include: 1) an analysis of the cause of the deficiency, 2) improvements to the affected facility so that it will meet the LOS standard, 3) cost estimates for the improvements, 4) actions that contribute to significant improvements to air quality and improve the level of service of the system, and 5) an action plan with specific implementation timetable that implements either improvements to the facility itself or improvements to the LOS of the system. A deficiency plan may be prepared for either a specific development or for a jurisdiction as a whole. The STA must either accept or reject the deficiency plan without modification at a public hearing.

Multi-Jurisdictional Deficiency Plans

If the STA identifies two or more jurisdictions that are contributing to the deficiency of any segment of the CMP system, and one or more of the jurisdictions exceed the adopted level of service standard by a threshold of 10% or more of the maximum service flow rate, a multi-jurisdictional deficiency plan shall be prepared by the STA and paid for equally by each of the member jurisdictions that are causing the impact. To determine what jurisdictions shall participate in a multi-jurisdictional deficiency plan, the STA (based on documented traffic volumes and/or LOS data from the countywide traffic model or other available data) will determine that the proposed development(s) from a member jurisdiction is contributing at least 10% of the projected additional peak hour traffic impact to the subject road segment or intersection. A multi-jurisdictional deficiency plan improvement program shall be formally agreed to by all participating member jurisdictions and approved by the STA and amended into the CMP Capital Improvement Program, before any of the proposed projects may be implemented.

The land use analysis of the CMP shall consist of the following elements:

- 1) STA contract modeler will maintain a set of all current general plans and land use/population/jobs projections received from each of the member jurisdictions.
- 2) STA will periodically work with ABAG when they update the Solano County population, land use, and job projections to help ensure accuracy in their projections.
- 3) STA members will provide all EIR's and general plan amendments for any land use changes in each of their jurisdictions.

2007-2013 Deficiency Plans

During the 2007-2013 period covered by this Solano County CMP, the STA did not identify any projects needing to prepare deficiency plans.

IX. Capital Improvement Plan

Solano County has one of the smaller Bay Area populations. The 2010 federal census reported a county-wide population of 413,344 as of April 1, 2010. This reflects a 4.8% population increase since the 2000 census. Most residents live in the three largest cities (Vallejo, Fairfield and Vacaville account for 76% of the county population, while only 5% live in the unincorporated County). The population figures have not changed significantly since the 2010 census.

The freeways and principal arterials were designed and built in the 1950's and 60's to accommodate substantially smaller traffic volumes based upon smaller suburban communities than exist in 2009. As the county grew, particularly during the 1980's and 90's, and as more suburban-commute patterns developed and LOS standards dropped, a greater emphasis on the Capital Improvement Program (CIP) has developed. The cities in the STA jurisdictional area also have their own CIPs, and have been constructing facilities to accommodate locally-generated traffic. In order to reduce congestion along the CMP roadways, the STA believes that it must continue to give its highest priority to projects that have been proven to maintain or improve LOS standards.

The major out-commute of Solano County workers is into Contra Costa County, and beyond to the remainder of the Bay Area, across the Carquinez and Benicia-Martinez bridges. Until recently, both of these structures faced the same limitations as much of the freeway system; they were old, in need of repair, and built for lower traffic volumes. Recently, the westbound span of the Carquinez Bridge was replaced by the new Al Zampa Bridge, and the Benicia-Martinez Bridge saw a new north-bound span open.

The CIP is the element that sets out the STA's program of projects that will, along with the performance measures, trip reduction and travel demand and land use analysis elements, improve the performance of the multi-modal CMP system for the movement of goods and people over the next seven years. Typical CIP projects include increasing capacity on the roadway network and maintenance of the existing system. Capacity can be increased both by adding lane miles and by allowing for more efficient use of the existing system capacity. The CIP is the primary way for proposing new projects for the Regional Transportation Improvement Plan (RTIP). According to the state statute, MTC may include certain projects or programs in the RTIP which are not in a CIP, but are in the Regional Transportation Plan (RTP). Projects must be consistent with the RTP to be incorporated into the RTIP.

The CIP lists the major capital projects funded over the next seven years. These projects include State Transportation Improvement Program (STIP), MAP 21 projects, Regional Measure 1 & 2 Bridge Toll projects, Congestion Management Air Quality (CMAQ) projects, State Highway Operation and Protection Program (SHOPP) projects, and federal and state earmarks.

In order to maintain long-range adequate levels of service, Solano County is embarking on a multi-modal transportation program designed to make an efficient, cost effective transportation system. This is best reflected in the primary goal of the Solano Comprehensive Transportation Plan - "developing, operating and maintaining an integrated local and regional transportation system anchored on the I-80 corridor". The CIP list includes various modes of transportation including transit, rail, bicycle/pedestrian and transportation system management projects and other unfunded or partially funded bridge and highway projects.

The policy of the STA is to place projects in the CIP in the following order: 1) projects to maintain the LOS on the system above the minimum, 2) projects experiencing poor LOS but because of trip elimination allowances are not in danger of falling below LOS standards, and 3) all other projects.

The STA is also committed to implementing performance measures and maintaining high air quality standards with emphasis on implementing Transportation Control Measures (TCMs) contained in the 2005 Ozone Strategy for the San Francisco Bay Area; many of those measures are incorporated into this Program. For example, the STA remains firmly committed to increasing the county's ridesharing program (even though it has the highest modal share in car- and van-pools of any Bay Area county), promoting additional high quality intercity rail, intercity transit, and improving the bicycle/pedestrian routes. Such activities continue to be part of the "non-structural" program that the STA is trying to achieve as part of an overall balanced transportation program.

While the CMP addresses the acquisition of roadway and transit capital, it does not address the critical issue of operations and maintenance (O&M). O&M covers such costs as fueling vehicles, filling potholes and paying salaries. Both roadway and transit are facing serious O&M shortfalls at this time, and Plan Bay Area assigns significant resources to attempting to maintain current roadway and transit O&M levels. STA addresses O&M issues in other documents, such as the Comprehensive Transportation Plan and annual budget allocations for intercity transit.

2013 CMP Capital Improvement Plan
RTP Projects

RTP ID	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
230658	Widen I-80 in each direction for express lanes from Route 37 to Carquinez Bridge	\$ 184	\$ 184	\$ -
230659	Widen I-80 in each direction for express lanes from Red Top Road to Route 37	\$ 160	\$ 160	\$ -
230660	Convert I-80 HOV lanes to express lanes from Red Top Road to Air Base Parkway in each direction	\$ 21	\$ 21	\$ -
230686	Widen I-680 in each direction for express lanes between Martinez Bridge to I-80	\$ 335	\$ 335	\$ -
230687	Widen I-680/I-80 interchange in each direction for express lanes	\$ 140	\$ 140	\$ -
240581	Widen I-80 in each direction for express lanes from Air Base Parkway to I-505	\$ 139	\$ 139	\$ -
240583	Widen I-80 in each direction for express lanes from I-505 to Yolo County Line	\$ 427	\$ 427	\$ -
21341	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	\$ 49	\$ 49	\$ -
22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	\$ 76	\$ 76	\$ -
22632	Widen American Canyon Road overpass at I-80	\$ 12	\$ 12	\$ -
22794	Improve Curtola Transit Center, includes transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements	\$ 13.75	\$ 13.75	\$ 0
22795	Improve Fairfield Transportation Center, includes 1,000 additional parking spaces	\$ 34	\$ 12	\$ 22
22985	Implement transit hub in the Benicia Industrial Park	\$ 1.8	\$ 1.8	\$ 0.0
94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	\$ 191	\$ 144	\$ 47
230313	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	\$ 96	\$ 93	\$ 3

RTP ID	Public Title	Total Project Cost	Committed Funds	Discretionary Funds
230326	Improve I-80/I-680/Route 12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections	\$ 578	\$ 347	\$ 231
230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway, add eastbound mixed-flow lane from Route 12 East to Airbase Parkway, and remove I-80/ auto Mall hook ramps and C-D slip ramp	\$ 52	\$ -	\$ 52
230590	Widen Railroad Avenue on Mare Island to 4-lanes from G Street to Route 37	\$ 5	\$ 5	\$ -
230635	Improve Vacaville Intermodal Station (Phase 2), includes parking garage	\$ 11	\$ 2	\$ 9
240210	Implement I-505/Vaca Valley Parkway interchange improvements (includes widening southbound off-ramp at Vaca Valley Parkway, widening Vaca Valley Parkway to provide protected left turn pockets, and signalization of the southbound ramp intersection)	\$ 2	\$ 2	\$ -
240213	Implement I-80/Lagoon Valley Road interchange improvements (includes widening existing overcrossing from 2 to 4 lanes, widening the westbound ramp and intersection, widening and realigning the eastbound ramps, and signalization of both eastbound and westbound ramp intersections)	\$ 10	\$ 10	\$ -
240313	Benicia Intermodal Facilities Project: Construct transit intermodal stations at Military West and West 14th, and Military West and First Street	\$ 3	\$ 3	\$ -
240575	Rehabilitate major transit centers in Solano	\$ 2	\$ -	\$ 2
240576	Replace existing transit fleet	\$ 10	\$ -	\$ 10
240578	Transit maintenance	\$ 50	\$ -	\$ 50
240593	Implement safety improvements to state highways in Solano County	\$ 1	\$ -	\$ 1

2013 CMP Capital Improvement Plan
State Highway Operation and Preservation Program (SHOPP) Projects

2010 SHOPP amended August 2011

**Includes Prop 1B Bond Projects and
Excludes GARVEE Projects and Federal ER Funds
(\$1,000)**

<u>Route</u>	<u>Post Miles</u>	<u>Location/Description</u>	<u>FY</u>	<u>RW</u>	<u>Con</u>	<u>Supt</u>
12	22.7/R2 3.7	Near Rio Vista, At Currie, McCloskey and Azevedo roads; also from Azevedo Road to Liberty Island Road. Construct left turn pockets and widen shoulders.	2012/ 13	\$ 1,97	\$ 9,11	\$ 5,73
80	R24.9/R 25.1	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. Lengthen on-ramp and widen bridge.	2012/ 13	\$ 26	\$ 4,620	\$ 1,635
680	R7.9	Near Cordellia, 0.2 mile north of Marshview Road. Construct rammed aggregate piers	2013/1 4	\$ 35	\$ 1,164	\$ 1,023
80	31.4/32 .6	Near Vacaville, at Meridian Road Overcrossing No. 23-0147 and Midway Road Overcrossing No. 23-0148. Rehabilitate and replace bridges	2015/1 6	\$ 10	\$11,500	\$ 4,560
780	6.8/7.2	Near Vallejo, at Laurel Street Bridge No. 23-0119. Replace bridge	2015/1 6	\$ 350	\$ 5,900	\$ 3,600
680	0.35/13 .10	In Solano County, from Route 780 to 80. Rehabilitate Pavement	2014/1 5	\$\$ 10	\$18,689	\$ 5,865

A. California Government Code Section 65088-65089.10

CALIFORNIA CODES
GOVERNMENT CODE
SECTION 65088-65089.10

65088. The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars (\$3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip.

A roundtrip consists of two individual trips.

(i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway

system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, non-motorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

- (1) Coordination with land use planning.
- (2) Exclusive right-of-way.
- (3) Improved passenger boarding facilities.
- (4) Limited stops.
- (5) Passenger boarding at the same height as the bus.
- (6) Prepaid fares.
- (7) Real-time passenger information.
- (8) Traffic priority at intersections.
- (9) Signal priority.
- (10) Unique vehicles.

65088.3. This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county

shall do either of the following:

(1) Include these streets and highways under an alternative area wide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by setting new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5. Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089. (a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers,

local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking

cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4).

The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion

management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.

(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1. (a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip

reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2. (a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multicounty regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multicounty regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within

whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3. The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4. (a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation

responsibilities, consistent with the requirements of this section. The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved non-motorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f).

Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the

agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a) of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which

contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5. (a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6. Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7. A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9. The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars (\$50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

65089.10. Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

B. Regional Transportation Plan Consistency Requirements

AB 2419 (Bowler) requires that the CMA biennially determine if the cities and the county are conforming to the requirements of the CMP. The requirements for conformity are:

- 1) Consistency with the LOS standards (with the exception of conditions that fall under point 4 below) determined on a biennial basis.
- 2) Consistency with the performance measures.
- 3) Submittal of current copies of the general plan (at least the land use projections by model zone and all amendments to that plan) and any current or pending general plan amendments or environmental impact reports for each jurisdiction.
- 4) An agency that expects a segment to become deficient during the seven-year capital improvement program, must submit a deficiency plan to be approved by the CMA. The deficiency plan must contain actions that will either: a) improve the segment that is projected to become deficient or b) measurably improve the functioning of the system as a whole and contribute to significant improvements in air quality through transportation-related measures.
- 5) Inclusion of the STA as a responsible agency, as defined in the California Environmental Quality Act, for all EIRs for which one or more of the jurisdictions is designated the lead agency.
- 6) The jurisdiction is responding satisfactorily to extra-jurisdictional impacts on the system created by developments within its boundaries.
- 7) The jurisdiction is providing annual financial support for the operations of the CMA as determined by the STA.

Usually by May or June of each odd-numbered year, STA staff will distribute a "Determination of Conformity" request to each of the member jurisdictions requesting the information described above. All information and contributions are due to the STA no later than July 15th unless an earlier date is specified in the worksheet. The consistency determinations will be made by the STA, preferably in July or August of each year, immediately preceding MTC's need for CMP information to be included in the Regional Transportation Improvement Program.

On an annual basis, as part of its annual budget process the STA Board will determine the annual financial contribution that each member will contribute from its gas tax subventions based on the most recent available population

figures from State Department of Finance. All financial contributions must be submitted no later than July 15 of each year.

C.2007 LOS Report Form

See next page

D.2007 CMP LOS Inventory

**TABLE 1
2007 CMP System LOS Inventory**

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
STATE ROADWAY									
I-80	0	0.933	Solano County	F	D	D	D	E	F
I-80	0.933	1.114	Vallejo	F	F	F	E*	E*	E
I-80	1.114	4.432	Vallejo	F	F	F	D*	D*	D
I-80	4.432	6.814	Vallejo	F	C	F	D*	D*	D
I-80	8.004	10.015	Solano County	E	D	D	D	D	C
I-80	10.015	11.976	Fairfield	E	C	C	D*	C	C
I-80	11.976	12.408	Fairfield	E	D	D	D*	E	E
I-80	12.408	13.76	Fairfield	F	F	F	D*	F	F
I-80	13.76	15.57	Fairfield	F	F	F	D*	F	E
I-80	15.57	17.217	Fairfield	F	F	F	E*	E	E
I-80	17.217	21.043	Fairfield	F	F	F	E*	F	E
I-80	21.043	23.034	Fairfield	F	D	D	D*	E	D
I-80	23.034	24.08	Vacaville	E	E	E	E	D	D
I-80	24.08	28.359	Vacaville	F	D	D	D	D	C
I-80	28.359	32.691	Vacaville	F	C	D	D	C	C
I-80	32.691	35.547	Vacaville	F	D	E	E	D	C
I-80	35.547	38.21	Solano County	F	D	D	D	E	D
I-80	38.21	42.53	Dixon	E	C	C	C*	C*	D
I-80	42.53	44.72	Solano County	E	D	D	C	D	D
I-505	0	3.075	Vacaville	E	B	B	D	B	B
I-505	3.075	10.626	Solano County	E	A	A	A	B	A
I-680	0	0.679	Solano County	F	F	F	F	F	F
I-680	0.679	2.819	Benicia	E	C	C	B*	B*	***
I-680	2.819	8.315	Solano County	E	C	C	C	D	D
I-680	8.315	13.126	Fairfield	E	C	C	***	D	***
I-780	0.682	7.186	Benicia	E	C	C	C*	C*	***
SR 12	0	2.794	Solano County	F	C	C	F	F	F
SR 12	1.801	3.213	Fairfield	E	B	B	B*	B	B
SR 12	3.213	5.15	Suisun City	F	B	B	B**	B	C
SR 12	5.15	7.7	Suisun City	F	B	B	B**	B**	A
SR 12	7.7	13.625	Solano County	E	B	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	E**	E**
SR 29	0	2.066	Vallejo	E	A	A	A*	A*	A
SR 29	2.066	4.725	Vallejo	E	B	B	B*	B*	B
SR 29	4.725	5.955	Vallejo	E	C	C	C*	C*	C
SR 37	0	6.067	Vallejo	F	B	C	C*	C*	A
SR 37	6.067	8.312	Vallejo	E	D	B	B*	B*	A
SR 37	8.312	10.96	Vallejo	F	F	F	F*	F*	A
SR 37	10.96	12.01	Vallejo	F	F	F	F*	F*	A
SR 84	0.134	13.772	Solano County	E	C	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	B	A
SR 113	8.04	18.56	Solano County	E	B	B	B	B	A
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD				RED: Roadway at LOS F. GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at their LOS standard that is not grandfathered at LOS F.					

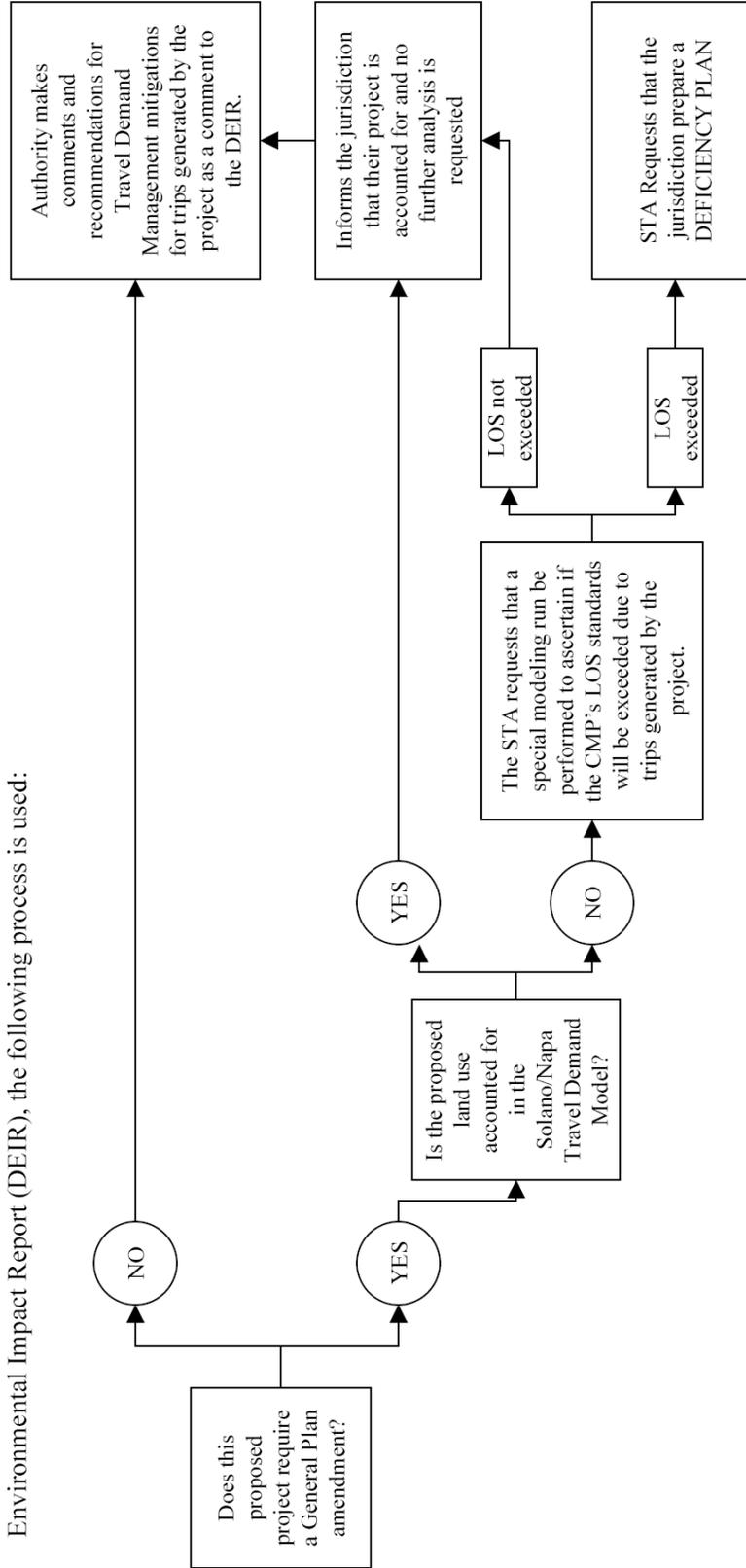
2007 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)				
					1999	2001	2003	2005	2007
LOCAL ROADWAY									
SR 113	18.56	19.637	Dixon	F	F	F	F	***	***
SR 113	19.637	21.24	Dixon	F	F	F	F	***	***
SR 113	21.24	22.45	Solano County	E	C	C	C	C	B
SR 128	0	0.754	Solano County	E	C	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C	C
Military East			Benicia	E	***	***	***	C	***
Military West	W. 3rd	W. 5 th	Benicia	E	B	B	***	A	***
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	***	C
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	D	D
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	D	C
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	***	***
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	C	D
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	C	C
Vanden Road	Peabody	Leisure Town	Solano County	D	***	B	B	B	C
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	***	C
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	***	B
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	***	B
INTERSECTION									
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A	D
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study ** SR 12 MIS 2001 *** TBD				RED: Roadway at LOS F GREEN: LOS is two levels higher than LOS standard. Highlighted segments are currently operating at an LOS standard that is not grandfathered at LOS F.					

E. 2011 CMP Land Use Analysis Flow Chart

CMP Land Use Analysis Flow Chart

The CMP's Land Use Analysis Program parallels the CEQA process for commenting and responsible agency determinations. When the STA receives a Draft Environmental Impact Report (DEIR), the following process is used:



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DATE: October 31, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: Solano County Alternative Fuel and Infrastructure Plan

Background:

The STA began the development of the Alternative Fuel and Infrastructure Plan in June 2012 with assistance from the consultant group ICF International. The purpose of the Plan was to review major choices for alternative fuels and vehicles, assesses their benefits and costs, and identify implementation actions to help overcome barriers to greater use of alternative fuels. The Plan was intended to be a tool to assist member agencies in future decisions for fleet conversions and infrastructure improvements; it was not intended to be a vehicle replacement plan.

The Alternative Fuels and Infrastructure Plan is intended to also serve as an advocacy document for future grant funding for STA's member agencies. In addition, the Plan will provide a resource document to guide potential discretionary clean air funds available through the Bay Area Air Quality Management District and Yolo Solano Air Quality Management District. Both Air Districts have been active partners and participants in the Plan's development.

A Technical Working Group was established to provide technical support and feedback as the Plan was being developed. The Working Group consisted of fleet managers, public works, planning, transit, and Air District staff. Since the start of the Plan's development, the Working Group has met three times to review technical reports supporting the draft Alt. Fuels and Infrastructure Plan. In addition, the Alternative Modes Policy Sub-Committee of the STA Board provided overall policy guidance in the plan's development and was provided updates regarding the Plan's development.

Discussion:

The Alternative Fuels and Infrastructure Plan has undergone an extensive review period with city and County staff, Air District staff, policy and public input over the last 3 months. The most recent activity was approved by the STA Board to release the draft Plan for public input at their October 9th meeting. STA staff has since broadcasted the availability of the document review on the STA website, social media and press releases. There have been no additional comments to date; however, the deadline for public input closes on November 25th. STA staff does not anticipate significant changes to the Plan despite its availability for additional public comments.

Given the agenda cycle and timing of the December 11th Board meeting, STA staff is recommending the Alternative Fuels and Infrastructure Plan be forwarded for adoption by the Consortium at this time. There have been no changes to the draft Plan previously reviewed at the September 24th Consortium meeting and the subsequent October 9th STA Board meeting. STA staff proposes to address any additional comments received before the public input deadline and communicate any potential changes to the Consortium and Technical Advisory Committee. Unless there are any substantial revisions needed based on comments received, STA staff will continue with a recommendation for STA Board adoption.

A copy of the draft Plan is available online at:

http://www.sta.ca.gov/docManager/1000004240/Item%2012.B_Att%20B%20Alt.%20Fuels.pdf.

Implementation of various aspects of the Alternative Fuels and Infrastructure Plan has already begun in the City of Benicia and the SolTrans service area with a study of the feasibility of Compressed Natural Gas fleet facility conversion. In addition, STA staff is working with both Air Districts, Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) and member agencies to fund and coordinate the installation of additional electric vehicle charging stations throughout the county. If approved by the STA Board, STA member agencies will be encouraged to adopt the Plan to assist in future grant funding opportunities.

Fiscal Impact:

Funding for the Alternative Fuels and Infrastructure Plan was approved by the STA Board and included in the STA FY 2013-14 Budget for \$75,000 from State Transit Assistance Funds (STAF).

Recommendation:

Forward a recommendation to the TAC and STA Board to approve the Solano County Alternative Fuels and Infrastructure Plan.

Attachment:

- A. To obtain a copy of the Solano County Alternative Fuels and Infrastructure Plan, please visit STA's website:

http://www.sta.ca.gov/docManager/1000004240/Item%2012.B_Att%20B%20Alt.%20Fuels.pdf



DATE: October 24, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Associate Planner
RE: Model Update: Conversion to an Activity Based Model (ABM)

Background:

The Solano Transportation Authority (STA) developed the Solano-Napa Travel Demand Model (Solano-Napa Model) in 2005 to support system-wide, corridor, and local transportation planning and policy analysis and decision-making throughout the County. The model covered the entire Bay Area and accounted for trip generation and demand in the Sacramento and San Joaquin County regions. The STA developed the Solano-Napa Model in partnership with the seven cities and County of Solano staff, Napa County Transportation and Planning Agency (NCTPA), the Metropolitan Transportation Commission (MTC), and Caltrans. The Solano-Napa Travel Demand Model was designed to provide traffic forecasts for major roadways in Solano and Napa Counties.

The Solano-Napa Model was updated in 2010 for the STA's Regional Transportation Impact Fee (RTIF) study. The update addressed land use and network changes from the 2008 version of the model to reflect 2010 traffic conditions and projected 2035 traffic conditions. The Model was updated again in time for the 2011 Congestion Management Program (CMP) and projected to year 2040 traffic conditions for consistency with MTC's Regional Transportation Plan. The 2011 update included more detailed TAZs and networks in Napa, and Truck trip analysis, which separated truck trips from other trips on the network to allow for more detailed analysis of truck trips on major arterials in the County.

Discussion:

As the Congestion Management Agency (CMA) for Solano County, the STA is mandated to update the Solano County CMP once every two years as part of the CMP update. The requirements include reviewing the consistency of the CMA modeling tool with MTC's regional model. In 2011, MTC replaced the *BAYCAST-90* model, a trip-based model that had been in place for the past two decades, with an activity-based model (ABM) called *Travel Model One*. MTC has permitted CMAs to compare their local models with either *BAYCAST-90* or *Travel Model One* for the last two CMP updates, and STA has been able to demonstrate consistency with *BAYCAST-90* model for both the 2011 and 2013 CMP update. It is unclear how long the *BAYCAST-90* comparison option will be available to CMAs, and it is likely that CMAs will eventually be required to be consistent with *Travel Model One*.

In anticipation of this requirement, STA staff proposes to align the Solano-Napa Model with MTC's *Travel Model One* in order to maintain consistency with the regional model. The new Solano-Napa Activity-Based Model (SNABM) would inherit all models from MTC's model, including transit and truck forecasting and toll road modeling capabilities. The initial development cost associate with conversion to SNABM can be offset by the savings of future

model update costs, such as recalibrating every 10 years, and adding new capabilities, including express lanes, truck and transit forecasting, bicycle and pedestrian travel, and greenhouse gas emission analysis. See Attachment A for the Scope of Work and Budget for the development of SNABM.

STA staff proposes to amend Cambridge Systematics agreement to include the conversion to SNABM as part of their scope of work. STA currently contracts with Cambridge Systematics to provide on-call model services to member agencies and project managers seeking technical support regarding the Solano-Napa Model. In addition to distributing the model files and responding to technical questions, Cambridge Systematics has also updated the model user guide, converted the files to a more user friendly application through the Cube Program, and performed the 2011 Model Update. Cambridge Systematics staff has direct experience with the Solano-Napa Model and is knowledgeable about its capabilities and areas for improvement.

The timeline for the development o SNABM is as follows:

November 2013	Committee review
December 2013	STA Board Approval
January – March 2014	Modify MTC AMB
March – April 2014	Develop 2010 and 2040 Models
April – June 2014	2010 Model Validation
June 2014	Documentation and Training; Model Completion

Fiscal Impact:

The proposed budget to convert the Solano-Napa Travel Demand Model to an activity-based model is \$120K. Additional transit and truck model validation will cost \$20K and \$10K, respectively. The total project cost would be no more than \$150K. Funds for the model update will be a combination of Surface Transportation Program - Planning, State Transit Assistance Funds and a contribution from NCTPA.

Recommendation:

Forward a recommendation to the TAC and STA Board to:

1. Approve the Scope of Work and Budget for the development of the Solano-Napa Activity-Based Model (SNABM) (Attachment A);
2. Authorize the Executive Director to amend the current contract with Cambridge Systematics to include the develop SNABM;
3. Authorize the Executive Director to enter into an agreement with Cambridge Systematics to develop the SNABM for an amount not to exceed \$150,000; and
4. Dedicate \$20,000 of State Transit Assistance Funds (STAF) for the transit element of the Solano Napa Activity-Based Model (SNABM).

Attachment:

- A. Draft Solano Napa Activity-Based Model Development Scope and Budget



Memorandum

TO: Sofia Recalde, Bob Macaulay

FROM: Lawrence Liao

DATE: October 25, 2013

RE: Draft STA Activity-Based Model Development Scope & Budget with Optional Tasks

Introduction

The current version of STA model (SNTDM) was developed in 2008, with a base year of 2005, and subsequently validated to 2010 count data for the Regional Traffic Impact Fee (RTIF) Study in 2011. The STA model was later updated in February 2012, by Cambridge Systematics (CS), according to the MTC 2011 Congestion Management Programs (CMP) Guidelines, as well as some improvements and updates identified by STA planning staff. The current STA model has 2010 and 2030 model years.

To satisfy the bi-annual model update requirements for CMP consistency checks, and meet the longer term model development/maintenance needs, we propose to migrate the STA model to the new MTC activity-based model (ABM) platform. The initial development cost will be offset by the savings of future model update costs, such as recalibrating every 10 years, and adding new modeling capabilities, such as express lanes, bike/ped, and GHG analysis.

The scope and budget for developing a Solano Napa ABM model (SNABM) is described in the subsequent sections.

Task 1. Modify MTC ABM for Solano and Napa Counties

The objective of this task is to modify the MTC ABM model structure to accommodate additional zonal and network details in the Solano and Napa counties areas and create a Solano Napa ABM model.

The MTC Travel Model One is an activity-based model in which the primary unit of analysis is a tour (activities occur between tours); whereas the STA model is a trip-based model in which the primary unit of analysis is a trip. A tour is a sequence of trips from a primary origin, such as a residence, to a series of stops, including a primary destination, such as a place of work, and back to the primary origin. Tours, therefore, are a collection of trips. Consequently, it is a complete paradigm shift to move from a trip-based model to an activity-based model.

The MTC Travel Model One operates on a synthetic population that includes representative households and persons for each actual household and person in the nine-county Bay Area – both in the base year and forecast years. A Population Synthesizer is used to produce detailed descriptions of households and the persons in those households, the details of which are drawn from the Census. A series of travel-related choices are simulated for each household and person within each household; these choices are simulated in the following sequence:

- Usual workplace and school location – Each worker, student, and working student in the synthetic population selects a travel analysis zone in which to work or attend school (or one zone to work and another to attend school);
- Household automobile ownership – Each household, given the household location and demographics as well as each members’ work and/or school locations, decides how many vehicles to own;
- Daily activity pattern – Each household determines, together, the daily activity pattern of each household member, the choices being mandatory (go to work or school), nonmandatory (leave the house, but not for work or school), or stay at home;
- Work/school tour frequency and scheduling – Each worker, student, and working student decides how many round-trips they will make to work and/or school, and then schedules a time to leave home for work and/or school as well as a time to return home;
- Joint non-mandatory tour frequency, party size, participation, destination, and scheduling – Each household determines the number and type (e.g., to eat, to visit friends, etc.) of “joint” (i.e. two or more members of the same household traveling together) non-mandatory (i.e. not work or school) round trips in which to engage, then determines which members of the household will participate, where and at what time the tour (i.e. the time leaving home and the time returning home) will occur;
- Non-mandatory tour frequency, destination, and scheduling – Each person determines the number and type of non-mandatory (e.g., to eat, to visit friends, to shop, etc.) round trips to engage in during the model day, where to engage in them, and at what time to leave and return home;
- Tour travel mode – The tour-level travel mode choice (e.g., drive alone, walk, take transit, etc.) decision is simulated separately for each tour and represents the best mode of travel for the round trip (a “tour” is a round trip from either home or the workplace);
- Stop frequency and location – Each traveler or group of travelers decide whether to make a stop on an outbound (from home) or inbound (to home) leg of a travel tour, and if a stop is to be made, where the stop is made, all given the round trip tour mode choice decision;

□ Trip travel mode – A trip is a portion of a tour, either from the tour origin to a stop, a stop to another stop, or a stop to a tour destination, and a separate mode choice decision is made for each trip, doing so with awareness of the prior tour mode choice decision;

□ Assignment – Vehicle trips for each synthetic traveler are aggregated to build time-of-day specific matrices (i.e. tables of trips segmented by origin and destination) that are assigned via the standard static user-equilibrium procedures to the highway network (i.e. each vehicle is assigned to his or her shortest cost – both monetary and non-monetary – path between the origin

We will review and make necessary modifications to each step of the MTC Travel Model One process to incorporate the additional information in Solano and Napa Counties from the SNTDM. The resulting SNABM will include added zonal and network details in the Solano and Napa county areas, and will be consistent with the MTC Travel Model One in the remaining Bay Area counties.

Deliverables:

- Revised MTC Travel Model One process that is compatible with additional zonal and network details in the Solano and Napa county areas
- Technical memorandum summarizing model development work

Task 2. Develop 2010 and 2040 Models

The objective of this task is to prepare the input data for 2010 and 2040 SNABM models. We propose to use 2010 as the base year for SNABM because the current SNTDM was validation to the 2010 conditions, so the validation targets are readily available. Thus, no additional data collection will be needed for validation.

The MTC Travel Model One was used to prepare the Plan Bay Area which covers the time period through 2040. Consequently, it is an ideal starting point for creating the input data for the 2040 SNABM model. We will incorporate the feedback on 2040 land use data from Napa county jurisdictions in a previous effort in the development of the 2040 model.

Deliverables:

- 2010 and 2040 SNABM models
- Technical memorandum summarizing the input assumptions of 2010 and 2040 SNABM models

Task 3. SNABM 2010 Model Validation

The objective of this task is to validate SNABM 2010 model to same 2010 conditions as represented in the SNTDM 2010 model. We will check the SNABM 2010 model outputs against the same targets used in SNTDM 2010 model validation and make necessary adjustments to the SNABM model.

Deliverables:

- Revised and validated SNABM 2010 model
- Technical memorandum summarizing the validation process and results

Task 4. Documentation and Training

The objective of this task is to provide documentation and training for the new SNABM. We will prepare a model report that describes the assumptions, development methods, and outputs from the model, and a user's guide on how to set up and apply SNABM, as well as how to interpret model results.

Deliverables:

- SNABM model report and user's guide.
- Sixteen (16) Hours of training on how to apply the new SNABM

Optional Task 1. Transit Model Validation

The objective of this optional task is to validate the transit model for the Solano and Napa county areas in the SNTDM 2010 model. We will obtain existing transit route, fare, parking and boarding information from local transit operators. No additional data collection will be conducted. The transit network coding in the Solano and Napa county areas, in the SNTDM 2010 model, will be compared to local data and revised as necessary. The transit ridership from the model will be validated using the boarding data from local transit operators. It is proposed that modeled daily regional ridership be within 10 percent of the boarding counts.

Deliverables:

- Revised and validated SNABM 2010 transit model
- Technical memorandum summarizing the validation process and results

Optional Task 2. Truck Model Validation

The objective of this optional task is to validate the truck model for the Solano and Napa county areas in the SNTDM 2010 model. We will validate the truck trip tables and truck volumes on freeways, and state routes based on available truck trip information. No additional data collection will be conducted. The coding of truck routes in the Solano and Napa county areas, in the SNTDM 2010 model, will be compared to local data and revised as necessary. In addition to Caltrans truck count data, we will utilize other available data source for our validation. For example, Caltrans is developing a Statewide Freight Forecasting Model (CSFFM) to provide a comprehensive freight analysis and modeling tool that will identify the individual movement of commodities transported by trucks, rail, and air. CSFFM will be used to validate the regional truck trip tables if it is completed at the time of this validation.

Deliverables:

- Revised and validated SNABM 2010 truck model
- Technical memorandum summarizing the validation process and results

The draft budget for the tasks are shown in the following table:

Proposed Tasks	Cost
Modify MTC ABM	\$ 72,000
Develop 2010 and 2040 Models	\$ 24,000
2010 Model Validation	\$ 16,000
Optional 1: Transit Model Validation	\$ 20,000
Optional 2: Truck Model Validation	\$ 10,000
Documentation and Training	\$ 8,000
Subtotal without Optional Validation	\$ 120,000
Subtotal with Optional Validation	\$ 150,000

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DATE: October 31, 2013
TO: Solano Express Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: Federal Transit Administration (FTA) Non-Urbanized Area Program
(FTA Section 5311) Recommendation

Background:

The Federal Transit Administration (FTA) Nonurbanized Area Formula Program (Section 5311) makes funding available to each state for public transportation projects in nonurbanized areas. Eligible applicants include public agencies, non-profits agencies, and American Indian tribes. Solano Transportation Authority (STA) approves the 5311 projects for Solano County and submits to MTC. The Metropolitan Transportation Commission (MTC) annually develops regional program of projects for submittal to Caltrans. MTC submits the San Francisco Region 5311 program to Caltrans and then Caltrans submits a statewide program to FTA for approval.

Discussion:

MTC is requesting STA program the 5311 funding for Solano County for the next two years for 2014 and 2015 in the amount of \$421,089 in each year. Since Dixon and Rio Vista are the two main rural operators, STA initially met with the two cities' Public Work Directors and Transit staff to discuss their capital and operating needs. Subsequently, STA staff organized a telephone conference call with all interested applicants prior to developing a 5311 funding recommendation.

Attachment A shows the transit operators' proposed 5311 projects and STA staff proposed recommendation for funding.

Summary of Recommendation

The request for funding exceeded the amount of available funding. Dixon requested the amount of \$260,000 of operating assistance which also included a request for a fund swap with Transportation Development Act (TDA) funding to assist in their contribution to the SolanoExpress Intercity Funding Bus Replacement for Route 30 Buses. Solano County also submitted a request for assistance for their share in the Intercity Bus Replacement. STA recommends to continue swapping 5311 operating assistance with Dixon TDA funding to build Dixon's TDA reserve funding to cover the cost of Dixon and Solano County Intercity bus replacement after the transit operator's capital needs are met. Last year, Dixon received \$70,000 in 5311 to swap with TDA for the Intercity bus replacement. STA staff recommends an agreement be developed between Dixon and STA to document the past and future funding swaps.

STA staff recommends funding for one Dixon bus in 2014 and recommends Dixon to apply for FTA 5310 program for the second bus replacement. If Dixon is unsuccessful in their grant application for the 5310 program, 5311 funding will be available in 2015 for the second bus. The funding amount recommended for the bus replacement is based on the cost of Rio Vista's recent bus purchase as shown in the table below:

Bus Cost	Federal 88.53%	Local 11.47%
\$ 76,000	\$ 67,283	\$ 8,717

If there is a remaining balance in the awarded amount of 5311 funding, the funding is lost in Solano County and the San Francisco Region and goes back to the State. A slight lesser amount of \$65,000 is recommended for funding to assure that no funds are lost.

STA also recommends \$40,000 be swapped with TDA funds to meet the need of Dixon four (4) bus replacement in Fiscal Year (FY) 2018-19. Four (4) bus replacements would be \$260,000 in federal dollars. Building a local bus reserve over the next several years will allow consistent funding to be available for all applicants while still meeting Dixon's capital needs.

Fairfield request is for \$100,000 in operating assistance for Route 30 and SolTrans request is for \$40,000 for Route 85. Both these route operate only a limited portion of the services that qualified for 5311. The funding amounts will assist all operators that participate in the Intercity Funding Agreement.

Rio Vista' operating assistance request is based only on the local service provided in Rio Vista since they have been successful in obtaining FTA Job Access Reverse Commute (JARC) funding for the operation of Route 50 and Route 52 and New Freedom funding for their Senior Shuttle. STA staff recommends that Rio Vista Transit Park and Ride be funded in 2015 to allow the time for the new City Manager to come on board and a cost proposal be developed.

Vacaville does not operate service in the rural area and does not qualify for 5311 funding.

The 2014's 5311 funding will be programmed by MTC this year. The recommended funding for 2015 may be modified next year if needed.

Fiscal Impact:

Federal Section 5311 funding in the amount of \$843,014 is available to Solano County Transit Operators that operate service in rural area for the next two years.

Recommendation:

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

1. Federal Section 5311 Allocation for 2014 and 2015 as shown in Attachment A; and
2. Authorize the Executive Director to enter into an agreement with the City of Dixon for the funding swap of FTA 5311 with TDA funds for the Intercity Bus Replacement Contribution for Dixon and County of Solano and the local bus replacement for Dixon.

Attachment:

- A. Solano County Federal Section 5311 Recommendation for 2014 and 2015.

**Solano County 5311 Funding Recommendation
2014 and 2015**

Operator	Projects	2014 Requested Amount	2015 Requested Amount	2014 STA Recommended Amount	2015 STA Recommended Amount
Dixon	Operating Assistance	\$260,000	\$260,000	\$70,000	\$70,000
*Dixon/Solano County	Fund Swap for Intercity Bus Replacement			\$66,507	\$41,507
**Dixon Bus Reserve (4)	Fund Swap for Local Bus Replacement			\$40,000	\$40,000
Dixon	Bus Replacement	85,000	\$85,000	\$65,000	\$65,000
Fairfield	Operating Assist (Route 30)	\$100,000	\$100,000	\$100,000	\$100,000
Rio Vista	Operating Assistance	\$40,000	\$40,000	\$40,000	\$40,000
Rio Vista	Transit Park and Ride	\$20,000	\$75,000		\$25,000
SolTrans	Operating Assistance (Route 85)	\$40,000	\$40,000	\$40,000	\$40,000
* \$725,924 is Dixon and Solano Co. Share	Total	\$545,000	\$600,000	\$421,507	\$421,507
** \$26,000 is Dixon Federal Share	Amount Available	\$421,507	\$421,507	\$421,507	\$421,507
	Over/Under	(\$123,493)	(\$178,493)	\$ -	\$ -

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DATE: October 29, 2013
TO: Solano Express Intercity Transit Consortium
FROM: Liz Niedziela, Transit Program Manager
RE: 2014 Ridership Survey and Analysis Study

Background:

The seven major intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Although operated by two transit operators, they are funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, and Regional Measure 2 (RM 2) funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding (ITF) Working Group over the past seven years and developed an ITF Agreement to stabilize the funding for these services. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006. The last ridership update was in 2012 which consisted of SolanoExpress seven (7) intercity routes, and per transit operator's request, Dixon Redit-Ride, Fairfield and Suisun Transit (FAST) local routes, Rio Vista Delta Breeze, and Vacaville City Coach local routes were also surveyed (Attachment A). Since SolTrans was in the planning stage of restructuring the local routes and just finished finalizing their Short Range Transit Plan, SolTrans local routes were not included in the 2012 study.

Discussion:

The 2014 Ridership Survey and Analysis Study will be used to help calculate the new Intercity Funding Agreement formula. In addition of meeting the needs of the ITF Agreement, the 2014 Study will included an on-board passenger survey and analysis, on-time performance and on and off counts. The best time to conduct ridership surveys are in the highest ridership month of March and November. STA staff is preparing to have the surveys conducted in March 2014. STA will also be offering passengers a chance to win bus passes for the SolanoExpress Intercity Routes to encourage passengers to fill out surveys.

STA staff received requests from FAST (Attachment B) and SolTrans (Attachment C) to include their local routes in the 2014 Ridership Survey and Analysis Study. In addition, Napa Vine 21 is recommended to be included in the Ridership Study.

Fiscal Impact:

State Transit Assistance Funds (STAF) in the amount not-to exceed \$175,000 is the recommended funding source for the Ridership Survey and Analysis Study.

Recommendation:

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

1. The scope of work for the Intercity and Local Ridership Survey and Analysis with coordination in the transit operators;
2. Dedicate \$175,000 of State Transit Assistance Funds (STAF) for the 2014 Ridership Survey and Analysis Study; and
3. Authorize the Executive Director to issue a Request for Proposal (RFP) and enter into a contract for the Solano County Ridership Survey and Analysis for an amount not-to-exceed \$175,000.

Attachments:

- A. 2012 On Board Transit Survey
- B. Fairfield Letter of Request dated October 22, 2013
- C. SolTrans' Letter of Request dated October 25, 2013



The Solano Transportation Authority and your local transit operator need you to help improve transit service by answering the questions below and returning this form before you get off the bus. **All responses are CONFIDENTIAL. Please fill out this form only once per day.**



1. What is the CITY YOU LIVE IN?

<input type="checkbox"/> Benicia	<input type="checkbox"/> Dixon	<input type="checkbox"/> Fairfield
<input type="checkbox"/> Suisun City	<input type="checkbox"/> Rio Vista	<input type="checkbox"/> Vallejo
<input type="checkbox"/> Vacaville	<input type="checkbox"/> Unincorporated Solano County	
<input type="checkbox"/> Napa County	<input type="checkbox"/> Elsewhere outside Solano County	

2. Is your trip today part of a round trip on this bus line?

Yes No Don't Know

3. Where are you coming from?

<input type="checkbox"/> Work	<input type="checkbox"/> School (K-12 students)
<input type="checkbox"/> Business Appointment	<input type="checkbox"/> College (Students Only)
<input type="checkbox"/> Your Home	<input type="checkbox"/> Airport
<input type="checkbox"/> Social/Recreational	<input type="checkbox"/> Medical/Dental
<input type="checkbox"/> Shopping/Errands	
Other (Specify): _____	

4. What is the location of that place?
(Specify street address/name or landmark)

Street No. Street Name

Nearest Cross Street

City Zip

5. How did you get to the stop for this bus?

Transferred from another bus: Route number? _____
Transit Operator?

<input type="checkbox"/> Dixon Readi-Ride	<input type="checkbox"/> SolTrans
<input type="checkbox"/> Fairfield Suisun Transit	<input type="checkbox"/> Vacaville City Coach
<input type="checkbox"/> Rio Vista Delta Breeze	<input type="checkbox"/> Other (Name: _____)

Transferred from BART

Transferred from Capitol Corridor/AMTRAK/RT

Transferred from Ferry

Walked (How many minutes? _____)

Car as driver (How many miles? _____)

Car as passenger (How many miles? _____)

Bicycle (How many miles? _____)

Other (Please describe _____)

6. Where did you board this bus?
(Specify street address/name or landmark)

Street No. Street Name

Nearest Cross Street

City Zip

7. Where will you GET OFF this bus?
(Specify street address/name or landmark)

Street No. Street Name

Nearest Cross Street

City Zip

8. Where are you going to now?

<input type="checkbox"/> Work	<input type="checkbox"/> School (K-12 students)
<input type="checkbox"/> Business Appointment	<input type="checkbox"/> College (Students Only)
<input type="checkbox"/> Your Home	<input type="checkbox"/> Airport
<input type="checkbox"/> Social/Recreational	<input type="checkbox"/> Medical/Dental
<input type="checkbox"/> Shopping/Errands	
Other (Specify): _____	

9. What is the location of that place?
(Specify street address/name or landmark)

Street No. Street Name

Nearest Cross Street

City Zip

10. How will you get from this bus to your destination?

Transfer to another bus: Route number? _____
Transit Operator?

<input type="checkbox"/> Dixon Readi-Ride	<input type="checkbox"/> SolTrans
<input type="checkbox"/> Fairfield Suisun Transit	<input type="checkbox"/> Vacaville City Coach
<input type="checkbox"/> Rio Vista Delta Breeze	<input type="checkbox"/> Other (Name: _____)

Transfer to BART

Transfer to Capitol Corridor/AMTRAK/RT

Transfer to Ferry

Walk (How many minutes? _____)

Car as driver (How many miles? _____)

Car as passenger (How many miles? _____)

Bicycle (How many miles? _____)

Other (Please describe _____)

11. How would you have made this trip if you could NOT ride this bus?

<input type="checkbox"/> Would not have made this trip	<input type="checkbox"/> Walk
<input type="checkbox"/> Drive alone	<input type="checkbox"/> Taxi
<input type="checkbox"/> Get a ride	<input type="checkbox"/> Train
<input type="checkbox"/> Casual Carpool	<input type="checkbox"/> Bike
<input type="checkbox"/> Carpool/Vanpool	
<input type="checkbox"/> Other _____	



12. How often do you ride this bus line? (Choose ONE)

- 5-7 days/week Once a month or less
- 3-4 days/week First time riding
- 1-2 days/week (Skip To Question 14)

13. How long have you been riding this bus line?

- Less than 6 months 3 to 5 years
- 6 to 12 months 6 to 9 years
- 1 to 2 years 10 or more years

14. How many cars or other vehicles are available for use by all the people in your home?

- 0 Cars 1 Car 2 cars 3 or more cars

15. Did you have a car that you could have used today instead of the bus/?

- Yes No Yes, but with inconvenience to others

16. How did you pay to use this bus? (Please select ONE from each column)

Payment Method	Fare Type
Transfer	Adult
Cash	Senior
Multi Ride/Punch Pass	Student/Youth
Monthly Pass	Disabled
Other (Specify)	

17. What changes, if any, would you like to see to this line? (Select one or more)

- No changes
- More frequent service
- Earlier morning service (Begin when? _____)
- Later evening service (Until when? _____)
- More Saturday service
 - Frequency Extended Service
- Sunday service
 - Frequency Extended Service
- Easier transfers between routes
- Better on-time performance
- Service to _____
- Other _____

18. Please rate the service on this bus line on each of the following:

No
Excellent Good Fair Poor Opinion

- a. On-time performance
- b. Frequency of service
- c. Driver courtesy
- d. Rider information
- e. Cleanliness of vehicles
- f. Safety/security
- g. Ease of transfers
- h. Availability of Intercity Connections
- i. System easy to understand
- j. Fares (Cost)
- k. Overall service

19. How would you like to receive transit information? (Select one or more.)

- Newsletter Mail
- Information at stops Brochure
- Notice on bus/ferry Transit Website
- Email (Address: _____)
- Newspaper (Which paper? _____)
- Radio (Which station? _____)
- Other (Please explain _____)

Tell Us a Little About Yourself

20. Are you: Male Female

21. Are you Spanish, Hispanic, or Latino?
Yes No

22. Which of the following do you identify with?

- White/Caucasian
- Black/African American
- Asian
- Native Hawaiian or other Pacific Islander
- American Indian or Alaskan Native

Other: _____

23. Do you speak a language other than English at home?

Yes No

If yes, what language? _____

24. What year were you born? _____

25. What is your employment status?

- Full-time Part Time Student
- Homemaker Retired Unemployed

26. Do you possess a driver's license?

Yes No

27. How many people are in your household, including yourself? _____

28. What is the total yearly income of all the people in your home? (Please choose ONE category)

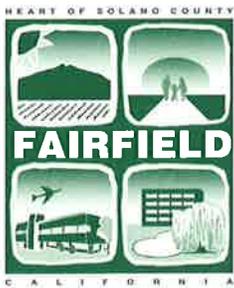
- Under \$10,000 \$75,000 - \$99,999
- \$10,000 - \$24,999 \$100,000- \$149,999
- \$25,000 - \$34,999 \$150,000 or over
- \$35,000 - \$49,999 Don't Know
- \$50,000 - \$74,999

29. Are there any other comments you would like to add about the service on this bus line?

Thank you for your participation!!

To enter to win a Kindle, monthly passes and other prizes, please provide:

First Name: _____ Phone: (____) _____



CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER
2000 CADENASSO DRIVE
FAIRFIELD, CA 94533

707.434.3800
FAX: 707.426.3298

COUNCIL

Mayor
Harry T. Price
707.428.7395

Vice-Mayor
Rick Vaccaro
707.429.6298

Councilmembers
707.429.6298

Pam Berlani
Catherine Moy
John Mraz

•••
City Manager
Sean P. Quinn
707.428.7400

•••
City Attorney
Gregory W. Stepanicich
707.428.7419

•••
City Clerk
Jeanette Bellinder
707.428.7384

•••
City Treasurer
Oscar G. Reyes, Jr.
707.428.7496

DEPARTMENTS

Administrative Services
707.428.7394

•••
Community Development
707.428.7461

•••
Community Resources
707.428.7465

•••
Finance
707.428.7496

•••
Fire
707.428.7375

•••
Police
707.428.7362

•••
Public Works
707.428.7485

PUBLIC WORKS DEPARTMENT Transportation Division

October 22, 2013

Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center
Suisun City, CA 94585

RE: Request to include FAST Local Routes in the Intercity Ridership Study

Dear Mr. Halls:

The City of Fairfield respectfully requests Solano Transportation Authority include the local fixed routes for Fairfield and Suisun Transit in the 2014 Intercity Ridership Study.

Thank you in advance for your consideration of this request. Should you have any questions or need additional information, please contact me at (707) 434-3804 or via e-mail wlewis@fairfield.ca.gov.

Sincerely,

Wayne A. Lewis
Assistant Public works Director/Transportation

cc: George Hicks, City of Fairfield
Elizabeth Niedziela, Solano Transportation Authority
Lori Tagorda, Fairfield Transportation Center



311 Sacramento Street, Suite A • Vallejo, CA 94590 • (707) 648-4046 • (707) 648-4260 Fax

October 25, 2013



Liz Niedziela,
Transit Program Manager
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

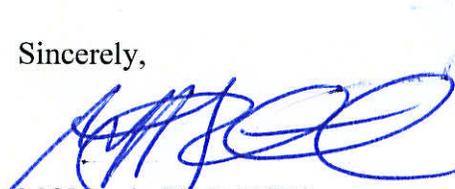
RE: Solano Express Ridership Survey and Analysis Process

Dear Ms. Niedziela: *Liz*

Solano County Transit (SolTrans) is aware that the biannual Solano Express Ridership Survey and Analysis Process will be conducted by the Solano Transportation Authority (STA) in the spring of 2014. We further understand that STA is willing to perform surveys on local routes operated by Solano County transit operators as a part of this process. As a result, SolTrans would like to request that STA work with us to conduct such surveys on our routes. This will allow SolTrans to continue to understand the dynamic needs of the communities we serve.

We certainly appreciate your consideration of our request. If you have any questions or concerns, please do not hesitate to let me know.

Sincerely,


MONA A. BABAUTA
Executive Director

cc: Chron file



DATE: November 12, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Sofia Recalde, Associate Planner
RE: Comprehensive Transportation Plan (CTP) Transit Element Update

Background:

STA staff is in the process of updating the Solano Comprehensive Transportation Plan (CTP). The Solano CTP was last updated and approved by the STA Board in 2005. The CTP is STA's primary long-range planning document that will prioritize and guide the transportation needs of Solano County through the year 2040. Various studies conducted by STA and member agencies, including the Coordinated Short Range Transit Plan (SRTP) and the Transit Corridor Study, will be incorporated into a 25-year planning document.

The CTP consists of three main elements: Active Transportation (formerly Alternative Modes); Arterials, Highways and Freeways; and Transit. The Transit Element includes Transit Facilities of Regional Significance that serve intercity routes, including those that connect to destinations outside of Solano County. The core of transit system is identified as follows:

- Solano Express and intercity bus service
- Transit Facilities of Regional Significance
- Formal carpool and vanpool facilities and services
- Passenger rail service
- Ferry service
- Intercity ADA paratransit services and Mobility Management

The Transit Element focuses primarily on intercity, commuter-oriented transit service. The five transit operators in Solano County have the best understanding of the origins and destinations of local patrons and have recently completed their local SRTPs for their local service, as well as the Coordinated SRTP for countywide intercity bus service.

The Transit Element will also examine private transportation services like medical transportation shuttles and Greyhound bus, as well as intercity bus service provided by Napa County Transportation and Planning Agency (NCTPA).

Discussion:

The Transit Element will identify the transit system as it exists today, outline the goals for the next 25 years, and analyze the gap between where we are today and where we desire to be in 2040. The Transit Element will rely heavily on the results of the completed Coordinated SRTP and the Transit Corridor Study documents to identify the short, medium, and long-term goals for the Solano Express bus service. In the meantime, STA staff will work with Capitol Corridor, Water Emergency Transportation Authority (WETA) and city staff (where

applicable) to identify the state of system and goals for rail, ferry, and transit facilities of regional significance, respectively.

The STA Transit Committee makes recommendations to the STA Board to change and update the CTP. The Transit Committee will assist STA staff in developing policies and milestones for achieving the goals outlined in the Transit Element, as well as developing system performance metrics to ensure that STA and the Solano County Transit Operators are working towards the Transit Element goals. The Transit Committee currently consists of the following members:

Benicia: Elizabeth Patterson, Mayor
 Dixon: Jack Batchelor, Mayor
 Fairfield: Harry Price, Mayor
 Rio Vista: Janith Norman, Councilmember
 Suisun City: None
 Vacaville: Steve Hardy, Mayor
 Vallejo: Osby Davis, Mayor
 County: Erin Hannigan, Supervisors

STA staff is recommending that a member of the Intercity Transit Consortium join the Transit Committee to provide a Transit Operator insight into planning priorities for the short, medium and long term. The Transit Committee typically meets once or twice a year on as needed basis; however, the Transit Committee will likely meet quarterly once the Transit Element is underway. STA staff requests a nomination for appointment to the Transit Committee, which will then go the STA Board for approval.

The timeline for the Transit Element is as follows:

December 2013 – March 2014	Develop draft Transit Element
March – April 2014	Transit Committee review; STA Board approval to release Draft Transit Element for public comment
April – June 2014	Public Comment Period and Outreach
June – July 2014	Review and incorporate Public Comment into Draft Element
July – September 2014	Committee Review of 2 nd Draft
September – October 2014	STA Board Approval

Recommendation:

Forward a recommendation to the TAC and STA Board to appoint a member of the Intercity Transit Consortium as a representative to the Transit Committee.



DATE: October 30, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Jessica McCabe, Project Assistant
RE: Public-Private Partnership (P3) Feasibility Study Update

Background:

Defining Public-Private Partnerships (P3)

According to the National Council for Public-Private Partnerships (P3), a P3 is a contractual agreement between a public agency and a private sector entity, through which the skills and assets of each sector are shared in delivering a service or facility. In addition to the sharing of resources, each party shares in the risks and rewards potential.

P3's are often distinguished between governments that use the traditional "Design-Bid-Build" model of public infrastructure investment and those governments that create partnerships to transfer various responsibilities to the private sector, such as project design, construction, finance, maintenance, and operation.

P3's can accomplish the following objectives:

- Make possible major infrastructure investments that might not otherwise receive financing.
- Accelerate projects into construction compared to traditional delivery methods.
- Transfer Prudent Risk to the Private Sector
- Capture Private Sector Innovation
- Promote Life Cycle Efficiencies/Performance
- Create Competitive Tension to Drive Value
- Leverage existing funding
- Spur economic growth

Solano County P3 Feasibility Study Focus

For Solano County, this study's focus will be on developing and maintaining transit facilities of regional significance along the I-80 corridor through P3s. The intent is to explore traditional P3s, but also look at more global opportunities associated with transit facilities to identify opportunities to attract private investment to partner with local project sponsors and transit operators.

Public-Private Partnership Feasibility Study: Scope and Development Timeline

STA staff worked with various public works staff and transit staff as part of a new Public-Private Partnership Technical Committee (P3T) and discussed their interests in studying a variety of aspects of P3s to advance the delivery of future transit center construction phases as well as finalize a scope of work. The success of the study's scope of work will be based in part on how willing project sponsors are to evaluating the potential for and reality of P3 financing for this set of transit facilities and potentially incorporate these findings into future project designs and

project delivery partnerships. STA staff anticipates working with a P3 Policy Committee (P3P) comprised of Board Members, City Managers and Project Management staff to evaluate political feasibility of P3 recommendations as the study develops, targeting STA Board review by December 9, 2013.

P3 Consultant Contract

On July 11, 2012, the STA Board approved a budget for the P3 study of \$150,000 of State Transit Assistance Funds (STAF), carrying over the prior year's budgeted amount of \$150,000. On June 8, 2012, the STA released an RFP for P3 Feasibility consulting services matching this approved budget. On August 30, 2012 the STA Board authorized the Executive Director to enter into contract for the P3 study in an amount of \$150,000. Six (6) transit sites were to be included in the P3 Feasibility study, under the terms of the contract:

- Vacaville Transportation Center
- Curtola Parkway and Lemon Street Transit Center
- Fairfield Transportation Center
- Fairfield/Vacaville Train Station
- Dixon Multimodal Transportation Center
- Suisun/Fairfield Train Station

At the January 29, 2013 SolanoExpress Intercity Transit Consortium meeting, committee members from the City of Fairfield, SolTrans, and the City of Benicia requested that the Red Top Road Park and Ride Lot, the Vallejo Transit Center and the Benicia Industrial Park Transit Hub be added to the P3 Feasibility Study. At the March 29, 2013 City Managers meeting, Vacaville's City Manager requested that the Vacaville Transit Center (at East Monte Vista) also be added to the P3 Feasibility Study. This brought the total to ten (10) transit sites that would be included in the study. Based on the additional transit sites being added to the P3 study and the associated work involved with data collection and site visits, KPMG provided an estimate of what this additional work would cost, along with related changes to scope of work, in the attached amendment letter (Attachment A). At the April 10, 2013 Board meeting, the STA Board approved a contract amendment for KPMG of \$50,400 for an amount not-to-exceed \$200,400 to cover these additional services.

Discussion:

Between April 12 and April 19, STA and KPMG staff conducted site visits to each of the transit centers, to help integrate the transit center plans and objectives for each jurisdiction into the P3 Feasibility Study. At each site, STA and KPMG met with city staff to discuss potential P3 opportunities that could benefit each of the transit centers. These tours helped to inform the most current quantitative and qualitative data for the Request for Information (RFI), market sounding and financial analysis worksteps carried out by KPMG staff. Following the transit site tours, KPMG circulated draft RFIs for each of the cities to review and provide feedback.

Once the RFIs were finalized, KPMG began implementation of their market sounding strategy (Attachment B). The market sounding involved engaging private sector market participants and presenting each with the RFIs. Once RFIs were reviewed, KPMG coordinated and facilitated market sounding conference calls with private market participants and STA staff. The result of the market sounding exercise included direct market feedback that was presented to the City Managers at their October 23, 2013 meeting.

Based on the revised schedule (Attachment C), next steps will include KPMG submitting a Final Suitability and Screening Report, a draft Market Sounding Report, and meeting with individual City Managers in November or December to present results of these reports. Based on feedback

provided at the individual meetings, KPMG will complete a draft P3 Feasibility Report and Implementation Strategy (for Phase II). The findings of this Feasibility Study and Implementation Plan will be presented to the STA Board for review and discussion at the December 9, 2013 Board meeting.

Fiscal Impact:

The total cost for the Feasibility Study is \$200,400 funded by State Transit Assistance Funds (STAF).

Local Preference Policy:

This contract is not subject to the Local Preference Goal due to the service of funds being used for the study.

Recommendation:

Informational.

Attachments:

- A. KPMG Amendment Letter #1 for P3 Feasibility Study, 4-2-2013
- B. Draft RFI and Market Sounding Strategy, 3-20-2013
- C. Revised P3 Feasibility Study Schedule, 10-31-2013

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KPMG Corporate Finance LLC
Suite 1400
55 Second Street
San Francisco, CA 94105

Internet www.kpmgcorporatefinance.com/us

April 2, 2013

Mr. Daryl K. Halls, Executive Director
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585
Attn: Jessica McCabe, Project Manager

RE: First Amendment to Contract dated November 12, 2013 between Solano Transportation Authority and KPMG Corporate Finance LLC – Public-Private Partnership Feasibility Study Services (“Contract”)

Dear Mr. Halls:

As discussed during our recent meetings in the January to March 2013 timeframe, the Solano Transportation Authority (STA) seeks to extend its Contract with KPMG Corporate Finance LLC (KPMG or Contractor) for professional advisory services related to the Public-Private Partnership (P3) Feasibility Study of six (6) transit centers within Solano County.

This document summarizes the tasks and services that KPMG shall provide to the STA beyond the term, scope and budget contemplated in the Contract. The Contract shall be amended to include professional advisory services for four (4) additional transit centers within the Contractors’ Scope of Work. The four transit centers to be added are:

- Red Top Park and Ride – Fairfield, CA
- Vallejo Transit Center – Vallejo, CA
- Transit Center in Benicia – Benicia, CA
- Vacaville Downtown Transit Center – Vacaville, CA

Further, at the STA’s request, KPMG will also participate in three (3) additional site visits and perform data collection services. These efforts will help to integrate the transit center plans and objectives for each municipality into the STA’s P3 Feasibility study. It will inform the most current quantitative and qualitative data for the STA’s Request for Information (RFI), market sounding and financial analysis worksteps.

Based on these requests from the STA, we will increase our level of effort for Tasks in Stage 2 and Stage 3 for information gathering related to a suitability assessment and potential P3 partners. Further, the Tasks in Stage 4 and Stage 6, as noted in our proposal as revised November 8, 2012, shall be amended. We will exclude certain funding and financial analysis in Stage 4 and to modify the financial analysis in Stage 6. The purpose of the collective changes in Stages 2, 3, 4 and 6 is to reallocate project budget to those tasks that STA deems most important for this P3 feasibility study.

The tasks associated with this First Amendment are described below:

Stage 4 Tasks	Activity	Outcome
Revenue options	Conduct review of potential alternative revenue sources, including: <ul style="list-style-type: none"> • Confirm STA policies and authority to pursue alternative revenue sources • Analyze the general market and economic conditions of the project’s market area, focusing on those aspects that are most relevant to the success of Alternative Revenue Sources 	Summary of suitable alternative revenue sources for the project.

Stage 6 Tasks	Activity	Outcome
Financial analysis	Quantify the potential financial/funding benefits from options identified	Estimated financial/funding benefits of options
P3 Steering Committee Meeting	Presentation of draft Feasibility Report	Collect comments on draft analysis
Draft report	Draft analysis report including <ul style="list-style-type: none"> • Objectives • Approach • Definition of scope • Definition of delivery options • Risk analysis • Alternative Revenues • Procurement plan 	Deliverable 4 to STA: Draft final deliverable

To accommodate the changes in tasks and level of effort to incorporate the four (4) additional transit centers and site visits into the P3 Feasibility Study, KPMG’s compensation shall be increased by \$50,400, amending the amount of this Contract to \$200,400. Further, the term of this Contract is extended through December 31, 2013.

Changes to our Cost/Fee Proposal, as noted in Table B-1 of Section B of Exhibit B, shall be amended as follows:

Stage	Milestone	Action	Progress %	Progress Payments
1	Project kick off meeting	Establish objectives	Completed	Completed
1	Introduction to P3	Workshop and meetings with STA staff and stakeholder on P3 models and lessons learned.	Completed	Completed
		Submit draft deliverable for comment and review.	Completed	Completed
1	Meeting with Steering Committee: P3s and Transit	Deliverable 1: Submit summary of P3 understanding and lessons learned to Steering committee	Completed	Completed
3	Potential P3 partners	Submit draft RFI and market sounding strategy to STA staff for review and comment. Initiate informal market sounding.	Completed	Completed
		Contract Compensation		\$150,000
		Amendment #1 Compensation		\$50,400
1-7	Completion of Stages 1-7 Milestones	Total Compensation		\$200,400
		<ul style="list-style-type: none"> ▪ Less: Invoice Submitted 1/9/2013 for Stage 1 ▪ Less: Invoice Submitted 3/20/13 for Stage 3 (Potential Partners) 		(\$22,500) (\$30,000)
		Remaining Contract Value		\$147,900
2	Suitability assessment	Submit draft report of suitability and screening outcomes to STA staff for review and comment.	40%	\$59,160
3	Meeting with Steering Committee: Suitability	Deliverable 2 & 3: Present Suitability and screening assessment report and RFI strategy presentation to Steering committee	25%	\$36,975
4	Revenue, funding and financing	Submit draft summary of suitable alternative revenues, funding and financing approaches	10%	\$14,790
5	Risk allocation	Submit draft summary of delivery options and key project risks	10%	\$14,790
6	Feasibility study report	Submit draft feasibility report to STA staff	10%	\$14,790
7	Implementation	Submit draft procurement schedule and implementation strategy to STA staff for review and comment.		
7	Meeting with Advisory Committees to present draft report	Presentation to STA Advisory Committee's and Steering committee		
7	Final feasibility study with review changes	Submit and present final deliverable to STA Board	5%	\$7,395
		Subtotal – Remaining Contract Value	100%	\$147,900
		Invoices Submitted for Stage 1 and Stage 3		\$52,500
1-7	Completion of Stages 1-7 Milestones	Total Compensation		\$200,400



Except as identified in this letter, all other terms and conditions of our existing contract remain unchanged. If you agree to the amended tasks and fee estimates herein, please execute this letter and return a copy to Liam Kelly, Managing Director. We very much appreciate the opportunity to work with the STA on this important project.

Solano Transportation Authority

KPMG Corporate Finance LLC

by _____

by _____

Name: Daryl K. Halls
Title: Executive Director
Date:


Name: Liam Kelly
Title: Managing Director
Date: April 2, 2013

**Solano Transportation Authority
Public-Private Partnership Feasibility Study
DRAFT RFI and Market Sounding Strategy, Private Sector Participants and Project Schedule**

RFI Strategy

BACKGROUND

The Solano Transportation Authority (STA) engaged KPMG Corporate Finance LLC (KPMG) as advisors to perform a Public-Private Partnership (P3) Feasibility Study on nine of its member municipality's transit center projects. KPMG is assisting the STA to understand the private sector's interest levels in the transit center projects, and to analyze how the use of P3's or other commercial arrangements could accelerate project delivery, lower operations and maintenance (O&M) expenses, and/or generate alternative revenues for these projects. Part of this initiative includes an informal market sounding exercise which involves a developing a Request for Information (RFI) and engaging in discussions with a selection of potential private sector service providers. Marketplace views will be collected regarding:

- Contract length and performance review points;
- Risk transfer around revenue, cost and performance; and
- Incentives and contractual mechanisms to encourage investment.

The informal market sounding will occur prior to a formal procurement stage.

OBJECTIVES

The STA's objectives for the RFI are to gather direct market feedback on potential commercial structures, alternative revenues, O&M savings or service enhancements, and other innovate concepts at the nine transit centers. This direct market feedback will support the STA's objective to understand current information about the market's appetite for risk transfer, preferred structures, potential implementation challenges, and market interest in these projects.

RFI PROCESS

On behalf of the STA, KPMG will lead the RFI process by engaging interested private sector market participants (approximately 4 to 6 firms) and presenting each with a RFI Teaser. The Teaser document provides an overview of each transit center's current operations, longer-range development plans, and highlights a preliminary set of revenue and O&M opportunities for each transit center. KPMG will discuss five main topics with the interested participants regarding their views on the feasibility of various revenue, cost savings or development opportunities. The results of this market sounding exercise will include direct market feedback that will be presented to the STA and its Steering Committee.

RFI Teaser

The RFI Teaser will be presented to the market participants ahead of scheduled meetings to provide them time to review and assess potential revenue and cost savings opportunities, which generally include:

1. Operations and Maintenance

**Solano Transportation Authority
Public-Private Partnership Feasibility Study
DRAFT RFI and Market Sounding Strategy, Private Sector Participants and Project Schedule**

2. Parking Fees
3. Solar Photovoltaic Facilities
4. Advertising and Naming Rights
5. Transit-Oriented Development

RFI Participants

KPMG and STA will agree on a selection of market participants that will be engaged in the RFI process. The market participants should include a cross-section of disciplines such as O&M providers, naming rights sales, advertising companies, and/or real estate developers. A draft list of market participants is provided in Attachment A: Potential Private Sector Participants.

Key Considerations for Discussion

KPMG will present the STA's objectives to the market participants and discuss the following topics: overall interest in the projects, roles and responsibilities, commercial feasibility, risk allocation, and funding and financing options. Discussions on these key areas will gauge market interest in opportunities at the nine transit centers.

- **Overall Interest.** KPMG will inquire about the participants overall perspective on the projects. Given that the participants specialize in industries related to the preliminary revenue and O&M opportunities, their experience and insight into important considerations such as delivery options, balancing project risks, revenues and costs will be useful in understanding how the market might respond to formal procurement(s) for these STA projects. These discussions will also provide the STA with information about how to enhance market interest and competition.
- **Roles and Responsibilities.** Discussions around each transit center's unique needs will be helpful in determining the potential roles and responsibilities of a service provider at the respective projects.
- **Commercial Feasibility.** This area addresses potential structures and other commercial arrangements that the market considers suitable for each project. KPMG will gather information on the type of structures (e.g., DBFOM, leases, O&M or revenue contracts) that the market would consider for the transit centers.
- **Risk Allocation.** To understand how the market views risk sharing between a private sector operator and the municipalities, KPMG will engage the participants in discussions about allocation of various risks, including costs, performance, and revenue risks. Understanding this aspect will help to determine how risks might be shared and provide insight into any future value-for-money assessments.
- **Funding and Financing Opportunities.** To understand potential private sector financing options for the transit centers, KPMG will obtain market perspectives about which

**Solano Transportation Authority
Public-Private Partnership Feasibility Study
DRAFT RFI and Market Sounding Strategy, Private Sector Participants and Project Schedule**

commercial structures are suited to attract private sector capital. Additionally, KPMG would explore public funding sources, such as state, local and federal funds that have been used for similar projects. As an example, renewable energy tax credits could possibly attract private capital.

Presentation of Results

Based on discussions with the market participants, KPMG will report results and assist the STA to match the market sounding findings to their objectives and begin to prioritize its projects. Feedback from the market will also be used to inform screening of the projects for risks, issues and opportunities in the areas of acceptability, operations / interface, implementation, timing / readiness / phasing, and financing. The results of the market sounding will be presented to STA's Steering Committee to inform discussions about the market participant's perspectives on various commercial structures and opportunities for private sector participation at the transit center projects.

P3 Feasibility Study Update Schedule
10-31-2013

Attachment C

Milestone	Action	Revised Scheduled Date	Notes
Ten (10) Transit Center Site Visits and Final Data Collection	In-person meetings, project site visits, continuation of RFI data collection from STA staff. (3-day visit)	Week of April 15, 2013	Completed
Draft Suitability and Screening Report	Provided initial assessment of opportunities for each of the 10 transit centers	July 12, 2013	Completed
Finalize RFI	RFI Teasers were reviewed and finalized by city staff and presented to market sounding participants for the market sounding	August 2013	Completed
Market Sounding	Conduct informal market sounding with selected private sector participants for each of the opportunities identified	September and October 2013	Completed
Market Sounding Presentation to City Managers	Presented preliminary results of the market sounding to City Managers	October 23, 2013	Completed
Final Suitability and Screening Report	Submit revised Suitability and Screening Report to STA staff	Week of November 4, 2013	
Draft Market Sounding Report	Submit draft Market Sounding Report to STA staff for review and comment	Week of November 4, 2013	
Key Findings for Transit Centers	Provide City Staff with one-page findings on each transit center	Week of November 4, 2013	
Additional Task: Individual Meetings with City Managers	Present detailed results and discussion with City Managers on opportunities at their transit centers	November and December 2013	Three meetings planned
Feasibility Report and Implementation Strategy	Submit draft Feasibility Report and Implementation Strategy to STA Staff for comment/review based on feedback from City Managers	Week of December 2, 2013	
STA Board Presentation	Present findings for the STA P3 Feasibility Study and Implementation Plan to STA Board	Week of December 9, 2013	
Feasibility Report and Implementation Strategy	Submit revised Feasibility Report and Implementation Strategy to STA Staff based on comments	Week of December 16, 2013	



DATE: October 29, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Anthony Adams, Transit Mobility Coordinator
RE: Mobility Management Program Update

Background:

Since July 2012, STA has been working with consultants, the Solano Transit Operators, and the Senior and People with Disabilities Advisory Committee to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a priority strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The Solano Mobility Management Plan is gathering information about existing services and programs, exploring potential partnerships, and analyzing how to address mobility needs in Solano County in a cost effective manner.

The Solano Mobility Management Plan proposes to focus on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Older Driver Safety Information
4. One Stop Transportation Call Center

Since mid-September, STA has been meeting with potential partner agencies and non-profits in order to compile a family of services matrix. This matrix is meant identify existing transportation gaps within the senior, people with disabilities, and low-income communities. Potential partner agencies will provide STA with proposals for opportunities to expand upon the services they currently offer, or new services they could offer, with further financial or logistical support.

Discussion:

Mobility Transportation Guide Update

The Mobility Guide for Seniors and People with Disabilities is in the process of being revised and updated with the most current information. Comments from advisory committee and transit operators are due November 14. STA expects to release the revised Mobility Transportation Guide to the public in late November.

Countywide In-Person ADA Eligibility Program Update

Due to the success of the public awareness of this program, the demand for ADA eligibility has been much higher than expected. The unanticipated demand had lead to longer wait times for some applicants in the SolTrans areas, mainly Vallejo, which had the longest wait up to 30 days. As a result, CARE has added an additional assessment site to the SolTrans

service areas in order to reduce the waiting for assessments time. Initial results appear to show wait times decreasing in the SolTrans area since the addition of the new location. The situation will continue to be monitored and adjusted as needed. Attachment A provides a graphical representation of the September 2013 In-Person ADA Eligibility Report including countywide and individual operator comparisons.

SolTrans also experienced a high No Show rate for individuals who had requested the complimentary paratransit ride to the assessment location. This comprised SolTrans paratransit service and the assessment scheduling. As many of the applicants have been new users of the paratransit service, they were unfamiliar with the protocols. To address this issue, SolTrans designed a postcard outlining key service points such as the 15-minute pick-up window and 5-minute vehicle wait time so that the applicants knew when they had to be ready for their ride. In addition, the assessment date and time were printed on the postcard. The postcard's design and review by the operations staff, CARE Evaluators. STA began mailing the cards in October. SolTrans applicants requesting paratransit trips to the assessment sites.

Countywide Travel Training

At the October's STA Board Meeting, the Countywide Travel Training scope of work was approved. A Request for Proposal (RFP) for this program has been drafted and is awaiting approval from Caltrans before public release. Upon approval from Caltrans, with an early November RFP release and a consultant secured, the Countywide Travel Training program is targeted to begin operation in April 2014.

Mobility Management Website

At the September's STA Board Meeting, the Mobility Management Website scope of work was approved. A Request for Proposal (RFP) for this program has been drafted and is awaiting approval from Caltrans before public release. With an early November RFP release and a consultant secured, an initial Mobility Management website is targeted for creation and public release in March 2014.

One-Stop Call Center

At the October's STA Board Meeting, the One-Stop Call Center was approved to be implemented as a 3-year pilot program. The call center will be a modification and expansion of the existing Solano/Napa Commuter Information (SNCI) call center. The One-Stop Call Center is targeted to begin operation and referring clients to partner agencies and Mobility Management programs by July 1, 2014.

Recommendation:

Informational.

Attachment:

- A. Countywide In-Person ADA Eligibility: September Progress Report
- B. Countywide In-Person ADA Eligibility: Quarterly Progress Report (To be provided under separate cover.)

Countywide In-Person ADA Eligibility Program September 2013 Progress Report

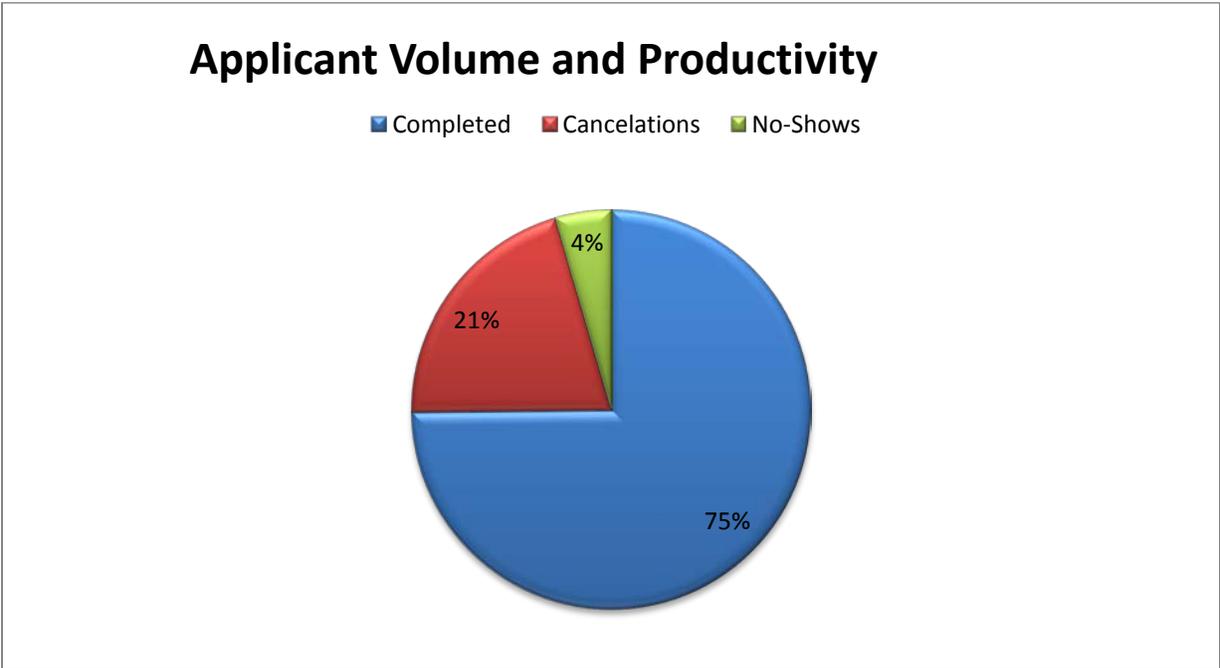
Appointment Volume: Between September 1st and September 30th, the Call Center scheduled 148 appointments. On average the Call Center scheduled 5 appointments per day with a minimum of 1 appointment and a maximum of 13 appointments in one day.

New versus re-certification: Seventy-four percent (74%) were new applicants and 26% were applicants seeking recertification.

Applicant Volume and Productivity: Of the 148 scheduled appointments, 116 (78%) of the applicants appeared for their in-person assessment, seven applicants were a no show, and 32 (22%) were cancellations. No shows and cancellations provides an incompleteness rate of 25%, which is lower than last month, and closer to the 20% national standard for in-person ADA certification assessments incompleteness rate. SolTrans has worked with CARE Evaluators and STA on reducing the number of no-shows, which has shown improvement from the 10 in August to 6 in September.

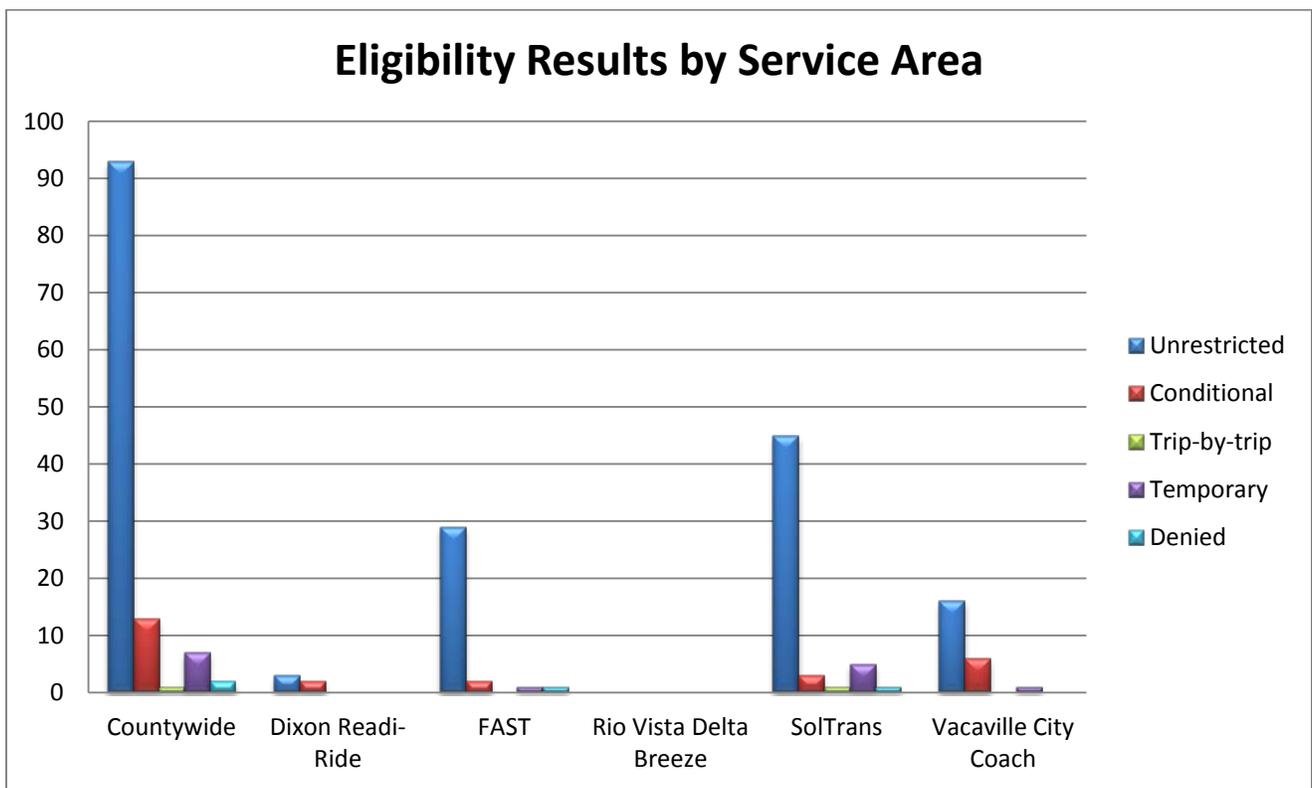
Applicant Volume and Productivity by Location

	Countywide	Dixon Readi Ride	FAST	Rio Vista Delta Bree e	SolTrans	Vacaville City Coach
Completed	116	5	33	0	55	23
Cancellations	32	0	12	0	16	4
No Shows	7	0	0	0	6	1
Incompletion Rate	25%	0%	27%	0%	29%	18%



Eligibility determinations: Of the 116 assessments that took place in the month of September, 93 (80%) were given unrestricted eligibility, 2 (2%) were denied, 1 (1%) were given trip-by-trip eligibility, 13 (10%) were given conditional eligibility, and 7 (6%) were given temporary eligibility.

Eligibility Results by Service Area						
	Countywide	Dixon Read Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Unrestricted	93	3	29	0	45	16
Conditional	13	2	2	0	3	6
Trip by trip	1	0	0	0	1	0
Temporary	7	0	1	0	5	1
Denied	2	0	1	0	1	0



The only two denials from all 116 completed applications came from the new applicant category.

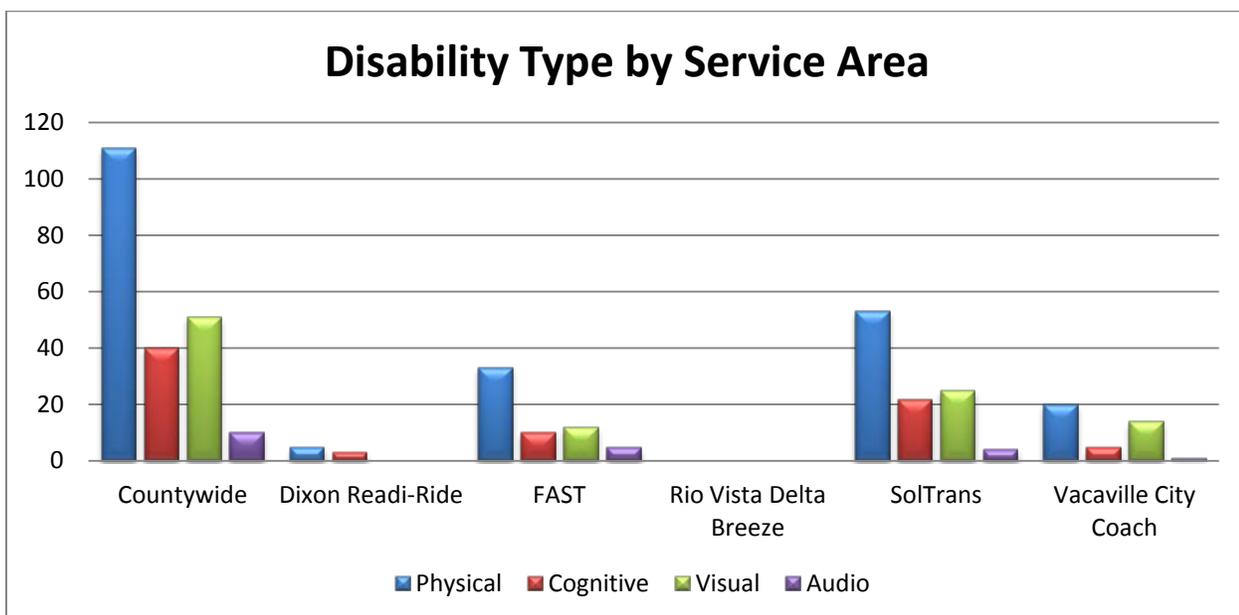
Countywide Eligibility Results by Application Type					
NEW			RECERTIFICATION		
		Percentage			Percentage
Unrestricted	66	77%	Unrestricted	27	90%
Conditional	10	12%	Conditional	3	10%
Trip by trip	1	1%	Trip by trip	0	0%
Temporary	7	8%	Temporary	0	0%
Denied	2	2%	Denied	0	0%
TOTAL	86	74%	TOTAL	30	26%

Impact on paratransit: As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Sixty-five percent (65%) of all assessments requested paratransit to the assessment site in September. This is an increase from forty-five percent (45%) in August.

Transportation to and from In-Person Assessment						
	Countywide	Dixon Read Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Own Transportation	40	1	11	0	14	14
Complementary Paratransit	76	4	22	0	41	9

Type of Disability: Many of the applicants who completed the in-person assessment presented with more than one type of disability. Nonetheless, the most common type of disability reported was a physical disability (52%) followed by a visual disability (24%) and cognitive disability (19%). The trend is that visual disabilities as a percentage of the total is increasing, going from the third most common disability in July and August, to the second in September. An auditory disability was the least commonly reported disability, with only (5%) of the total.

Disability Type Countywide and by Service Area						
	Countywide	Dixon Read Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
Physical	111	5	33	0	53	20
Cognitive	40	3	10	0	22	5
Visual	51	0	12	0	25	14
Audio	10	0	5	0	4	1



Time to scheduled assessment: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment is approximately six (6) days. The longest amount of time clients had to wait for an appointment in September was 31 days. As a result, CARE has added an additions assessment site to SolTrans service area in order to reduce the waiting time. The goal is for clients to receive an appointment within 2-3 weeks of their phone call.

In reviewing future appointments in October, C.A.R.E. Evaluators are able to schedule clients in Dixon, Rio Vista, Fairfield, Suisun City and Vacaville for an in-person assessment in their service area within 2 weeks. In the month of August, the longest wait time for an assessment for FAST was 3 weeks; the addition of 2 assessment dates in Suisun City has resulted in the longest wait time falling to two weeks. The issue with Vallejo residents experiencing long wait times has been addressed by adding an additional assessment site and wait times are expected to fall to two weeks or less.

Time (Days) from Scheduling to Appointment						
	Countywide	Dixon Read Ride	FAST	Rio Vista Delta Bree e	SolTrans	Vacaville City Coach
Average for Period	6	7	5	0	6	6
Longest	30	13	15	0	30	19

NOTE: THIS ATTACHMENT WILL BE PROVIDED UNDER SEPARATE COVER.

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DATE: October 28, 2013
TO: STA SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Mobility Management Project Manager
RE: Mobility Management: Consolidated Transportation Services Agency (CTSA)
Designation

Background:

Since July 2012, STA has been working with consultants to develop a Mobility Management Plan for Solano County. The development of a Mobility Management Plan was identified in the 2011 Solano Transportation Study for Seniors and People with Disabilities as a strategy to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. The draft Solano Mobility Management Plan has identified existing services and programs, explore potential partnerships, and analyze how to address mobility needs in Solano County in a cost effective manner.

The draft Solano Mobility Management Plan identified four key elements to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. These four elements are:

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

While the overall draft Mobility Management Plan document is being refined, three components have been approved for implementation by the STA Board: ADA In-Person Eligibility Process, Travel Training and a Call Center. The ADA In-Person Eligibility Process was initiated July 2013. As Travel Training complements that process, that program has been moving forward as well. There has also been an interest in sharing mobility management transportation services information among agencies throughout the county as well as with the public. The mechanism to do this is a Mobility Management website and a Call Center. The STA Board recently approved the release of a Request for Proposals (RFP) and a scope of work to create the website. The STA Board also approved a Mobility Management Call Center be implemented by expanding the STA's Solano Napa Commuter Information (SNCI) program. The Mobility Management Call Center would also be responsible for keeping the Mobility Management website updated as well as the Mature Driver Program Information.

The draft Mobility Management Plan presents how the four key programs could be implemented. In addition, various organizational options were discussed on where Mobility Management programs could be housed. Non-profits, transit operators, cities/counties and other public agencies could take on the functions. As a result, the STA has evaluated the Consolidated Transportation Services Agency Designation.

History of and what is a Consolidated Transportation Service Agencies (CTSA)

In 1979, the State of California passed AB120, sometimes known as the Social Services Transportation Improvement Act, which allowed county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Services Agencies (CTSAs). CTSAs are intended to promote the coordination of social service transportation for the benefit of human service clients including the elderly, people with disabilities and people with low income. An effective CTSA functions as a proactive facilitator of transportation coordination among multiple agencies creating solutions to travel needs. This could be done by directly providing services or through cooperative agreements to coordinate and/or share funding, procurement, training, services, capital assets, facilities and other functions.

In the Bay Area, the Metropolitan Transportation Commission (MTC) is the agency responsible for designating county CTSAs. In the 1990s, MTC became more focused on American with Disabilities Act (ADA) required paratransit service and they deferred designating CTSAs within the region to focus on the implementation of paratransit service. In recent years, MTC has become increasingly interested in mobility management and the establishment of CTSAs to coordinate services. In their recently updated Coordinated Public Transit-Human Service Transportation Plan (“Coordinated Plan”), MTC elaborates on why Mobility Management and CTSAs are coming to the forefront. The Coordinated Plans points out that the need to improve coordination between human service and public transportation providers has been well documented over the past ten years at the federal and state level. MTC describes mobility management as a strategic, cost-effective approach to connecting people needing transportation to available transportation resources within a community. Its focus is the person, the individual with specific needs, rather than a particular transportation mode.

To strengthen mobility management in the Bay Area, the Coordinated Plan identifies three major points:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts.
- Providing information and manage demand across a family of transportation services.
- Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities.

MTC also incorporated seven regional priority strategies from the 2011 Transit Sustainability Project ADA Paratransit Study. The strategies include Travel Training and promotion to seniors, enhanced ADA paratransit certification process such as in-person eligibility and subregional mobility managers such as CTSAs. See Attachment A for the complete list

The Federal Transit Administration (FTA) has recognized Mobility Management by issuing guidance stating what eligible Mobility Management activities may include (Attachment B). In California, Caltrans developed a Draft Strategic Implementation Plan of their Mobility Action Plan that recommended a stronger role for CTSAs as local or regional coordinating bodies as well as preference in certain statewide funding processes for CTSAs.

In May 2013, MTC approved Resolution 4097 (Attachment C) extending CTSA designation of the only CTSA in the Bay Area (the non-profit Outreach in Santa Clara county) for another four years. Resolution 4097 also outlined MTC’s process for designating CTSAs. The six steps and how agencies are evaluated are shown on Attachment D. One of the steps is “MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.

Discussion:

The draft Solano Mobility Management Plan outlines several options for designating a CTSA for Solano. These include:

1. Establishing a new non-profit or separate joint powers agency for this specific purpose.
2. Designating an existing agency such as a countywide transit operator or the county Congestion Management Agency to serve as the CTSA.

In Solano County, there are a number of non-profits that focus on some aspect of mobility management. Examples include First 5, Connections for Life, Faith In Action, and Independent Living Resource Center, but there is not one in place that could easily take on CTSA functions nor has the funding or staff resource to serve as a CTSA. Solano County currently has six agencies that provide public transit services, but none that provide service countywide or are represented by a policy board that represents all of Solano County.

The two agencies that could most readily serve as a CTSA either separately or in partnership are the STA and the County of Solano. The STA was formed through a Joint Powers Agreement (JPA) by the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo, and the County of Solano to perform a range of transportation functions, including coordinate all alternative modes of transportation within the county and with agencies outside Solano County. This includes operate or cause to have operated transit and paratransit and submit Transportation Development Act (TDA) claims, prepare an annual planning budget and work program for transit, paratransit, commuter and alternative mode activities and programs. The STA is currently facilitating the implementation of the Solano County's Mobility Management Program, including the countywide, in person ADA eligibility assessment program, travel training, and a mobility management website and call center. STA has also recently pursued and obtained several federal and state grant to fund these mobility management activities and dedicated funding and a staff resource to manage and implement these programs. The STA is governed by a policy board that represents all seven cities and the County of Solano.

The County of Solano also is active in the arena of mobility management. A number of county programs, specifically associated with the County Department of Health and Social Services, provides specific or coordinates with specific mobility programs. Recently, the County Resource Management Agency has taken over responsibility for management of the Intercity Taxi Script Program, which provides intercity ADA service for ambulatory passengers. In addition, the County has dedicated all of its local TDA funds in future years to fund expanding this service to also service non-ambulatory passengers and has developed a MOU that includes the cities and STA.

Numerous countywide transportation plans over many years have required the STA to coordinate with transit operators, City and County staff, non-profits and other organizations. Community Based Transportation Plans managed by the STA have included dozens of stakeholders throughout the county from the public, private, and non-profit sectors. Stakeholders have included not only transportation agencies, but also public and non-profit social services, housing, schools, employers, and senior services. The STA has also closely partnered with the County of Solano on projects such as Safe Routes to School. In follow up to two Senior and Disabled Summits held in 2009, STA and the County of Solano established the Senior and People with Disabilities Transportation Advisory Committee to serve as a forum for Senior and People with Disabilities mobility issues.

One option would be for the STA to formalize its coordination with the County of Solano Department of Health and Social Services and Department of Resource Management for Mobility Management purposes and seek designation from MTC as the CTSA for Solano County.

The recent mobility management efforts of the STA are consistent with MTC's Coordinated Public Transit Human Service Transportation Plan.

This includes the following:

1. Countywide in-person eligibility ADA assessment process was funded and began implementation July 2013.
2. The STA Board has approved an RFP for a Travel Training program. STA will also be working with local non-profits to expand and complement their existing Travel Training programs so that they complement Travel Training countywide and duplication of services is avoided.
3. In October 2013, the STA Board also approved the implementation of a Mobility Management Call Center as an expansion of the STA's Solano Napa Commuter Information (SNCI) program. The Call Center will also be responsible for maintaining the Mobility Management website. A RFP to create a Mobility Management website was approved by the STA in September 2013.

Other priority projects that would benefit seniors, people with disabilities and/or low-income are outlined in the STA's Solano Senior and People with Disabilities Transportation Study and the numerous Community Based Transportation Plans.

MTC staff has been monitoring Solano's development of the Mobility Management Plan and has been pleased with the progress made and the direction it is taking. The STA was invited to present Solano County process and progress on mobility management at a region-wide mobility management summit sponsored by MTC last fiscal year.

Designation is typically granted for a finite period at which point it needs to be evaluated. In essence, this creates a pilot period for CTSA designation and the end of which an evaluation could occur to determine if CTSA designation should be continued. Seeking designation as a CTSA by the STA would be an expeditious process for assigning CTSA status in Solano and being prepared for potential regional funding opportunities that may be available as MTC prepares to further develop its regional program.

Fiscal Impact:

It is expected that there would be some limited reporting and coordination tasks, but no immediate fiscal impact on the STA or transit operators. Designation as a CTSA is likely to open up future funding opportunities as mobility management is becoming a higher priority regionally and nationally.

Recommendation:

Informational.

Attachments:

- A. MTC Transit Sustainability Project ADA Paratransit Study Recommendations
- B. FTA View of Mobility Management
- C. MTC Resolution 4097
- D. MTC Process for Designating CTSA's

**MTC Transit Sustainability Project
ADA Paratransit Study Recommendations
(incorporated into Coordinated Plan)**

1. Consider fixed-route travel training and promotion to seniors
2. Consider charging premium fares for trips that exceed ADA requirements.
3. Consider enhanced ADA paratransit certification process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
4. Implement conditional eligibility for paratransit users who are able to use fixed-route service for some trips.
5. Create one or more sub-regional mobility managers (e.g.CTSAs) to better coordinate resources and service to customers.
6. Improve fixed-route transit to provide features that accommodate more trips that are currently taken on paratransit.
7. Implement Plan Bay Area programs that improve access and mobility options for ADA-eligible transit riders.

**FTA View
of
Mobility Management**

According to guidance issue by FTA, eligible mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services including the integration and coordination of services for individuals with disabilities, older adults, and low income individuals.
- Support for short term management activities to plan and implement coordinated services;
- The support of State and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and operation of one-stop transportation call centers to coordinate transportation information on all travel modes and to manage transportation program eligibility requirements and arrangements for customers among supporting programs;
- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems;
- Testing and implementing technology that could account for individual client activity on a vehicle supported with multiple fund sources.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 8, 2013

Item Number 2d

Resolution No. 4097

Subject: Renewal of Consolidated Transportation Service Agency (CTSA)
Designation for Outreach & Escort, Inc. in Santa Clara County

Background: In 1979, the California Legislature enacted AB 120, the Social Service Transportation Improvement Act. The Social Service Transportation Improvement Act of 1979 (AB 120) mandated improvements to social services transportation, and led to the creation and designation of Consolidated Transportation Service Agencies (CTSAs).

Currently, CTSAs are a mechanism for promoting the concept of mobility management. By law, CTSAs in the San Francisco Bay Area are designated by MTC to identify and consolidate all funding sources and maximize the services of public and private transportation providers within their geographic area. Benefits of CTSA designations for non-profits in particular include the ability to purchase using state contracts, and reduced DMV fees.

In January 2013, MTC received a request from Outreach and Escort, Inc. (Outreach) for CTSA re-designation. Outreach is a private, non-profit organization that has a long history of providing human service transportation services and coordination in Santa Clara County. Outreach was designated as a CTSA for Santa Clara County in 2011. The current designation expires on June 30, 2013.

Consistent with the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area (MTC Resolution No. 4085), MTC notified the County Board of Supervisors, Santa Clara PCC, and Santa Clara Valley Transportation Agency (VTA) of Outreach's request. VTA responded with a letter of support; no other responses were received as of this mailing. Outreach has provided materials to support their request, including a description of their services and coordination activities.

Over the past two years Outreach has successfully demonstrated countywide consolidation and coordination activities that involve multiple stakeholders aimed at improving mobility and transportation outcomes for Santa Clara's transportation-disadvantaged populations.

Staff recommends extending CTSA status to Outreach until June 30, 2017 with the understanding that Outreach will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. A four-year long designation will provide Outreach with planning and procurement advantages and is in line with the Coordinated Plan's expected update cycle.

Issues: None.

Recommendation: Refer MTC Resolution No. 4097 to the Commission for approval.

Attachments: VTA Support Letter
MTC Resolution No. 4097

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February 22, 2013

Mr. Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street, 3rd Floor
Oakland, CA 94607-4700

RECEIVED
FEB 27 2013
MTC

RE: Support for Designation of Outreach and Escort, Inc. as a Consolidated Transportation Service Agency

Dear Mr. Heminger:

The Santa Clara Valley Transportation Authority (VTA) has received a request from Outreach and Escort, Inc. (OUTREACH) to support its' re-designation as a Consolidated Transportation Service Agency (CTSA).

OUTREACH held CTSA designation between 1982 and 1995 and then in 2011 OUTREACH again received designation for a two-year period that expires June 2013. Given their extensive efforts in providing transportation programs for seniors and persons with disabilities, we support a re-designation on an ongoing basis similar to that provided to other non-profit agencies in the state.

OUTREACH has been VTA's paratransit services broker since 1993. During this time, they have provided high quality, cost effective paratransit with exemplary customer service, broad community support and a commitment to pursuing non-VTA funds to support the program. The CTSA designation enables OUTREACH as a non-profit to reduce DMV fees and procure using the State contract, which in turn helps sustain a cost effective paratransit program.

VTA's ongoing support is conditioned on MTC's stipulation that OUTREACH will be precluded from receiving either Transportation Development Act or State Transit Assistance funding except as awarded via competitive process through MTC's Lifeline Transportation Program. This is an important issue as these funds are used by VTA to support our ADA mandated paratransit services. Further, if new grant fund programs are developed in the future, we request that MTC review and determine their applicability for CTSA use.

Please call Jim Unites, Deputy Director, Service and Operations Planning, at (408) 321-7032 if you require any additional information.

Sincerely,

A handwritten signature in black ink that reads "Michael T. Burns".

Michael T. Burns
General Manager

- c: VTA Board of Directors
VTA Committee for Transit Accessibility
Katie Heatley, President/CEO, OUTREACH
Michael Hursh, Chief Operating Officer
John Ristow, Chief CMA Officer
Marcella Rensi, Programming & Grants Manager
Jim Unites, Deputy Director, Service and Operations Planning

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

ABSTRACT

Resolution No. 4097

This resolution adopts Consolidated Transportation Service Agency (CTSA) Designations for the San Francisco Bay Area.

The following attachments are provided with this resolution:

Attachment A — Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

Attachment B — Designations of Consolidated Transportation Service Agencies (CTSAs) within the San Francisco Bay Area

Further discussion of this action is included in the Programming and Allocations Summary sheet dated May 8, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Re: Consolidated Transportation Service Agency (CTSA) Designation for the San Francisco Bay Area

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4097

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code 66500 *et seq.*; and

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) (hereafter referred to as AB 120) with the intent to improve transportation service required by social service recipients; and

WHEREAS, AB 120 requires that each transportation planning agency shall prepare, adopt and submit to the Secretary of the Business, Transportation and Housing Agency an Action Plan for coordination of social service transportation services in their respective geographic area (Government Code Section 15975); and

WHEREAS, the Action Plan must include the designation of one or more Consolidated Transportation Service Agency(ies) within the geographic area of jurisdiction of the transportation planning agency (Government Code Section 15975(a)); and

WHEREAS, the Metropolitan Transportation Commission adopted the MTC Regional Action Plan for the coordination of Social Service Transportation (MTC Resolution 1076, Revised); and

WHEREAS, the Coordinated Public Transit—Human Services Transportation Plan Update (MTC Resolution No. 4085) includes the steps for designating Consolidated Transportation Service Agencies within the San Francisco Bay Area; now, therefore, be it

RESOLVED, that MTC designates the agency(ies) listed on Exhibit B, which is incorporated herein as though set forth at length, as Consolidated Transportation Service Agency(ies); and be it further

RESOLVED, that the Executive Director may forward this resolution to the California Department of Transportation (Caltrans), and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on May 22, 2013.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment A
Resolution No. 4097
Page 1 of 1

Consolidated Transportation Service Agency (CTSA) Designation Process for the San Francisco Bay Area

MTC's process and conditions for designating CTSA's are set forth in the Coordinated Public Transit—Human Services Transportation Plan Update for the San Francisco Bay Area, MTC Resolution 4085. The process is as follows:

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

Under this process, MTC's evaluation of CTSA candidates take into account various factors, including but not limited to:

- Past CTSA designations and performance; relevance of activities to current coordination objectives.
- Scale of geography covered by designation request.
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders aimed at improving mobility and transportation coordination for transportation-disadvantaged populations.
- The applicant's existing and potential capacity for carrying out mobility management functions described in this chapter as well as other requirements of CTSA's as defined by statute.
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.

Date: May 22, 2013
W.I.: 1311
Referred By: PAC

Attachment B
Resolution No. 4097
Page 1 of 1

**Designations of Consolidated Transportation Service Agencies (CTSAs)
within the San Francisco Bay Area**

Date of Designation	Period of Designation	Name of Agency	Geographic Area
5/22/2013	7/1/2013 – 6/30/2017	Outreach & Escort, Inc. ¹	Santa Clara County

¹ This designation was approved for a four-year period ending June 20, 2017. This designation limits claimant eligibility under California Public Utilities Code Section 99275 and California Code of Regulations (CCR) 6681 and 6731.1 to allow Outreach & Escort, Inc. to only claim STA funds programmed as part of MTC's Lifeline program. Access to Transportation Development Act (TDA) funds and other STA funds is not permitted. Other benefits available to CTSAs are granted through this designation.

**MTC's Process for Designating CTSA
(Reso 1076 revised and Reso. 4097)**

1. Applicant makes request.
2. MTC notifies the County Board of Supervisors, the PCCs, and transit operators of its intent to designate a CTSA in the County.
3. MTC staff evaluates candidates for constancy with mobility management activities as outline in the Coordinated Public Transit-Human Services Transportation Plan.
4. MTC's Programming and Allocations Committee reviews and recommends CTSA designation.
5. Commission adopts CTSA designation.
6. MTC notifies CTSA, transit operators, State of California and PCC of CTSA designation.

MTC's evaluation of CTSA candidates takes into account various factors, including but not limited to:

- Past CTSA designations and performance
- Scale of geography covered by designation request
- Extent to which the applicant was identified as the result of a county or subregionally based process involving multiple stakeholders
- Applicant's existing and potential capacity for carrying out mobility management functions
- Institutional relationships and support, both financial and in-kind, including evidence of coordination efforts with other public and private transportation and human services providers.



DATE: November 1, 2013
TO: Solano Express Intercity Transit Consortium
FROM: Anthony Adams, Transit Mobility Coordinator
RE: Personal Care Attendants (PCAs) on Fixed Route

Background/Discussion:

At the September 24, 2013 meeting of the Seniors and People with Disabilities Transportation Advisory Committee meeting, a question was presented concerning when/if a person care attendant (PCA) on fixed route should be required. Direction was given to STA staff to look into the issue and present findings at the next scheduled meeting.

At the October 31, 2013 meeting, clarification on the context of the question regarding PCAs on fixed route was asked. During the subsequent discussion, the question was raised on whether transit operators allow PCA's to accompany Americans with Disabilities Act (ADA) certified passengers free of cost on the fixed route system. Since each transit operator has its own policy regarding PCA cost to ride on the fixed route system, it was requested that STA staff add this item to the Intercity Transit Consortium Agenda for further discussion. The discussion will focus on the potential of developing a countywide policy allowing PCAs to ride for free on fixed route systems, while accompanying ADA certified passengers.

Currently, CARE Evaluators asks the ADA applicant during their assessment if they need a PCA to accompany them during trips. The new ADA ID cards states yes if a PCA is needed and no if one is not needed.

Recommendation:

Informational.

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DATE: October 31, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee Update

Background:

Since 2008, the STA and its member agencies have studied the potential for a Regional Traffic Impact Fee (RTIF) to assist in addressing a regional transportation funding shortfall projected to occur in the next 30 years.

Several milestones have been met since then. On December 12, 2012, the STA Board approved a request to the Solano County Board of Supervisors to: 1) add transportation facilities to the County's Public Facility Fee (PFF) Program, 2) designate the STA to manage a portion of the County fee dedicated to transportation projects, and 3) recommended a fee of \$1,500 per dwelling unit equivalent. More recently, on July 10, 2013, the STA Board approved a RTIF Nexus Report for use in the County's PFF. The RTIF Nexus Report provides the calculation details for the maximum allowable fee that could be charged given the requirements of AB 1600. The RTIF Nexus Report includes a set of approved projects eligible for the RTIF Program, including a category of projects related to transit facilities under the category of Express Bus Transit Centers and Train Stations. This category was approved to receive a total of five percent (5%) of the total RTIF revenue generated from the \$1,500 anticipated fee. Attachment A includes the list of projects approved on May 8, 2013 by the STA Board for inclusion in the RTIF.

Discussion:

Since the adoption of the RTIF Nexus Report in July, STA staff has worked with the County and EPS consultants to refine the July RTIF Nexus Report for consistency with County's PFF. Specifically, the refined Report includes updated population forecasts and capital costs. In addition, EPS made a couple of clarifications to the Express Bus Transit Center and Train Station category:

- Although the facility was approved for inclusion by the STA Board on May 8th, EPS inadvertently did not include the Fairfield/Vacaville Train Station adopted July RTIF Nexus Report. The RTIF Nexus Report included in the County PFF now includes it.
- The Vallejo Station and Curtola Park & Ride Lot were identified as one eligible project in the July RTIF Report. The RTIF Nexus Report included in the County PFF distinguished the two facilities as individual independent eligible projects.

The County Board of Supervisors is anticipated to review and take action on this item at their meeting on November 9th. STA staff will provide an update and further details on the RTIF process at the November 12th Consortium meeting.

Fiscal Impact:

If approved by the by the Solano Board of Supervisors, the RTIF will provide 5% of the total fee collected towards eligible transit projects included in the Express Bus Transit Center and Train Station category.

Recommendation:

Informational.

Attachment:

- A. Regional Traffic Impact Fee Implementation Packages

Regional Traffic Impact Fee Implementation Packages

Agencies	Project
<i>Package 1, Jepson Parkway Corridor</i>	
City of Fairfield City of Vacaville Solano County	Remaining Segments of Jepson Parkway Unincorporated segment of Peabody Road
<i>Package 2, State Route 12 Corridor</i>	
City of Suisun City City of Fairfield City of Rio Vista County of Solano	State Route 12 & Pennsylvania Ave Interchange State Route 12, Church Road Intersection
<i>Package 3, South County</i>	
City of Vallejo City of Benicia Solano County	SR37/Redwood St/Fairgrounds Dr I-680 Industrial Park Access Improvements Columbus Parkway Improvements Near I-780
<i>Package 4, Central County I-80 Reliever Route</i>	
City of Fairfield County of Solano	North Connector West
<i>Package 5, State Route 113 Corridor</i>	
City of Dixon Solano County	2009 State Route 113 Major Investment Study Priorities: TSM, TDM and ITS (e.g. incentives for carpooling, transit services, Park and Ride facilities, advance swerve warning signs, speed feedback signs and fog detection or closed circuit TV)
<i>Package 6, Express Bus Transit Centers and Train Stations</i>	
Soltrans or City of Benicia City of Dixon City of Fairfield City of Fairfield City of Suisun City City of Vacaville Soltrans or City of Vallejo Solano County	Benicia Industrial Park Multi-modal Transit Center Dixon Multimodal Transportation Center Fairfield Transportation Center Fairfield/Vacaville Train Station Suisun City Train Station improvements Vacaville Transportation Center Vallejo Station or Curtola Park & Ride, next phase 360 Project Area Transit Center
<i>Package 7, Unincorporated County Roadway Improvements</i>	
Solano County	Unincorporated County roadway improvements that address new growth impacts

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DATE: November 4, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Program Update

Background:

STA's Solano Napa Commuter Information (SNCI) program staff routinely provides an update to the Consortium on several key issues: Solano and Napa transit schedules, marketing, promotions and events. Other items are included as they become relevant.

Discussion:

Solano Commute Challenge:

SNCI is wrapping up the annual 7th Solano Commute Challenge, which ran from August 1-October 31, 2013. The Solano Commute Challenge (SCC) is a targeted outreach campaign involving employers and the local business community. 40 employers have signed up to participate this year. Employee participants receive incentive rewards by using transit, carpools, vanpools, bikes and walking at least 30 times from August-October. Currently, 719 employees have registered for the 2013 Challenge, with 494 on track to become Commute Champions who met the goal.

Commuter Benefits Program (SB 1339)

In November, staff attended workshops hosted by the Bay Area Air Quality Management District (BAAQMD) where information about Draft Regulation 14, Rule 1: the Bay Area Commuter Benefits Program was presented and discussed. Solano County is in two Air Districts. The western portion of Solano County (Vallejo, Benicia, Fairfield and Suisun City) is in BAAQMD. The Commuter Benefits Program requires employers with 50 or more full-time employees in the Bay Area to select one of four commuter benefit options to offer to their employees. These options include the following:

- The option for employees to pay for their transit or vanpool expenses with pre-tax dollars, as allowed by current federal law;
- A transit or vanpool subsidy to reduce, or cover, employees' monthly transit or vanpool costs;
- A low-cost or free shuttle, vanpool, or bus service operated by or for the employer; or
- An alternative method (options currently under development) that would be equally as effective as the other options in reducing single-occupant vehicle trips (and/or vehicle emissions).

The first three (3) options may be less effective or more costly to implement in Solano County, so SNCI is creating a variation of the fourth option for Solano and Napa for consideration by the BAAQMD. The SNCI program will work with affected employers to help them comply with the new ordinance. The BAAQMD is expected to adopt its Rule near the beginning of 2014.

Vanpools Formed

July-13	Fairfield to San Francisco
	Fairfield to Richmond
	Rocklin to So San Francisco
	Davis to Dixon
	Fair Oaks to Vacaville
	Sacramento to Vacaville
	Vallejo to So San Francisco
August-13	Vacaville to SFO
	Fairfield to Alameda
	West Sacramento to Vacaville
	Sacramento to Vacaville
	Yuba City to Vacaville
	Vacaville to Berkeley
October-13	Sacramento to Vacaville
	Vacaville to Mather AFB
	Vallejo to San Francisco
	Vallejo to San Francisco

Genentech has taken a more active role in supporting vanpools to Solano County by sponsoring 6 new vanpools in the past 4 months.

Emergency Ride Home Program

10 Emergency Ride Home trips were provided.

July-13	Fairfield to Concord
August-13	Fairfield to Concord
September-13	Vallejo to Benicia
	Fairfield to Walnut Creek
	Vacaville to Elk Grove
	Vacaville to Pleasant Hill
	Vacaville to Concord
October-13	Travis AFB to Sacramento
	Vacaville to Vallejo
	Vacaville to West Sacramento

Recommendation:

Informational.



DATE: November 1, 2013
TO: SolanoExpress Intercity Transit Consortium
FROM: Wayne Lewis, Fairfield and Suisun Transit
RE: Discussion of Clipper Implementation in Solano County

Background/Discussion:

Wayne Lewis of Fairfield and Suisun Transit has requested for the implementation of Clipper in Solano County be placed on the agenda for discussion by the Consortium.

Recommendation:

Informational.

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DATE: October 28, 2013
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Associate Planner
 RE: Summary of Other Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately 20 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately 10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to 5,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately 10,000 to 45,000 per qualified request	Due On First-Come, First-Served Basis
State			
5.	N/A	N/A	N/A
Federal			
6.	N/A	N/A	N/A

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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

Fund Source	Application Contact	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749 4961 afournier_baa_md.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. 20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	\$12M Fairfield/Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baa_md.gov/Divisions/StrategicIncentives/FundingSources/CarlMoyerProgram.aspx
Carl Moyer Off Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874 4893 gbailey_air_uality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. 10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.air_uality.org/mobile/moyrerp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Meri Miles ARB (916) 322 6370 mmiles_arb.ca.gov	Application Due On First-Come, First-Served Basis	Up to 5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/a_ip/cvpr.htm
Bay Area Air Quality Management District (BAA MD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	To learn more about how to request a voucher, contact: info_californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. 10,000 to 45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
State Grants						

¹ Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants¹						
N/A						
Federal Grants						
N/A						

*New Funding Opportunity

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