



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074



Members:

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

**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

**10:00 a.m., Wednesday, March 29, 2006**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	George Fink, Chair
<b>II. APPROVAL OF AGENDA (10:00 – 10:05 a.m.)</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT (10:05 – 10:10 a.m.)</b>	
<b>IV. REPORTS FROM MTC AND STA STAFF (10:10– 10:15 a.m.)</b>	
<b>V. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (10:15 – 10:20 a.m.)	
<b>A. Minutes of the Consortium Meeting of February 22, 2006</b> <i>Recommendation:</i> <i>Approve minutes of February 22, 2006.</i> <b>Pg. 1</b>	Johanna Masiclat
<b>B. STA Board Meeting Highlights – March 8, 2006</b> <i>Informational</i> <b>Pg. 7</b>	Johanna Masiclat
<b>C. STA 2006 Board Meeting Calendar Update</b> <i>Informational</i> <b>Pg. 11</b>	Johanna Masiclat

**CONSORTIUM MEMBERS**

<u>John Andoh</u> Benicia Breeze	<u>Jeff Matheson</u> Dixon Readi-Ride	<u>George Fink</u> Fairfield/Suisun Transit	<u>J.D. Lynd</u> Rio Vista Delta Breeze	<u>Brian McLean</u> Vacaville City Coach	<u>John Harris</u> Vallejo Transit	<u>Paul Wiese</u> County of Solano
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- D. **Funding Opportunities Summary** Sam Shelton  
Informational  
Pg. 15

VI. **ACTION ITEMS**

- A. **STA Draft Highway Corridor Operational Policy Purpose and Scope** Janet Adams  
Recommendation:  
*Forward recommendation to the STA Board authorizing the Executive Director to:*
1. *Refine the Purpose and Goals of the Highway Corridor Operational Policy(s) with the TAC.*
  2. *Seek funding from MTC to retain a consultant to develop Highway Corridor Operational Policy(s).*
- (10:20 – 10:25 a.m.) – Pg. 19
- B. **MTC Routine Accommodation of Bicyclist and Pedestrians in the Bay Area** Robert Guerrero  
Recommendation:  
*Forward a recommendation to request MTC's routine accommodation recommendations for bicycle and pedestrian projects do not restrict the amount, percentage or use of potential bicycle and pedestrian project funding.*  
(10:25 – 10:30 a.m.) – Pg. 21

VII. **INFORMATION ITEMS**

- A. **State Transit Assistant Assistance Funds (STAF) for FY 2006-07** Elizabeth Richards  
Informational  
(10:30 – 10:35 a.m.) – Pg. 27
- B. **Unmet Transit Needs Comments for FY 2006-07** Elizabeth Richards  
Informational  
(10:35 – 10:40 a.m.) – Pg. 29
- C. **Lifeline Transportation Funding Program Advisory Committee** Elizabeth Richards  
Informational  
(10:40 – 10:45 a.m.) – Pg. 33
- D. **Regional Measure 2 (RM 2)** Janet Adams  
Informational  
(10:45 – 10:50 a.m.) – Pg. 35

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|-----------|---|-----------------|
| <b>E.</b> | <b>State Legislative Update – March 2006</b><br><i>Informational</i><br>(10:50 – 10:55 a.m.) – <b>Pg. 37</b>  | Jayne Bauer     |
| <b>F.</b> | <b>Draft Business Plan for the Capitol Corridor (FY 2006-07 and FY 2007-08) and Public Workshops</b><br><i>Informational</i><br>(10:55 – 11:00 a.m.) – <b>Pg. 55</b>  | Dan Christians  |
| <b>G</b>  | <b>Safe Routes to School (SR2S) Study Public Outreach Process and Steering Committee Appointments</b><br><i>Informational</i><br>(11:00 – 11:05 a.m.) – <b>Pg. 87</b> | Sam Sheltons    |
| <b>H.</b> | <b>California Strategic Highway Safety Plan (SHSP)</b><br><i>Informational</i><br>(11:05 – 11:10 a.m.) – <b>Pg. 109</b>   | Robert Guerrero |
| <b>I.</b> | <b>SNCI Monthly Issues</b><br><i>Informational</i><br>(11:10 – 11:15 a.m.) – <b>Pg. 115</b>   | Anna McLaughlin |
| <b>J.</b> | <b>Local Transit Issues</b>   | Group           |

**VIII. ADJOURNMENT**

The next regular meeting of the SolanoLinks Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, April 26, 2006.**

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**INTERCITY TRANSIT CONSORTIUM**  
**Minutes of the meeting of**  
**February 22, 2006**

**I. CALL TO ORDER**

Chair Harris called the regular meeting of the SolanoLinks Intercity Transit Consortium to order at approximately 10:08 a.m. in the Solano Transportation Authority Conference Room.

**Consortium**

<b>Present:</b>	John Andoh (arrived at 10:25 a.m.)	Benicia Breeze
	Jeff Matheson	Dixon Read-Ride
	George Fink	Fairfield/Suisun Transit
	Brian McLean	Vacaville City Coach
	John Harris	Vallejo Transit

<b>Also Present:</b>	Janet Adams	STA
	Elizabeth Richards	STA/SNCI
	Anna McLaughlin	STA/SNCI
	Robert Guerrero	STA
	Jennifer Tongson	STA
	Johanna Masielat	STA
	Sharon Bachelder	STA

**II. ELECTION OF CHAIR AND VICE CHAIR FOR 2006**

On a motion by John Harris, and a second by Jeff Matheson, the SolanoLinks Intercity Transit Consortium unanimously elected George Fink, City of Fairfield, as Chair for 2006.

On a motion by John Harris, and a second by Jeff Matheson, the SolanoLinks Intercity Transit Consortium unanimously elected Brian McLean, City of Vacaville, as the Vice Chair for 2006.

### III. APPROVAL OF AGENDA

On a motion by John Harris, and a second by Jeff Matheson, the SolanoLinks Intercity Transit Consortium approved the agenda.

### IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

### V. REPORTS FROM CALTRANS, MTC, AND STA STAFF

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Robert Guerrero announced the submittal deadline for BAAQMD's FY 2006-07 TFCA Program Manager Fund is May 1, 2006. He said that staff would work with project sponsors to complete their applications prior to the next month's meeting in order for them to review and provide a recommendation for the Board to approve the projects in April.

### VI. CONSENT CALENDAR

On a motion by Jeff Matheson, and a second by John Harris, the SolanoLinks Intercity Transit Consortium approved the Consent Calendar Items A through E.

#### Recommendation:

**A. Minutes of the Consortium Meeting of January 25, 2006.**

Recommendation:

Approve minutes of January 25, 2006.

**B. STA Board Meeting Highlights – February 8, 2006**

Informational

**C. STIA Board Meeting Highlights – February 1, 2006**

Informational

**D. STA 2006 Board Meeting Calendar Update**

Informational

**E. Funding Opportunities Summary**

Informational

## VII. ACTION ITEMS

### A. Intercity Transit Funding Agreement – Status Update

Elizabeth Richards reviewed the proposed Intercity Transit Funding (ITF) Working Group’s Guiding Principles and the proposed Intercity Transit Service Route Analysis Evaluation Parameters. She stated that once a draft methodology for the Intercity Transit Service subsidy sharing and the underlying costs and revenues have been agreed to by the transit operators and funding partners, this will be brought through the TAC and to the STA Board for approval.

#### Recommendation:

Recommend the STA Board to approve the following:

1. Guiding Principles for Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.

On a motion by John Harris, and a second by George Fink, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

### B. Lifeline Transportation Funding Program Advisory Committee

Elizabeth Richards stated the first Call for Projects is planned for March 2006 with applications due approximately two months later. She said the Lifeline Advisory Committee is expected to meet once in early March and in late May or early June to evaluate and recommend proposals for funding.

#### Recommendation:

Appoint a Consortium member to the Lifeline Advisory Committee.

On a motion by John Harris, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium appointed Jeff Matheson with George Fink as the alternate member to the Lifeline Advisory Committee.

### C. Alternative Modes Fund Strategy

Robert Guerrero reviewed the Alternative Modes Strategy and stated it had been slightly revised to clarify the total anticipated contribution to the Solano Napa Commuter Information’s Rideshare Activities from the Bay Area Air Quality Management District (BAAQMD)’s TFCA Program. He said that all other recommendations regarding the Alternative Modes Funding Strategy previously discussed at the January 25, 2006 TAC meeting will remain the same which includes nearly \$10 million available for alternative modes projects over the next 3 years; Alternative Modes Committee primary review of and recommend TLC Projects to the STA Board; and TAC primary review of and recommend projects associated in the “other” category to the STA Board.

Recommendation:

Forward a recommendation to the STA Board to approve the Alternative Modes Strategy as specified in Attachment A.

On a motion by John Harris, and a second by George Fink, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**D. Legislative Update – February 2006**

Elizabeth Richards outlined the three (3) bills pertaining to a proposed bond measure for transportation (AB 1783 (Nunez)), (SB 1024 (Perata/Torlakson)), (SB 1165 (Dutton)) and the draft STA Principles for State Infrastructure Financing consistent with the policies of the 2006 STA Legislative Priorities and Platform based primarily on the principles drafted by the Bay Area CMA Directors.

In addition, Elizabeth Richards distributed and provided an addendum to forward a recommendation to the STA Board to approve three transit projects be placed on the STA's priority list of projects for state funding: Vallejo Ferry Terminal, Fairfield/Vacaville Rail Station and Capitol Corridor, and I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vallejo.

Recommendation:

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

1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
  - AB 1783 (Nunez)
  - SB 1024 (Perata/Torlakson)
  - SB 1165 (Dutton)
2. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment G.
3. *Approve the following three transit projects on the STA's priority list of projects for state funding:*
  - *Vallejo Ferry Terminal*
  - *Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements*
  - *I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville*

On a motion by John Harris, and a second by Brian McLean, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation as amended shown in *bold italics*.

## VIII. INFORMATION ITEMS

### A. **Status of Approval of Traffic Relief and Safety Plan (TRSP) by Cities and County of Solano**

Janet Adams stated that the STIA Board unanimously approved the adoption of the "Traffic Relief and Safety Plan for Solano County" at the February 1, 2006 special meeting. He said that the proposed County Transportation Expenditure Plan would guide the expenditures for an estimated \$1.57 billion in revenues expected to be generated by a proposed 30 year, ½ cent sales tax for transportation.

### B. **STA Priority Projects/Overall Work Plan for FY 2006-07 and FY 2007-08**

Janet Adams reviewed the draft STA Overall Work Plan (OWP) for FY 2006-07 and FY 2007-08. She specified that the comments that were received from two members of the TAC have been incorporated into the draft STA OWP. She stated that pending adoption of the OWP by the TAC and Consortium on March 29, 2006, it would be forwarded to the STA Board on April 12, 2006 for adoption.

### C. **2007 Transportation Improvement Plan (TIP) Development**

Jennifer Tongson stated that in preparation for the upcoming expiration of the 2005 Transportation Improvement Program (TIP) (set to expire on September 30, 2006), MTC is initiating the development of the 2007 TIP. She said that after April 10<sup>th</sup>, the TIP will be reviewed by MTC and will run through an air quality conformity analysis and the final TIP is scheduled for approval by FHWA and FTA on Monday, October 2, 2006.

### D. **Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Estimates for FY 2006-07**

Elizabeth Richards reviewed the new TDA and STAF FY 2006-07 and FY 2005-06 carryover revenue projections that have been drafted and expected to be adopted February 21<sup>st</sup> by MTC. She provided the status of the fund estimates and unallocated FY 2005-06 funds and cited that the funding from these sources may increase in FY 2006-07.

### E. **Unmet Transit Needs Comments for FY 2006-07**

Elizabeth Richards stated that MTC has drafted a summary of issues that were raised by the public at the December 7, 2005 public hearing and received through written comments for the FY 2006-07 TDA funding cycle. She cited that staff is working to coordinate a response with the affected Solano transit operators and a draft of the coordinated responses should be prepared in time for review and approval by the TAC and Consortium at their April 2006 meeting.

**F. Solano Napa Commuter Information (SNCI) FY 2005-06  
Mid-Year Report**

Anna McLaughlin highlighted the accomplishments from selected program elements of the SNCI program for the first six months of FY 2005-06. She outlined the work program that included ten major elements: 1.) Customer Service; 2.) Employer Program; 3.) Vanpool Program; 4.) Incentives; 5.) Emergency Ride Home; 6.) Fall Campaign; 7.) California Bike to Work Campaign; 8.) General Marketing; 9.) Rio Vista LIFT Solano WORKS Vanpool Project; 10.) CalWORKS Support.

**G. SNCI Monthly Issues**

Anna McLaughlin highlighted updated transit schedules, Partnership's Regional Transit Marketing Committee (RTMC), Welfare to Work (Solano), and events.

**H. Local Transit Issues**

The cities of Benicia, Fairfield, Vacaville, and Vallejo reported on local transit issues.

**IX. ADJOURNMENT**

The meeting was adjourned at approximately 11:10 a.m. The next meeting is scheduled for **Wednesday, March 29, 2006 at 10:00 a.m.** in the STA Conference Room.



## Solano Transportation Authority Board Meeting Highlights

March 8, 2006

6:00 p.m.

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiclat, STA Clerk of the Board  
**RE:** Summary Actions of the March 8, 2006 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of March 8, 2006. If you have any questions regarding specific items, please give me a call at 424-6008.

### **BOARD MEMBERS PRESENT:**

Len Augustine (Chair)	City of Vacaville
Anthony Intintoli (Vice Chair)	City of Vallejo
Steve Messina	City of Benicia
Gil Vega (Alternate Member)	City of Dixon
Jack Batson (Alternate Member)	City of Fairfield
Ed Woodruff	City of Rio Vista
Jim Spering	City of Suisun City
John Silva	County of Solano

### **BOARD MEMBERS ABSENT:**

Mary Ann Courville	City of Dixon
Harry Price	City of Fairfield

### **ACTION ITEMS: FINANCIAL**

#### **A. FY 2005-06 Mid-Year Budget Revision**

##### Recommendation:

Approve the Mid-Year revision for the FY 2005-06 Budget as shown in Attachment A.

On a motion by Member Messina, and a second by Vice Chair Intintoli, the STA Board unanimously approved the recommendation.

**B. Alternative Modes Funding Strategy**

Recommendation:

Approve the STA's Alternative Modes Funding Strategy as specified in Attachment A.

On a motion by Member Messina, and a second by Vice Chair Intintoli, the STA Board unanimously approved the recommendation.

**ACTION ITEMS: NON FINANCIAL**

**A. Intercity Transit Funding Agreement – Status Update**

Recommendation:

Approve the following:

1. Guiding Principles for the Funding of Intercity Transit Service as specified in Attachment A.
2. Service Evaluation Parameters as specified in Attachment B.

On a motion by Member Messina, and a second by Member Spering, the STA Board unanimously approved the recommendation.

**B. State Legislative Update – March 2006**

Approve the following:

1. Adopt a watch position on the following bills pertaining to a proposed bond measure for transportation:
  - A. AB 1783 (Nunez)
  - B. SB 1024 (Perata/Torlakson)
  - C. SB 1165 (Dutton)
2. Adopt a support position on AB 2538 (Wolk).
3. Approve the Draft STA Principles for State Infrastructure Financing as specified in Attachment H.
4. Approve the following three transit projects on the STA's priority list of projects for state funding:
  - Vallejo Ferry Terminal
  - Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements
  - I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville

On a motion by Vice Chair Intintoli, and a second by Member Spering, the STA Board unanimously approved the recommendation.

**CONSENT CALENDAR ITEMS:**

On a motion by Member Spering, and a second by Vice Chair Intintoli, the consent items A through H were approved in one motion.

**A. STA Board Minutes of February 8, 2006**

Recommendation:

Approve minutes of February 8, 2006.

- B. Review Draft TAC Minutes of February 22, 2006**  
Recommendation:  
Receive and file.
- C. STA Board Meeting Schedule for Calendar Year 2006**  
Recommendation:  
Informational.
- D. FY 2005-06 2<sup>nd</sup> Quarter Budget Report**  
Recommendation:  
Receive and file.
- E. Contract Amendment with Korve Engineering for North Connector Project (Project Report/Environmental Document)**  
Recommendation:  
Authorize the Executive Director to approve Amendment No. 3 for the Korve Engineering Contract to extend the term of the contract to March 31, 2007.
- F. Consultant Selection and Contract Approval for Design Services for the North Connector Project**  
Recommendation:  
Authorize the Executive Director to enter into an agreement with BKF Engineers to provide final design services for the North Connector project for an amount not to exceed \$1,750,000.
- G. FY 2006-07 TFCA 40% Program Manager Guidelines and Call for Projects**  
Recommendation:  
Approve the following:
  1. FY 2006-07 Solano TFCA 40% Program Manager Guidelines.
  2. Authorize the Executive Director to initiate a Call for Projects for the FY 2006-07 TFCA Program Manager funds.
- H. SolanoLinks Transit Consortium Draft 2006 Work Plan**  
Recommendation:  
Approve the SolanoLinks Transit Consortium 2006 Work Plan as specified in Attachment A.

**UPDATE FROM STAFF**

- A. Caltrans Report**
  - 1. Update on Flooding Prevention Activities for I-80**  
Doanh Nguyen, Caltrans Project Manager, provided a follow-up report to the lane delineation on I-80 off of Leisure Town Road in Vacaville, the flooding prevention activities along I-80 in Fairfield, and District IV's request for emergency SHOPP funds to repair I-80.

**B. MTC Report**  
None reported.

**C. STA Report**

**1. Proclamation of Appreciation – Jennifer Tongson**

Chair Augustine presented a Proclamation of Appreciation to Jennifer Tongson.

**INFORMATIONAL ITEMS (No Discussion Necessary)**

**A. Lifeline Transportation Funding Program**

**B. Funding Opportunities Summary**

**ADJOURNMENT**

The STA Board meeting was adjourned at 7:00 p.m. The next regular meeting of the STA Board is scheduled at **6:00 p.m., Wednesday, April 12, 2006 at the Suisun City Hall Council Chambers.**



DATE: March 14, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA 2006 Board Meeting Calendar Update

**Background:**

Attached is the updated STA Board meeting calendar for 2006 that may be of interest to the Consortium.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA 2006 Board Meeting Calendar

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2006 BOARD MEETING SCHEDULE

DATE	TIME	DESCRIPTION	LOCATION	STATUS
March 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
March 31	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
April 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
April 20	6:30 p.m.	BAC Meeting	STA Conference Room	Tentative
April 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
April 27	6:00 p.m.	PAC Meeting	STA Conference Room	Tentative
May 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
May 19	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
May 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
June 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
June 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
July 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
August 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
September 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
September 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
October 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
October 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
November 8	6:00 p.m.	STA Annual Awards	TBD - Vacaville	TBD
November 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
December 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed

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DATE: March 16, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant  
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
Transportation for Clean Air (TFCA), 40% County Program Manager Funds	Robert Guerrero, STA (707) 424-6014	<b>Due to STA April 13, 2006</b>
Transportation for Clean Air (TFCA), 60% Regional Funds	Karen Chi, BAAQMD (415) 749-5121	<b>Workshop May 2006 Due June 2006</b>



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*FUNDING OPPORTUNITY:*

**Solano Transportation Fund for Clean Air Program  
(40% Program Manager Funds)**

Due to STA April 13, 2006

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TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (40% Program Manager Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

**Program Description:** The County Program Manager Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

**Funding Available:** \$320,000 is expected in FY 2006-07.

**Eligible Projects:** Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and "Smart Growth" projects.

**Further Details:** [http://www.baaqmd.gov/pln/grants\\_and\\_incentives/tfca/cpm\\_fund.asp](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.asp)

**Program Contact Person:** Robert Guerrero, Associate Planner, 707.424.6014

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*FUNDING OPPORTUNITY:*

**Solano Transportation Fund for Clean Air Program  
(60% Regional Funds)**

Due to STA April 13, 2006

TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant

This summary of the Solano Transportation Fund for Clean Air Program (60% Regional Funds) is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Public agencies are eligible such as cities, counties, school districts, and transit districts in the cities of Fairfield, Suisun City, Vallejo, Benicia, and portions of Solano County located in the Bay Area Air Quality Management District.

**Program Description:** The Regional Fund is a part of the Transportation Fund for Clean Air (TFCA) grant program, which is funded by a \$4 surcharge on motor vehicles registered in the Bay Area.

**Funding Available:** Approximately \$10 million is expected to be available in FY 2006-07 for the Bay Area. The minimum grant for a single project is \$10,000 and the maximum grant is \$1.5 million.

**Eligible Projects:** Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles and infrastructure, ridesharing, clean air vehicles, and “Smart Growth” projects.

**Further Details:** [http://www.baaqmd.gov/pln/grants\\_and\\_incentives/tfca/](http://www.baaqmd.gov/pln/grants_and_incentives/tfca/)

Program Contact Person:	Heavy-duty Vehicles (including repowers & retrofits) New Bus Purchases	Joseph Steinberger	<a href="mailto:jsteinberger@baaqmd.gov">jsteinberger@baaqmd.gov</a>
	Bicycle Facility Improvements	Alison Kirk	<a href="mailto:akirk@baaqmd.gov">akirk@baaqmd.gov</a>
	Shuttles & Feeder Bus Services, Rideshare Programs, Rail-Bus Integration, Regional Transit Information	Andrea Gordon	<a href="mailto:agordon@baaqmd.gov">agordon@baaqmd.gov</a>
	Arterial Management Projects, Smart Growth Projects, Demonstration of Congestion Pricing or Telecommuting	Karen Chi	<a href="mailto:kchi@baaqmd.gov">kchi@baaqmd.gov</a>

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DATE: March 10, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Janet Adams, Director of Projects  
RE: STA Draft Highway Corridor Operational Policy Purpose and Scope

**Background:**

Currently the Solano Transportation Authority (STA) does not have a Highway Corridor Operational Policy(s) that would provide guidance for capital improvement projects along the highway corridors in the County related to the operational areas of Intelligent Transportation Solutions (ITS), Ramp Metering, High Occupancy Vehicle (HOV) Lanes, and visual features such as landscaping, hardscaping, and sound walls aesthetics. A Highway Corridor Operational Policy would provide implementing agencies such as, STA, the seven cities, the County and Caltrans uniform guidelines in consideration of these features.

**Discussion:**

Solano County is productively working to improve its highway corridors. While all the improvements are needed and vital to the growing demands of the county, they are being completed independently by Caltrans and STA with respect to long range ITS vision, ramp metering, HOV Lanes and a linking visual look relating the improvements throughout the county.

STA, in conjunction with the Technical Advisory Committee (TAC) and Caltrans, need to develop policies that will provide this vision for future improvements. STA recommends developing a set of operational policies with the stakeholders that will agree on roles and responsibilities of each agencies. STA is proposing to seek funding from the Metropolitan Transportation Commission (MTC) to hire a consultant to develop in conjunction with the STA, local agencies, and Caltrans the Policy(s). In addition, the consultant will participate in coordinating with the agencies in adopting the Highway Corridor Operational Policy(s).

The Purpose of the Policy is to develop policy(s) relating to long term planning, corridor management, and visual implementation. Development of the policy(s) is to be done with all stakeholders. To make such policies effective, each potential implementing agency would need to adopt such policies.

The Scope of the Policy would be limited to features that are included in highway projects and constructed within Caltrans Right-of-Way.

**Fiscal Impact:**

The estimated cost for the consultant contract is \$100,000 which STA will seek funding from MTC.

**Recommendation:**

Forward recommendation to the STA Board authorizing the Executive Director to:

1. Refine the Purpose and Goals of the Highway Corridor Operational Policy(s) with the TAC.
2. Seek funding from MTC to retain a consultant to develop Highway Corridor Operational Policy(s).



DATE: March 13, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Robert Guerrero, Associate Planner  
RE: MTC Routine Accommodation of Bicyclist and Pedestrians in the Bay Area

**Background:**

Staff from the Metropolitan Transportation Commission (MTC) completed the Draft Routine Accommodation for Bicyclists and Pedestrians in the Bay Area report with nine recommendations for the MTC Commission to consider approving in either April or May 2006. MTC developed the report during the last several months as part of the Transportation 2030 Calls to Action to address non-motorized transportation needs. The report documents federal, state and regional policies that address the need to consider non-motorized transportation projects as part of the development of all transportation project types (i.e. highways, freeways, local streets and roads improvements). It discusses inconsistencies with policies and actual current planning processes and provides case studies exemplifying these issues.

**Discussion:**

Although MTC staff began to incorporate routine accommodations considerations policies as part of the newest Transportation Improvement Program (TIP) process, the report states that Caltrans does not have any specific guidelines for non-motorized facilities for developing Project Initiation Documents (PID) and Project Study Reports (PSR). This is relevant in that PID includes the purpose and need of a project and PSR's are the basis for a project's design and construction.

Furthermore, MTC staff interviewed transportation project managers from Congestion Management Agencies, Caltrans, county, transit agencies, and local agencies. Four out of the thirty-four project managers interviewed did not consider bicycle accommodations for their projects due to a misunderstanding that there were no bicycle projects planned for the project location when in fact there were plans developed. As a result, the projects completed by the four project managers did not consider bicycle options in the final design of their projects. Therefore, MTC concluded that these examples point to a need for more comprehensive policy for including routine accommodations as part of the project development process.

With the support of MTC's Bicycle Working Group, MTC staff created nine recommendations as specified in Attachment A to encourage greater levels of routine accommodation. The recommendations were identified under three specific categories:

- Project Planning and Design
- Project Funding and Review
- Training

STA staff has reviewed the proposed recommendations provided in the report and recommends support for MTC's overall effort. However, MTC staff is recommending that TDA Article 3, Regional Bike/Ped, and TLC funds be restricted to be used only for improvements to existing sub-standard facilities that are not part of a roadway rehabilitation project, or in cases where the non-motorized costs exceed 15%. MTC staff further recommended that the funding be restricted to not fund new non-motorized facilities that need to be built to mitigate roadway construction activities. While STA staff agrees that there is a need to further consider routine accommodations as part of project development, staff does not see the need to restrict potential bicycle and pedestrian funds to accomplish this goal. Therefore, STA staff does not support this specific recommendation.

The Congestion Management Agency (CMA) Directors discussed MTC's Routine Accommodations report and a separate proposal by MTC to delegate 100% of the Regional Bicycle/Pedestrian funds to the CMAs at their last meeting held on February 24, 2006. Solano County currently receives a total of 75% of the Regional Bicycle/Pedestrian funds for local programming which is approximately \$1.4 million every four years. MTC's proposal would add an additional \$465,000 of funding to Solano County's share every four years starting in FY 2009-10. The CMA Directors agreed to support this new proposal in their attached letter to MTC; however, they did not support MTC's Routine Accommodations recommendation for restricting bicycle/pedestrian funding (see Attachment B).

**Recommendation:**

Forward a recommendation to request MTC's routine accommodation recommendations for bicycle and pedestrian projects not restrict the amount, percentage or use of potential bicycle and pedestrian project funding.

Attachments:

- A. MTC's Recommendations for Routine Accommodation of Bicyclists and Pedestrian in the Bay Area
- B. Bay Area CMA Directors Letter

## Draft Understanding Routine Accommodations for Bicyclists and Pedestrians in the Bay Area Recommendations

### Project Planning and Design

1. Recommendation: Caltrans and MTC will make available routine accommodations reports, publications available on their respective websites.
2. Recommendation: Caltrans District 4 will maintain a database and share a list of ongoing Caltrans and local agency PIDs and PSRs either quarterly or semi-annually at the District 4 Bicycle Advisory Committee to promote local non-motorized involvement in projects on the state highway system.

### Funding and Review

3. Recommendation: MTC will continue to support the use of TDA funds for bicycle and pedestrian planning, with special focus on the development of new plans.
4. Recommendation: MTC's regional discretionary fund programming policies shall ensure project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regionally discretionary-funds must include bicycle and pedestrian facilities at those locations called for in applicable plans and standards unless those facilities exceed 15% of the total project cost.
5. Recommendation: TDA Article 3, Regional Bike/Ped, and TLC funds shall be reserved for improvements to existing sub-standard facilities that are not part of a roadway rehabilitation project, or in cases where the non-motorized costs exceed 15% in #4 above. Further, TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund new non-motorized facilities that need to be built to mitigate roadway construction activities.
6. Recommendation: MTC will monitor how the needs of non-motorized users of the transportation system are being considered and accommodated in the design and construction of transportation projects by auditing candidate TIP projects.
7. Recommendation: Caltrans shall develop an online form to serve as a checklist review for state highway and interchange projects at system planning or project initiation phase. Caltrans shall monitor select projects based on their online forms and the proposed checklist.
8. Recommendation: Caltrans, CMAs and local agencies shall have BPACs review projects during the design stage to provide input on appropriate bicycle and/or pedestrian facilities for proposed projects. BPACs shall include members that understand the range of transportation needs of bicyclists, pedestrians and the disabled.

### Training

9. Recommendation: Caltrans and MTC will continue to host project manager and designer training sessions to staff and local agencies to promote routine accommodation Deputy Directive 64.

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# Bay Area CMA Directors

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March 1, 2006

RECEIVED

Steve Heminger  
Executive Director, MTC  
101 Eighth Street  
Oakland, CA 94607-4700

MAR - 6 2006

SOLANO TRANSPORTATION  
AUTHORITY

RE: Comments on "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Recommendations

Dear Steve:

MTC staff reviewed the results and proposed recommendations from the "Routine Accommodation of Bicyclists and Pedestrians in the Bay Area" Study at our meeting of February 24<sup>th</sup>. MTC is to be commended for developing an inventorying of bike and pedestrian accommodation in the Bay Area. This should prove to be useful to MTC and the Counties.

MTC's recent draft Strategic Plan recommends there be increased delegation of the bicycle/pedestrian program to the CMA's. The study states, "While the Commission should continue to establish overall policy guidance and project selection criteria consistent with the adopted Bicycle and Pedestrian Program, it would be more efficient and cost-effective to delegate 100% of project selection to the CMA's rather than have two separate processes". The Directors agree with that concept of delegation in this area and would recommend that this be the recommended policy direction.

The current recommendations in the "Routine Accommodation Study" run counter to that concept. Draft recommendations would restrict the ability of counties and cities to implement the projects identified as key in their respective adopted bike plans rather than encourage them. Many of the recommendations from the study limit countywide flexibility in the use of TDA funding, require expenditures on projects not identified in local bike plans, recommend percentages on the allocation of sales tax expenditures counter to local ordinances, and define a prescriptive review process for local Bike Advisory Committees and project review. Therefore, these should not be included in the policy.

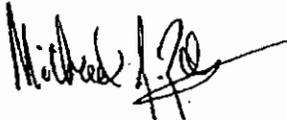
The CMA's are substantially engaged through comprehensive and well coordinated outreach in the development of bicycle/pedestrian programs and projects at the local level. These efforts have been very successful. There is not a need at this time for a prescriptive policy directing those efforts.

# Bay Area CMA Directors

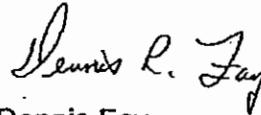
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We strongly urge you to limit the policy direction to the delegation approach consistent with the Strategic Plan and look forward to additional discussion with MTC staff and Commissioners on this issue. Please call Mike Zdon at (707) 259-8634 if we can add any additional information.

Sincerely,



Mike Zdon, CMA Moderator  
Napa County Transportation Planning Agency



Dennis Fay  
Alameda County CMA



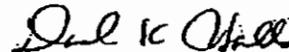
Robert K. McCleary  
Contra Costa Transportation Authority



Rich Napier  
San Mateo County CMA



Jose Luis Moscovich  
San Francisco Transportation Authority



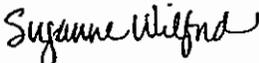
Daryl Halls  
Solano Transportation Authority



Carolyn Gonot  
Santa Clara Valley Transportation Authority



Dianne Steinhauser  
Transportation Agency of Marin



Suzanne Wilford  
Sonoma Transportation Authority

cc: Doug Johnson, MTC



DATE: March 16, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: State Transit Assistant Funds (STAF) for FY 2006-07

To be provided under separate cover.

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DATE: March 15, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
RE: Unmet Transit Needs Comments for FY 2006-07

**Background:**

Transportation Development Act (TDA) Article 4 and 8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Four out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly and adequately address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the four agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2006-07. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

The Unmet Transit Needs public hearing for the FY 2006-07 TDA funding cycle was held on Wednesday, December 7, 2005. The public offered comments at the hearing as well as submitted comments directly to MTC. MTC drafted a summary of the issues that were raised by the public that was shared with the Consortium and TAC at their February meetings (see attached).

Working with the affected Solano transit operators, the STA will coordinate a response. Supporting documentation has been received from Benicia, Rio Vista, and Vacaville. In the next few weeks, STA staff will continue to work with transit operators to complete drafting the countywide response. To complete the process prior to July 1, a draft of the coordinated responses should be prepared in time for review and approval by the TAC and Consortium at their April meeting.

**Recommendation:**

Informational.

**Attachment:**

- A. Summary of Issues raised at the December 5, 2005, Unmet Transit Needs Hearing or by Written Comment Received by MTC for FY 2005-07 TDA Funding

Issues raised at the December 5, 2005, Unmet Transit Needs Hearing or by Written Comment Received by MTC for FY 2006-07 TDA Funding

Unmet Transit Needs Issues		Transit Operator	Response
1	<p>Requests for modifications to current Vallejo Transit Route 90 bus service:</p> <ul style="list-style-type: none"> <li>a. Provide direct service from Fairfield/Suisun City to BART on weekends/holidays. Currently a transfer is required from Vallejo Transit Route 85 to Route 80. Transfer times can last as long as 90 minutes, adding significantly to the overall trip time, because the direct service Route 90 does not operate on weekends.</li> <li>b. Streamline commute service on Vallejo Transit Route 90, skipping Vallejo bus stops; as "parallel" service serving Vallejo is already available on Lines 80 and 85.</li> </ul>	Vallejo	
2	Request to institute holiday service on Thanksgiving, Christmas and New Year's Day on Vallejo Transit.	Vallejo	
3	<p>Request to institute Sunday transit service on various Solano transit routes, using current Saturday schedule on Sundays.</p> <ul style="list-style-type: none"> <li>a. Benicia Transit, including bus service between Vallejo/Benicia and the Pleasant Hill BART Station</li> <li>b. Vallejo Transit</li> <li>c. Vacaville City Coach</li> <li>d. Fairfield-Suisun Transit</li> </ul>	Benicia  Vallejo Vacaville Fairfield - Suisun	
4	<p>Requests for modifications to current Vallejo Transit Route 85 bus service:</p> <ul style="list-style-type: none"> <li>a. Realign Vallejo Transit Line 85 to serve Fairfield Transportation Center, as passengers currently need to back track to Solano Mall in order to catch this bus.</li> <li>b. Express bus service on Vallejo Transit 85 that bypasses Cordelia and Solano College.</li> </ul>	Vallejo	

**Issues raised at the December 5, 2005, Unmet Transit Needs Hearing or by Written Comment Received by MTC for FY 2006-07 TDA Funding**

5	Request to extend Vallejo Transit Line 91 to Dixon with stops at Market Lane Park & Ride Lot, the police station and the future multimodal Transit Center. Route 91 needs to provide non-stop service from Vacaville to BART, bypassing Fairfield. In Vacaville there needs to be more stops at transit hubs for transfers to local Vacaville buses, the Greyhound depot, the Nut Tree factory stores, and the Davis Street Park & Ride Lot.	Vallejo	
6	Request for State Route 12 (SR - 12) service with stop at the Western Railway Museum, with need for service especially on weekends and weekdays in the summer with linkages to the Capitol Corridor and other SR - 12 attractions such as Jelly Belly and the Suisun Waterfront.	Rio Vista	
7	Request for transit system consolidation in Solano.	STA	
8	Request for better storage solutions for bicycles on intercity-Vallejo Transit routes. Apparently bikes are being "stowed" under the buses along with other bicycles on their sides. Respondent prefers the older bike rack installations on the front of the bus. Alternatively, he would like seats to be removed to accommodate bicycle storage, as buses are never at capacity. Lastly, the bicycle storage area on the Vallejo Transit ferry is not protected from bay salt water spray.	Vallejo	



DATE: March 15, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, Director of Transit and Rideshare Services  
SUBJECT: Lifeline Transportation Funding Program Advisory Committee

**Background:**

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

Funds for three years will be allocated by MTC for Solano Lifeline Transportation Projects in the amount of \$1,076,866. The funding will be derived from a variety of sources including Congestion Management Air Quality (CMAQ), Jobs Access Reverse Commute (JARC) and State Transit Assistance Funds (STAF). Each of these funding sources have guidelines on how the funds may be spent which, in total, will influence the types of Lifeline projects that may be funded.

For the first time, the STA will be managing Lifeline Funds. STA will be making project recommendations to MTC. STA staff is working with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. In December 2005 the STA Board approved the establishment of Lifeline Advisory Committee to evaluate Solano project proposals. One member of the Advisory Committee is a representative from the Consortium.

**Discussion:**

The first Call for Projects is planned for release in late March 2006 with applications due at the end of May. The Lifeline Advisory Committee is scheduled to meet March 22 to review and input on the Call for Projects materials and overall schedule. The Lifeline Advisory Committee will meet again in late May or early June to evaluate and recommend project proposals for funding. The recommendations will be made in conjunction with the STA Board's Transit Subcommittee and then submitted to the STA Board for approval.

**Recommendation:**

Informational.

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DATE: March 10, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Janet Adams, Director of Projects  
RE: Regional Measure 2 (RM 2)

To be provided under separate cover.

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DATE: March 15, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: State Legislative Update – March 2006

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. The release of Governor Schwarzenegger's long-term \$222 billion infrastructure plan for California prompted the STA Board to adopt a comprehensive set of principles relative to the Governor's proposed bond measure for transportation (Attachment A).

**Discussion:**

State legislators are currently working around the clock to come to a consensus on a unified bond proposal to put on the June election ballot. An update on this endeavor will be provided under separate enclosure, as well as a current Legislative Matrix.

Four STA Board members met with our four legislative representatives in Sacramento on March 1, 2006 regarding the STA's 2006 transportation priorities for Solano County. A copy of the "STA February 2006 Transportation Report to the State Legislature" is included (Attachment B under separate enclosure) for your information, as well as the agenda and supplemental STA Board letter to the legislators (Attachment C).

A State Legislative Update from Shaw/Yoder (Attachment D) and a Federal Legislative Update from The Ferguson Group (Attachment E) are included for your information.

**Recommendation:**

Informational.

Attachments:

- A. STA Principles for State Infrastructure Financing
- B. STA February 2006 Report to the State Legislature (under separate enclosure)
- C. Meeting Agenda/STA Board Letter to State Legislators
- D. Shaw/Yoder State Legislative Update
- E. The Ferguson Group Federal Legislative Update

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# Solano Transportation Authority

## Principles for State Infrastructure Financing

Solano Transportation Authority  
Adopted by the STA Board February 22, 2006

### General Principles

1. Remove the suspension provision in Proposition 42 and prohibit loans, other than short-term loans for cash flow purposes, so that voters can be assured that previously dedicated funding for transportation can be relied upon. Securing Proposition 42 funds would allow for the completion of the many transit and roadway projects in the TCRP program and secure for the long term a significant state commitment to local streets and roads and to transit operations and improvements.
2. Repay in full any previous loans of transportation funds to the general fund with interest, as required under existing law.
3. Allocate the majority of new funds to existing programs that support transportation investment in a multi-modal system, such as the State Transportation Improvement Program (STIP), or to program-level funding categories, such as goods movement, security and emergency preparedness, air quality, bike and pedestrian and Intelligent Transportation System (ITS) programs. For project-specific funding elements, we strongly encourage the full funding of a project.
4. Oppose the use of revenue bonds backed by existing transportation funding sources, which would negatively impact Traffic Congestion Relief Program and STIP commitments.
5. Consistent with the STA's 2006 Legislative Priorities and Platform, expedite project delivery by streamlining design and construction and other proposals to improve project delivery in California, including public/private partnerships.
6. Provide additional funding for rehabilitation of the existing transportation system.
7. Authorize new user fees to augment the amount of any bond measures in order to support an adequate transportation investment program through the STIP and to support local transportation investments.

### Bond Measure Principles

8. Recognize the existing local, regional and state planning and programming process specified in current law as a framework for selecting the best candidate projects for bond funding. Regions should retain discretion over choosing projects consistent with air quality, traffic congestion and other critical objectives consistent with their regional plans.
9. Shift the priorities from funding primarily State projects, to a more balanced funding split between state and city/county projects (which comprise 81% of the State's maintained miles).
10. Select projects for funding where the state commitment fully funds the project and allows the project to actually be built.
11. Provide a reward or incentive to counties that have generated local revenue to improve the state highway and transit system.
12. At a minimum, address the following transportation needs through the infrastructure bond:
  - Additional funding for the State Transportation Improvement Program.
  - Funding for large projects having a significant impact on travel and congestion between regions and within regions. These projects would be nominated directly to the California Transportation Commission by Caltrans and regional agencies/county transportation agencies, with a final program selected by the CTC.
  - Funding for goods movement and trade corridors.
  - Funding for new technologies to better manage the transportation system, referred to as Intelligent Transportation Systems (ITS).

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**Copies of the  
STA February 2006 Report  
to the State Legislature  
have been provided to the Consortium  
under separate enclosure.**

**You may obtain a copy of the  
STA February 2006 Report  
to the State Legislature  
by contacting our office at  
(707) 424-6075.**

**Thank you.**

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February 28, 2006

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

RE: ITINERARY

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The final itinerary for your meeting with your delegation Wednesday, March 1, 2006 follows:

- 11:30 a.m. – 12:25 p.m. – Lunch – Chops Steakhouse. Corner of 11<sup>th</sup> and L street, directly across the street from the Capitol.
- 12:30 p.m. – Jodi Fujii – Chief of Staff, Senator Mike Machado – Room 5066
- 1:00 p.m. – Howard Posner – Chief Consultant, Assembly Transportation Committee – Room 112
- 1:30 p.m. – Dirk Brazil – Area Director, Assemblymember Lois Wolk – Room 6012
- 1:45 p.m. – Meeting with Assemblymember Noreen Evans – Room 6025
- 2:30 p.m. – Meeting with Senator Wes Chesbro – Room 5035

Please feel free to contact us with any questions you may have regarding this itinerary.



*Solano Transportation Authority*

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074

March 1, 2006

*Members:*

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

**To Our State Representatives:**

The Solano Transportation Authority (STA) appreciates you taking time out of your busy schedule to meet with us regarding our 2006 transportation priorities. Please find attached two documents that provide updated input to the *STA February 2006 Transportation Report to the State Legislature* presented to you today:

- STA Priority Project Funding for Proposed State Bond
- Legislation Allowing Transportation Agencies to Use a Higher Percentage of STIP Funds for Project Delivery

The STA appreciates your continued support of Solano County transportation priorities and projects and looks forward to working with you throughout the 2006 legislative year. If you or your staff have any questions regarding these issues, please contact Jayne Bauer, Marketing and Legislative Program Manager of the STA at 707-424-6075, or Josh Shaw, Shaw/Yoder at 916-4656.

Sincerely,

Len Augustine, Chair  
Solano Transportation Authority

Atts.

### **STA Priority Project Funding for Proposed State Bond**

The Solano Transportation Authority (STA) supports specific priorities pertaining to the Governor's proposed bond measure for transportation and recent discussions to add transit projects to the proposed bond measure. These priorities include support for proposed earmarks for four Solano County projects, and three priority transit projects:

- \$300 million for the I-80/I-680/SR 12 Interchange project
- \$125 million for rail improvements (including the Capitol Corridor)
- \$65 million for the SR 12 Jameson Canyon project
- \$4 million for Corridor Management (i.e., reopening McGary Road adjacent to I-80)
- Vallejo Ferry Terminal
- Fairfield/Vacaville Rail Station and Capitol Corridor Track Improvements
- I-80/I-680 Express Bus Intermodal Stations in Vallejo, Benicia, Fairfield and Vacaville

**Legislation Allowing Transportation Agencies to Use a Higher Percentage  
of STIP Funds for Project Delivery**

One of the STA's adopted legislative priorities for 2006 is to sponsor and support legislation enabling County transportation agencies to dedicate additional State Transportation Improvement Program (STIP) funding for Planning, Programming and Monitoring Program. State Assemblywoman Lois Wolk introduced AB 2538 on February 23, 2006, regarding PPM funding. Existing law authorizes a transportation planning agency or county transportation commission to receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds.

This bill proposes to allow every transportation agency or county transportation commission to receive up to 5%, regardless of whether it receives federal metropolitan planning funds. The full text of AB 2538 is attached. This is particularly of interest to the STA, because our PPM funding would increase from 1% to 5%. If approved, this bill would allow the STA to utilize a percentage of its STIP funding to expedite the project delivery for several of our priority projects such as:

- State Route (SR) 113 Major Investment Study (\$300,000)
- SR 29 Major Investment Study (\$300,000)
- Project Study Reports (PSRs) that were adopted by the STA Board:
  - EB I-80 Aux Lanes – Travis Blvd. to Air Base Pkwy. (\$150,000)
  - I-80 HOV – Air Base Pkwy. to I-505 (\$200,000)
  - WB I-80 Aux Lane – W. Texas St. to Abernathy Rd. (\$150,000)
  - WB I-80 Aux Lane – Waterman Blvd. to Travis Blvd. (\$150,000)
  - I-80 Mix Flow Lane from SR 12 E to Beck Ave. (\$150,000)

**ASSEMBLY BILL**

**No. 2538**

**Introduced by Assembly Member Wolk**

February 23, 2006

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An act to amend Section 14527 of the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2538, as introduced, Wolk. Transportation funds: planning and programming regional agencies.

Existing law generally provides for programming and allocation of funds for transportation capital improvement projects through the State Transportation Improvement Program process administered by the California Transportation Commission. Existing law requires 25% of available funds to be programmed and expended on interregional improvement projects nominated by the Department of Transportation, and 75% of available funds to be programmed and expended on regional improvement projects nominated by regional transportation planning agencies or county transportation commissions, as applicable, through adoption of a regional transportation improvement program. Existing law authorizes a transportation planning agency or county transportation commission to request and receive up to 1% of regional improvement fund expenditures for the purposes of project planning, programming, and monitoring, but authorizes an amount up to 5% of those expenditures for a transportation planning agency or county transportation commission not receiving federal metropolitan planning funds.

This bill would instead authorize each transportation planning agency or county transportation commission to request and receive up to 5% of those funds for the purposes of project planning,

programming, and monitoring. The bill would also establish a minimum amount to be allocated for this purpose. The bill would change the references to "regional improvement funds" to instead refer to "county shares." The bill would make other conforming changes.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 14527 of the Government Code is  
2 amended to read:  
3 14527. (a) After consulting with the department, the regional  
4 transportation planning agencies and county transportation  
5 commissions shall adopt and submit to the commission and the  
6 department, not later than December 15, 2001, and December 15  
7 of each odd-numbered year thereafter, a five-year regional  
8 transportation improvement program in conformance with  
9 Section 65082. In counties where a county transportation  
10 commission or authority has been created pursuant to Chapter 2  
11 (commencing with Section 130050) of Division 12 of the Public  
12 Utilities Code, ~~the that~~ ~~commission or the authority~~ shall adopt  
13 and submit the county transportation improvement program, in  
14 conformance with Sections 130303 and 130304 of that code, to  
15 the multicounty designated transportation planning agency. Other  
16 information, including a program for expenditure of local or  
17 federal funds, may be submitted for information purposes with  
18 the program, but only at the discretion of the transportation  
19 planning agencies or the county transportation commissions. *As*  
20 *used in this section, "county transportation commission"*  
21 *includes a transportation authority created pursuant to Chapter*  
22 *2 (commencing with Section 130050) of Division 12 of the Public*  
23 *Utilities Code.*  
24 (b) The regional transportation improvement program shall  
25 include all projects to be funded with ~~regional improvement~~  
26 ~~funds the county share~~ under paragraph (2) of subdivision (a) of  
27 Section 164 of the Streets and Highways Code. The regional  
28 programs shall be limited to projects to be funded in whole or in  
29 part with ~~regional improvement funds the county share~~ that shall  
30 include all projects to receive allocations by the commission

1 during the following five fiscal years. For each project, the total  
2 expenditure for each project component and the total amount of  
3 commission allocation and the year of allocation shall be stated.  
4 The total cost of projects to be funded with ~~regional~~  
5 ~~improvement funds~~ *the county share* shall not exceed the amount  
6 specified in the fund estimate made by the commission pursuant  
7 to Section 14525.

8 (c) The regional transportation planning agencies and county  
9 transportation commissions may recommend projects to improve  
10 state highways with *the interregional-improvement funds share*  
11 pursuant to subdivision (b) of Section 164 of the Streets and  
12 Highways Code. The recommendations shall be separate and  
13 distinct from the regional transportation *improvement* program. A  
14 project recommended for funding pursuant to this subdivision  
15 shall constitute a usable segment and shall not be a condition for  
16 inclusion of other projects in the regional transportation  
17 improvement program.

18 (d) The department may nominate or recommend the inclusion  
19 of projects in the regional transportation improvement program  
20 to improve state highways with ~~regional transportation~~  
21 ~~improvement funds~~ *the county share* pursuant to paragraph (2) of  
22 subdivision (a) ~~and subdivision (c)~~ of Section 164 of the Streets  
23 and Highways Code. A regional transportation planning agency  
24 and a county transportation commission shall have sole authority  
25 for determining whether any of the project nominations or  
26 recommendations are accepted and included in the regional  
27 transportation improvement program adopted and submitted  
28 pursuant to this section. This authority provided to a regional  
29 transportation planning agency or to a county transportation  
30 commission extends only to a project located within its  
31 jurisdiction.

32 (e) Major projects shall include current costs updated as of  
33 November 1 of the year of submittal and escalated to the  
34 appropriate year, and shall be consistent with, and provide the  
35 information required in, subdivision (b) of Section 14529.

36 (f) The regional transportation improvement program may not  
37 change the project delivery milestone date of any project as  
38 shown in the prior adopted state transportation improvement  
39 program without the consent of the department or other agency  
40 responsible for the project's delivery.

1 (g) Projects may not be included in the regional transportation  
2 improvement program without a complete project study report or,  
3 for a project that is not on a state highway, a project study report  
4 equivalent or major investment study.

5 (h) ~~The Each transportation planning agencies agency and~~  
6 ~~county transportation commissions commission~~ may request and  
7 receive an amount not to exceed ~~1~~ 5 percent of ~~their regional~~  
8 ~~improvement fund expenditures its county share~~ for the purposes  
9 of project planning, programming, and monitoring. ~~A~~  
10 ~~transportation planning agency or county transportation~~  
11 ~~commission not receiving federal metropolitan planning funds~~  
12 ~~may request and receive an amount not to exceed 5 percent of its~~  
13 ~~regional improvement fund expenditures for the purposes of~~  
14 ~~project planning, programming, and monitoring~~ *In no case shall*  
15 *these amounts be less than the respective percentage of the*  
16 *county share for a state transportation improvement program of*  
17 *one billion two hundred fifty million dollars (\$1,250,000,000) per*  
18 *year.*

19 (i) *For the purposes of this section, "county share" shall mean*  
20 *"regional improvement funds" and "interregional share" shall*  
21 *mean interregional improvement funds.*



February 28, 2006

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

**RE: LEGISLATIVE UPDATE**

---

As you know, the Governor has recently released an ambitious 2006-07 Proposed State Budget, as well as a \$222 billion Strategic Growth Plan. We analyzed the contents of both in our last report. However, since that time, there has been a lot of response to both.

With respect to both, the Legislative Analyst's Office has just released their analysis of the Governor's recommendations. This document includes hundreds of findings and recommendations related to education, health and social services, criminal justice, transportation, resources, capital outlay, information technology, and local government. If you would like a full report of the analysis, you can access the information via the world wide web at <http://www.lao.ca.gov/analysis.aspx?year=2006&chap=0&toc=4>, or you may contact our office and we would be happy to provide one to you. However, specifically regarding transportation the Analyst has offered the following:

#### **Budget Boosts Short-Term Funding-But Not New Projects**

- The budget proposes to fully fund Proposition 42 and repay early \$920 million of a previous suspension. The budget also assumes that \$1 billion in tribal gaming bond revenues will be received. If fully realized, many projects will be able to start to "catch up" on prior-year delays. The funding increase, however, would not provide for additional transportation projects beyond what has already been scheduled for delivery.

#### **Administration Has Failed to Demonstrate Projects' Congestion Benefits**

- The general obligation bonds proposed in the Governor's Strategic Growth Plan would provide a one-time infusion of \$12 billion for additional transportation projects.
- The Governor's plan would allocate these funds in a way that is not consistent with the current, well established process of selecting projects.
- The administration has not provided basic information necessary to assess the merit of these proposed projects. Accordingly, we recommend that the Legislature not approve the Governor's bond proposals until the administration provides the requested information.

Tel: 916.446.4656  
Fax: 916.446.4318  
1414 K Street, Suite 320  
Sacramento, CA 95814

## **Firewalling Proposition 42 Comes With a Big Downside**

- The Governor's proposal to firewall proposition 42 would increase the long-term stability of state transportation funding, but it would come at the expense of removing a budget balancing tool.
- Instead, we recommend that Proposition 42 be repealed and that the gas tax be increased correspondingly to generate an equivalent amount of funds for transportation. We also recommend that the tax be indexed to inflation to prevent the erosion of the revenue over time relative to road use.

## **Revenue Bond Would Crowd Out Highway Maintenance and Rehabilitation**

- The Governor proposes to use state gas tax and weight fee revenues to pay debt service on a future revenue bond. Without additional revenues, this would reduce the funding for highway maintenance and rehabilitation. We recommend that the Legislature reject the proposal absent additional revenues being provided to back the bonds.

Within the Legislature, the infrastructure bond discussions continue at a breakneck pace, but it's unlikely anything of import to the STA will make it on the June ballot, even though June was the preferred starting point for the series of bonds based on discussions several months ago. The Governor and the Democratic Leadership are still pushing hard to see if they can get something on the ballot in June, but Senator Ackerman, Minority Leader in the Senate, told a group recently that he won't let anything go on the June ballot (bonds require 2/3 vote, so his caucuses support is essential).

There are two major changes that the Legislature is considering regarding the Governor's preferred method for bonding. One major change is the Legislature's willingness to alter the program areas the Governor originally outlined to receive funding. For instance, the Governor recommended billions for courts and corrections, however the Legislature seems unwilling to approve those items. Conversely, the Governor's Plan had no revenue for housing or local public transportation, and the Legislature is considering adding billions of dollars to each category for funding.

The second major area of change is how the revenues would be allocated. The Governor's Plan, particularly in transportation, was very heavy on identifying specific projects of funding. And in fact, the STA is slated to receive hundreds of millions of dollars in specific project funding. However, the Legislature, thus far, continues to resist the notion of allocating funding this way, and instead is seeking to rely on already agreed-to funding formulas that are currently in place.

## **Legislation**

We are extremely proud to report that Assemblymember Lois Wolk has introduced AB 2538 that addresses the PPM changes the STA would like to see. Assemblymember Wolk recognized the importance of this measure, and we look forward to working with her to pass this important legislation.



1434 Third Street ♦ Suite 3 ♦ Napa, CA ♦ 94459 ♦ Phone 707.254.8400 ♦ Fax 707.598.0533

To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Federal Update  
 Date: March 1, 2006

### 1. Appropriations Update.

The chart below outlines STA's Fiscal Year 2007 requests.

<i>Project</i>	<i>Request</i>	<i>Status</i>
Vallejo Intermodal Station	\$4 million	Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16.
Fairfield / Vacaville Intermodal Station	\$1.9 million	Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16.
I-80/680 Interchange	\$6 million	Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16.
Travis AFB Access Improvements (Jepson)	\$3 million	Request submitted to House and Senate delegation. Subcommittee request deadlines are March 16.

In February, The Ferguson Group worked to finalize and submit required Fiscal Year 2007 appropriations request forms for STA's four funding requests (outlined below). All required forms were submitted to our House and Senate delegation offices prior to all deadlines. The next

milestone in the congressional appropriations process is the March 16 deadlines for House Members to submit their appropriations requests to subcommittees for consideration. From March 1-16, TFG will work with congressional staff to answer questions and address concerns regarding STA's requests.

The Ferguson Group will continue working with STA staff to coordinate STA's next set of meetings in Washington, DC during the week of April 3.

## **2. Earmark Reform.**

On February 28 the Senate Rules and Administration Committee reported favorably a bill which would allow points of order to be raised against earmarks and other provisions not included in either House or Senate reports but are added during conference – the one of the last steps in the legislative process. In sum, "The Legislative Transparency and Accountability Act of 2006" would make last minute additions to appropriations bills very difficult. This bill appears to be a good and reasonable step toward curbing appropriations abuses and is likely to be passed by the full Senate soon.

Please contact Mike Miller at (707) 254-8400 if you have any questions regarding this report or need additional information.

---



DATE: March 14, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Draft Business Plan for the Capitol Corridor  
(FY 2006-07 and FY 2007-08) and Public Workshops

**Background:**

Mayor Jim Spering and Mayor Mary Ann Courville serve as the STA Board members and Mayor Len Augustine is the STA Board alternate on the 16- member Capitol Corridor Joint Powers Board (CCJPB). STA staff serves on the Capitol Corridor Staff Coordinating Group (SCG).

As the policy body that reviews the Capitol Corridor intercity train service (Auburn-Sacramento-Davis-Suisun City/Fairfield, Martinez-Emeryville/San Francisco-Oakland-San Jose), the Capitol Corridor Joint Powers Authority (CCJPA), as the administrator of this rail and bus feeder service, is responsible for preparing and submitting to the Secretary of Business, Transportation and Housing Agency (BT&H), an annual business plan update, which identifies the CCJPA's request for state funds to provide projected levels of Capitol Corridor intercity rail service (including dedicated feeder buses).

**Discussion:**

The Board of Directors of the Capitol Corridor Joint Powers Authority (CCJPA) has released its Draft Business Plan for FY 2006-07 and FY 2007-08 for public review and comment (Attachment A). Comments on the plan are due by March 30, 2006 and can be submitted via the CCJPA website at [www.capitolcorridor.org](http://www.capitolcorridor.org) or by mail to the CCJPA.

The business plan update is premised upon the state's current financial deficit situation over the next two fiscal years and:

- ✓ Maintains the current 24-train service plan (12 daily roundtrips) for FY 2006-07 and FY 2007-08 (with funded services increase to San Jose and Roseville/Auburn in FY 2006-07) and with the potential, if funding is available, to expand Sacramento-Oakland service to 32 weekday trains;
- ✓ Assumes for the first time in two years, additional capital programming capacity available from the 2006 State Transportation Improvement Program (STIP) to fund some or all of the capital projects nominated by the CCJPA including track improvements made possible by the \$4.2 million swap of STIP for RM-2 funds approved by the STA Board last fall; and
- ✓ Builds on the successes of previous award-winning marketing campaigns to raise awareness of the Capitol Corridor "brand" as a viable transport alternative along the Northern California's congested highway corridors.

As part of the public review process, the CCJPA invites members of the public to attend the annual series of workshops to have direct input into the future plans for the Capitol Corridor (i.e. fares, schedules stations) as the CCJPA Board seeks to make the train service the preferred means of travel along the congested I-80/I-680/I-880 highway corridor. The schedule for the public workshops is as follows:

**Thursday, March 23, 2006**

Capitol Corridor Train 540, Rear Coach Car, 5:00 pm - 6:00 pm

BART Boardroom, 344 20th Street, Kaiser Center Mall, 3rd Floor Oakland, 5:30 pm - 7:00 pm

**Monday, March 27, 2006**

Capitol Corridor Train 542, Rear Coach Car, 4:15 pm - 6:40 pm

Capitol Corridor Train 544, Rear Coach Car, 5:40 p.m. - 7:15 pm

**Tuesday, March 28, 2006**

Capitol Corridor Train 538, Rear Coach Car, 3:30 pm - 6:30 pm

**Wednesday, March 29, 2006**

Capitol Corridor Train 545, Rear Coach Car, 5:00 pm - 6:00 p.m.

Capitol Corridor Train 547, Rear Coach Car, 6:00 pm - 7:00 pm

**Recommendation:**

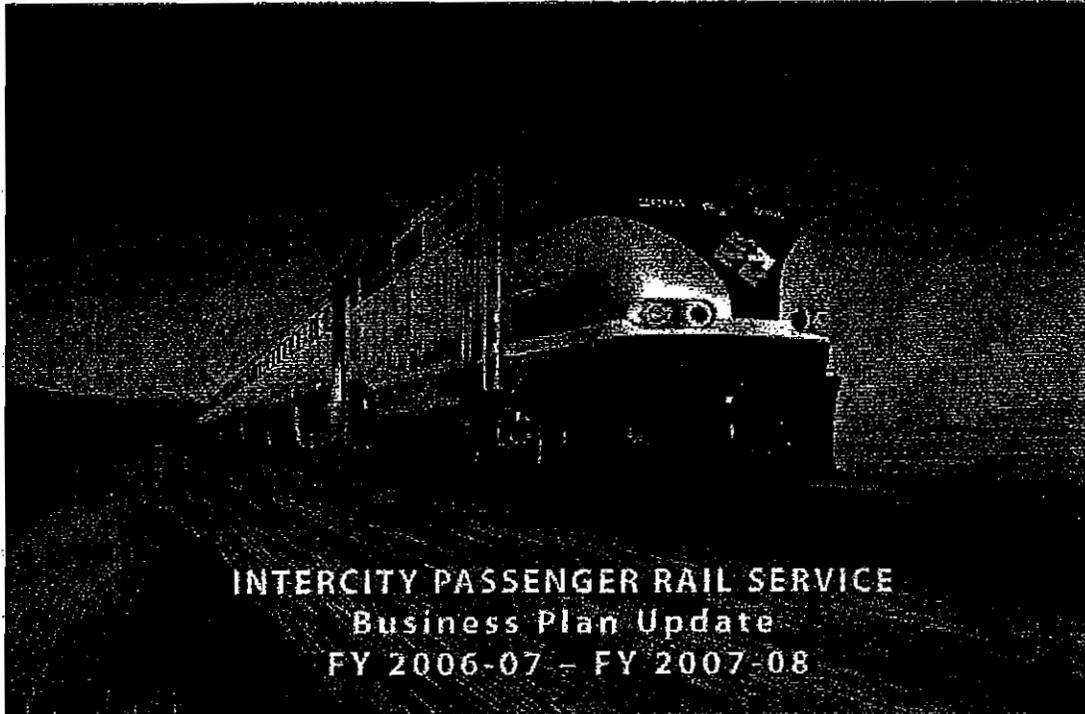
Informational.

**Attachment:**

- A. Draft Business Plan for the Capitol Corridor Joint Powers Authority  
(FY 2006-07 and FY 2007-08)

# CAPITOL CORRIDOR

Auburn - Sacramento - Davis - Suisun/Fairfield - Martinez - Oakland/San Francisco - San Jose



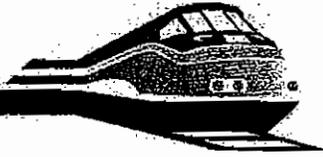
Prepared by  
Capitol Corridor Joint Powers Authority

Prepared for  
State of California  
Business, Transportation and Housing Agency  
February 2006

*Draft*

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# CAPITOL CORRIDOR



**TO:** Capitol Corridor Joint Powers Board and Interested Parties  
**DATE:** February 22, 2006  
**FROM:** Eugene K. Skoropowski  
Managing Director  
**SUBJECT:** Draft FY 2006-07–FY 2007-08 Business Plan Update–Capitol Corridor Intercity Passenger Rail

Attached for your review and comment is the Capitol Corridor Joint Powers Authority's (CCJPA) Draft FY 2006-07 – FY 2007-08 Business Plan Update. The CCJPA, as the administrator of the Capitol Corridor intercity rail and feeder bus service, is responsible for preparing and submitting, to the Secretary of Business, Transportation and Housing Agency (BT&H), an annual business plan update, which identifies the CCJPA's request for state funds to provide the projected levels of Capitol Corridor Service intercity rail service (including dedicated feeder buses).

This draft business plan update, prepared by the CCJPA and its member agencies, provides a comprehensive strategic development plan to build upon the current successful performance of the Capitol Corridor Service.

In summary, this business plan update is premised upon the state's current financial deficit situation and:

- maintains the current 24-train service plan for FY 2006-07 and FY 2007-08 (with funded service increases to San Jose and Roseville/Auburn in FY 2006-07) and with the potential, if funding is available, to expand Sacramento–Oakland service to 32 weekday trains;
- for the first time in over two years, the business plan assumes additional capital programming available from the 2006 State Transportation Improvement Program (STIP) to fund some or all of the capital projects nominated by the CCJPA; and
- build upon the success of previous award-winning marketing campaigns/programs to raise the awareness of the Capitol Corridor "brand" as a viable transport alternative along the Northern California's congested highway corridors.

The CCJPA Board will hold annual public workshops at locations in the Capitol Corridor to present an overview and receive input on this Business Plan Update. A separate mailing will be sent to notify you of the 2006 CCJPA Board Public Workshops once the times, dates, and locations of these workshops have been finalized.

Your input on this draft document is appreciated as the CCJPA seeks to enhance the Capitol Corridor Service. Please submit any comments via letter (to the address below) or e-mail ([jalliso@bart.gov](mailto:jalliso@bart.gov)) by Wednesday, March 29, 2006. Comments, as appropriate, will be incorporated into the final document submitted to the BT&H on or before April 1, 2006.

Sincerely,

Eugene K Skoropowski, AIA  
Managing Director

Enclosure

CAPITOL CORRIDOR JOINT POWERS AUTHORITY  
300 LAKESIDE DRIVE, 14<sup>TH</sup> FLOOR, OAKLAND CA 94612  
510.464.6995 (V) 510.464.6901 (F)

W W W . C A P I T O L C O R R I D O R . O R G

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## Executive Summary

**Introduction.** This Business Plan Update presents an overview of the Capitol Corridor Joint Powers Authority’s (CCJPA’s) strategic plan and funding request for the next two fiscal years (FY 2006-07 and FY 2007-08), to be submitted to the Secretary of the Business, Transportation and Housing Agency in April 2006. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor’s growth over the past five years, and incorporates customer input as put forth in Chapter 263 of State Law.

In FY 2004-05, the CCJPA continued to raise the bar on the performance of the Capitol Corridor service, setting new records for ridership and revenues for 12 consecutive months, with results exceeding the performance standards.

The CCJPA is governed by a Board of Directors, comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor rail route (see Figure I-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

As administrator of the service, the CCJPA’s primary focus is the continuous improvement of the Capitol Corridor through effective cost management, revenue enhancement, and customer service in the delivery of a safe, reliable, frequent, and high-quality passenger rail service that is a viable transportation alternative to the congested I-80, I-680, and I-880 highway corridors.

**History.** The Capitol Corridor service began in December 1991 with six daily trains between San Jose and Sacramento. The CCJPA assumed management responsibility for the service in October 1998; since then it has grown to become the third busiest intercity passenger rail service in the nation. In April 2001, the CCJPA expanded service to 18 daily trains using six trainsets in the State-owned Northern California fleet (Capitol Corridor and San Joaquin services). In FY 2002-03, using seven trainsets and the same operating budget for 18 daily trains, service was increased three times: to 20 weekday trains (18 weekend) in October 2002; 22 weekday trains in January 2003; and 24 weekday trains in April 2003. These expansions were accomplished with no increase in budget by reallocating funds from discontinued motorcoach routes.

**Operating Plan.** With the ongoing limitations in the State of California budget, the trend of flat allocations is expected to continue with the Draft State Budget for FY 2006-07. Within this allocation the CCJPA plans to expand upon the current service plan with added trains to and from San Jose. This service level will be maintained at a minimum over the next two fiscal years with anticipated CCJPA operating expenses as follows:

Capitol Corridor Service	FY 2006-07	FY 2007-08
Oakland – Sacramento	24 weekday trains (18 weekend)	24 weekday trains (18 weekend)
Oakland – San Jose	14 daily trains	14 daily trains
Sacramento – Roseville	Up to 6 daily trains	Up to 6 daily trains
Roseville – Auburn	Up to 4 daily trains	Up to 4 daily trains
<b>Total Budget</b> (Operations, Marketing & Administration)	<b>\$26,019,000</b>	<b>\$26,019,000</b>

**Performance Standards.** In April 2005, the CCJPA Board updated its Vision Plan, which established standards for the Capitol Corridor in usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance) and strengthened partnerships with the service operators, Amtrak and the Union Pacific Railroad (UPRR). In FY 2004-05, the CCJPA continued to raise the bar on the performance of the Capitol Corridor service, setting new records for ridership and revenues for 12 consecutive months, with results exceeding the performance standards:

**Capitol Corridor Service FY 2006-07–FY 2007-08 Business Plan Update (Draft Jan. 2006)**

- Ridership grew 8% in FY 2004-05; to date, FY 2005-06 ridership is 3% above last year
- Revenue grew 16% during FY 2004-05; to date, FY 2005-06 revenue is up 7%
- System operating ratio (a.k.a. farebox return) improved to 43% in FY 2004-05
- On-time performance remained steady at 85% in FY 2004-05, compared to 86% the previous year

The CCJPA develops performance standards in partnership with the State and Amtrak. The table below summarizes the standards and results for FY 2004-05 and FY 2005-06 (through December 2005) as well as the standards for the next two fiscal years (see Appendix C):

Performance Standard	FY 04-05			FY 05-06			FY 06-07	FY 07-08
	Actual	Standard	Variance	Actual	Standard	Variance	Standard	Standard
Route Ridership	1,260,249	1,200,100	8.0%	418,356 (through 1/06)	409,000 (through 12/05)	2.3%	1,398,500	1,433,500
System Operating Ratio (train and feeder bus)	43%	39%	10.3%	49% (through 1/06)	42%	16.3%	43%	44%
On-Time Performance	85%	90%	(5.6%)	68% (through 1/06)	90%	(24.8%)	90%	90%

**Capital Improvement Program.** The CCJPA’s Capital Improvement Program (CIP) is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Caltrans’ 10-Year Statewide Rail Plan, and Amtrak’s Strategic Corridors Initiative. This CIP expands beyond the CCJPA’s current investment of \$106 million in track and station projects now underway or programmed between Auburn and San Jose.

For the first time in several years, the 2006 State Transportation Improvement Program (STIP) will have funds available to program new projects. The CCJPA has submitted a list of prioritized projects to the State to be included in the 2006 STIP, and continues to seek additional funding sources.

Elements of this CIP include projects to increase capacity, upgrade track infrastructure, build or renovate stations, add rolling stock, reduce travel times, improve reliability, and enhance passenger safety, security, and amenities. Indirect benefits of the CIP include reduced congestion, improved air quality, and increased movement of goods and services on the shared freight rail corridor.

For the first time in several years, the 2006 State Transportation Improvement Program (STIP) will have funds available to program new projects. To that end, the CCJPA has submitted a list of prioritized projects to the State to be included in the 2006 STIP. In addition, the CCJPA is aggressively seeking supplemental funding sources to leverage the current \$106 million investment over the next two to five years.

**Marketing Strategies.** The CCJPA’s marketing strategies for FY 2006-07 and FY 2007-08 will focus on directives set forth in the updated Vision Plan and build upon the recent in-sourcing of customer service call center operations. Marketing programs and campaigns will target markets where we have seating capacity, improve transit connections, leverage strategic partnerships, and enhance customer service and amenities to attract and retain loyal riders.

**Action Plan.** The CCJPA’s Business Plan for the service will focus on improving the passenger experience to attract and retain loyal, frequent riders with the introduction of enhancements such as ticket vending machines at all stations, an on-board automated ticket validation (ATV) pilot program, and, if funding permits, security cameras on trains and at stations. This annual Business Plan Update provides an overview of the CCJPA’s goals for delivering a cost-effective Capitol Corridor service while increasing ridership, revenue, and customer satisfaction through its partnerships with passengers, local communities, UPRR, Amtrak, and the State of California.

## 1. Introduction

This Business Plan Update modifies the Capitol Corridor Joint Powers Authority's (CCJPA's) Business Plan Update submitted to the Secretary of the Business, Transportation and Housing Agency (BT&H) each April. The CCJPA's goal is to maintain Capitol Corridor service levels between Sacramento and Oakland at 24 daily trains with expanded service of 14 trains to and from San Jose in FY 2006-07 and 2007-08. Any further service expansions will be provided within the State's budget allocation. This Business Plan Update identifies the service and capital improvements that have contributed to the Capitol Corridor's growth over the past seven years. It also incorporates customer input as put forth in Chapter 263 of State Law that allowed for the transfer of the Capitol Corridor service to the CCJPA on July 1, 1998.

As part of that transfer, the CCJPA is required to prepare an annual Business Plan that identifies the current fiscal year's operating and marketing strategies; capital improvement plans for the Capitol Corridor; and the funding request to the Secretary of BT&H for the CCJPA's operating, administrative, and marketing costs for inclusion in the State Budget proposal to the Legislature.

The CCJPA's goal is to maintain Capitol Corridor service levels between Sacramento and Oakland at 24 daily trains with expanded service of 14 trains to and from San Jose in FY 2006-07 and 2007-08.

The CCJPA is governed by a Board of Directors, comprised of 16 elected officials from six member agencies along the 170-mile Capitol Corridor rail route (see Figure 1-1):

- Placer County Transportation Planning Agency (PCTPA)
- Solano Transportation Authority (STA)
- Yolo County Transportation District (YCTD)
- Sacramento Regional Transit District (Sac RT)
- San Francisco Bay Area Rapid Transit District (BART)
- Santa Clara Valley Transportation Authority (VTA)

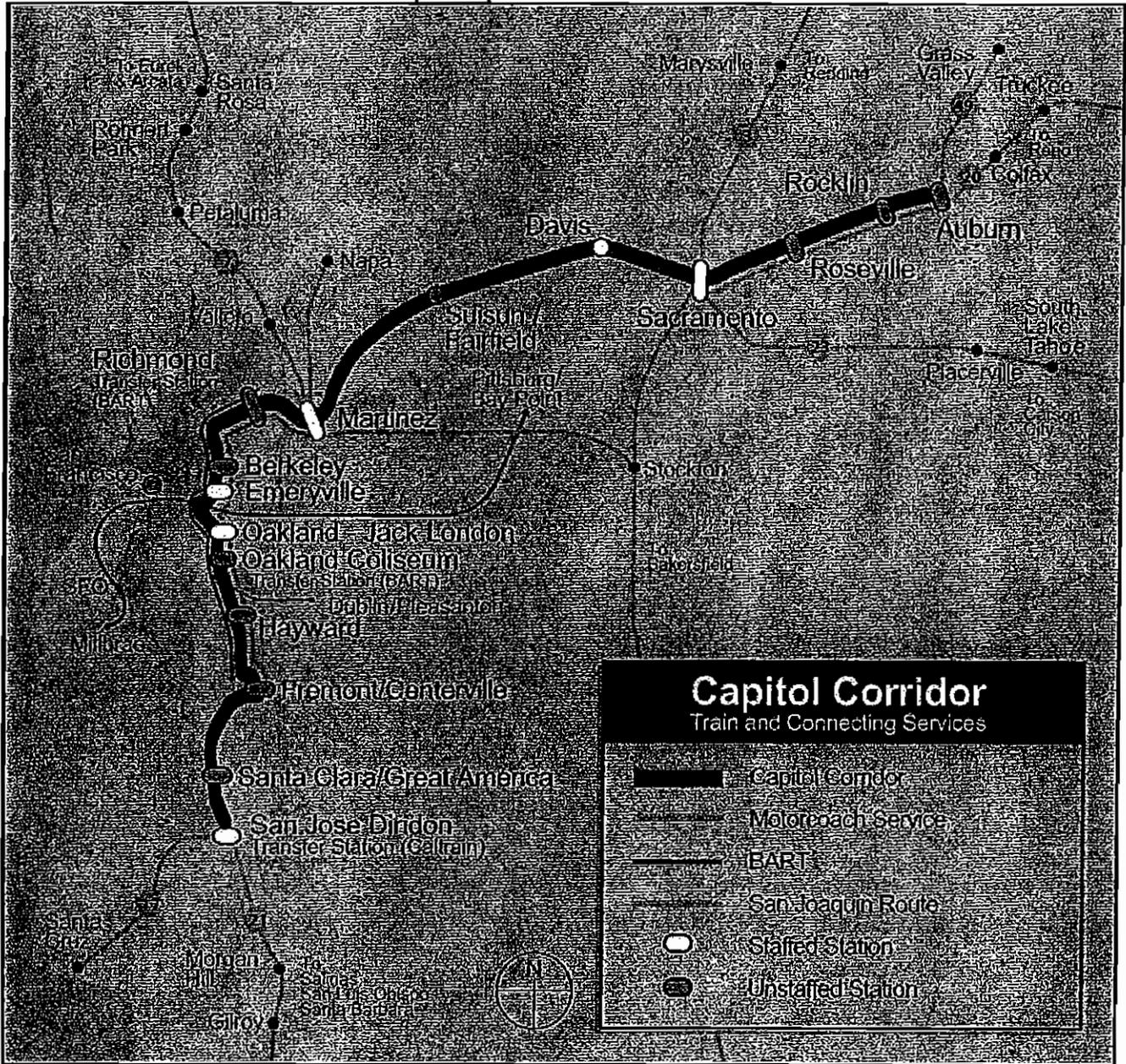
Ex-officio members of the CCJPA include the Metropolitan Transportation Commission (MTC) and the Sacramento Area Council of Governments (SACOG), the Metropolitan Planning Organizations (MPOs) along the route.

As the administrator for the Capitol Corridor, the CCJPA's responsibilities include overseeing day-to-day train and motorcoach scheduling and operations; reinvesting operating efficiencies into service enhancements; overseeing deployment and maintenance (by Amtrak) of rolling stock for the Capitol Corridor and San Joaquin trains; and interfacing with Amtrak and the UPRR on dispatching, engineering, and other railroad-related issues.

Presently, the Capitol Corridor serves 17 stations along the 170-mile rail corridor connecting Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco, and Santa Clara Counties. The train service parallels the I-80/I-680 highway corridor between Sacramento and Oakland and I-880 between Oakland and San Jose. The Capitol Corridor connects outlying communities to the train service via a dedicated motorcoach network and partnerships with local transit agencies that assist passengers traveling beyond the train station.

Capitol Corridor services are developed with input from our riders, private sector stakeholders (such as Chambers of Commerce), and public sector stakeholders (such as local transportation agencies), along with the partners who help deliver the Capitol Corridor service – Amtrak, the UPRR, Caltrans, and the various agencies and communities that make up the Capitol Corridor.

Figure 1-1  
Map of Capitol Corridor Service Area



In April 2005, the CCJPA updated its Vision Plan, which identifies both short-term and long-term goals to guide the operating and capital development plans of the Capitol Corridor over the next 5 to 20 years. This April 2005 update has been incorporated into this Business Plan.

## 2. Historical Performance of the Service

On December 12, 1991, the State of California Department of Transportation (Caltrans) and the National Railroad Passenger Corporation (Amtrak®) initiated the Capitol Corridor intercity train service with 6 daily trains between San Jose and Sacramento. In 1996, legislation was enacted to establish the Capitol Corridor Joint Powers Authority (CCJPA), a partnership among six local

## Capitol Corridor Service FY 2006-07–FY 2007-08 Business Plan Update (Draft Jan. 2006)

transportation agencies to share in the administration and management of the Capitol Corridor intercity train service.

In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for an initial three-year term. The CCJPA now operates and manages the Capitol Corridor service through an operating agreement with Amtrak. In July 2001, the ITA was extended for another three-year term through June 2004. In September 2003, legislation was enacted that eliminated the sunset date in the ITA and established a permanent governance structure for the CCJPA.

Appendix A presents an overview of the financial performance and ridership growth of the Capitol Corridor service since its inception in December 1991.

### 3. Operating Plan and Strategies

The CCJPA aims to meet the travel and transportation needs of Northern Californians by providing safe, reliable, frequent, and high-quality Capitol Corridor intercity train service. In response to growing ridership demand, several cost-effective service expansions were implemented by the CCJPA in October 2002, January 2003, and April 2003 to achieve the current schedule of 24 weekday trains between Sacramento and Oakland within the budget allocated for 18 daily trains. System performance also improved with the following changes implemented in FY 2003-04: in December 2003, the CCJPA restructured its agreement with UPRR to increase incentive payments for improved on-time performance, and in February 2004, the CCJPA and UPRR completed the Yolo Causeway Double Track Project (the last remaining major capacity constraint between Oakland and Sacramento), increasing the reliability of the trains and reducing travel time by 10 minutes. These improvements allowed the service to sustain its ridership growth, which has increased 177% over seven years. As stated in the Vision Plan, the CCJPA's eventual goal is to provide hourly train service, which will require additional rolling stock (see Section 7).

Along with improved cost efficiency, the Capitol Corridor continues to sustain ridership growth, which has increased 177% over seven years.

In August 2006, upon the completion of the Oakland to San Jose Track Improvement Project, the CCJPA will expand service between Oakland and San Jose by increasing from 8 weekday trains to 14 daily trains. In addition, if funding can be arranged, the CCJPA plans to expand service between Sacramento and Oakland from 24 daily trains to 32 daily trains utilizing track capacity previously secured by the State from the UPRR. Weekend service may also be increased from 18 trains to 22 trains between Sacramento and Oakland.

To supplement its motorcoach service, the CCJPA works with its partners and local transit providers to offer expanded options for improved transit connections. Currently, the train service connects with the BART rapid transit system at Richmond station and the Oakland Coliseum station; with Caltrain service (Gilroy – San Jose – San Francisco) at San Jose Diridon station; with the Altamont Commuter Express service (Stockton – San Jose) at the Fremont/Centerville, Great America/Santa Clara, and San Jose Diridon stations; with VTA light rail at the San Jose Diridon station; and with Sac RT light rail at the Sacramento Valley station (opening Fall 2006). Together with these local transit systems, the Capitol Corridor covers the second largest urban service area in the Western United States.

The CCJPA offers several programs to enhance transit connectivity. BART tickets are sold at a 20% discount on board the Capitol Corridor trains to facilitate transfers to BART at the Richmond and Oakland Coliseum stations. The Transit Transfer Program allows Capitol Corridor passengers to transfer free of charge to participating local transit services (the CCJPA reimburses the transit agencies for each transfer collected). In December 2005, the CCJPA added

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Benicia Transit, Rio Vista Transit, and ETRAN (City of Elk Grove) to the Transit Transfer Program.

In June 2005, the CCJPA and Amtrak opted to eliminate a redundant transit service by transferring the Auburn – Grass Valley motorcoach service to an expanded Highway 49 bus service operated by Gold Country Stage (Nevada County). This transfer resulted in increased service levels, ridership, and revenues, and reduced operating costs. To continue to improve service to customers, the CCJPA will seek to expand our transit connectivity programs to other agencies along the corridor.

FY 2005-06. The CCJPA's operating plan for the current fiscal year is as follows:

- Oakland – Sacramento: 24 weekday trains (18 weekend trains)
- Oakland – San Jose: 8 weekday trains (12 weekend trains)
- Sacramento – Roseville – Auburn: 2 daily trains

Additional rolling stock is required to expand the Capitol Corridor and San Joaquin services to meet service expansion plans and to add cars/coaches to existing trainsets to ease overcrowding on some trains.

FY 2006-07. The CCJPA's operating plan for FY 2006-07 will maintain at least the same service levels as FY 2005-06 between Oakland and Sacramento, while expanding train service to Silicon Valley/San Jose and Roseville/Auburn based on completion of required track infrastructure upgrades and approval by the UPRR. Service levels will change to:

- Oakland – Sacramento: At least 24 weekday trains (18 weekend trains); as high as 32 weekday trains (22 weekend trains)
- Oakland – San Jose: 14 daily trains
- Sacramento – Roseville: 6 daily trains
- Roseville – Auburn: 4 daily trains

FY 2007-08. The CCJPA's operating plan for FY 2007-08 will remain the same as for FY 2006-07. The rolling stock provided to the CCJPA for maintenance supervision also includes the San Joaquin Corridor trains. Additional rolling stock is required to expand the Capitol Corridor and San Joaquin services to meet service expansion plans and to add cars/coaches to existing trainsets to ease overcrowding on some trains.

#### **4. Short-Term and Long-Term Capital Improvement Programs**

The CCJPA has developed a Capital Improvement Program (CIP) in partnership with the UPRR, Amtrak, and the State of California, which will be used to steadily improve the Capitol Corridor service with respect to service levels, reliability, and on-time performance. The CIP includes projects that have been completed or are currently underway. Since the inception of the Capitol Corridor service, over \$692 million has been invested to purchase rolling stock, build and renovate stations, upgrade track and signal systems for added trains, and construct train maintenance and layover/storage facilities. A list of CIP projects that have been completed or are currently underway is included in Appendix B.

The CIP aims to increase train reliability and frequency while reducing travel times by investing in projects designed to improve the conditions caused by ever-increasing freight and passenger rail traffic. The primary funding sources for capital projects have been the State general obligation bonds (Proposition 108s and 116) and the State Transportation Improvement Program (STIP), a biennial transportation funding program. Special programs or direct project allocations from the State, such as the Traffic Congestion Relief Program (TCRP), or regional sources, such as Bay Area Regional Measure 2 (RM-2), have periodically supplemented these sources.

The CCJPA has secured \$106 million for projects that are either recently completed, currently underway, or have funding committed to them. The direct benefits of these projects include

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added Capitol Corridor trains, improved on-time performance, reduced travel times, and enhanced passenger amenities. Indirect benefits of the CIP include reduced congestion, improved air quality, and increased movement of goods and services on the shared freight rail corridor. Table 4-1 provides a summary and status report on these projects.

**Table 4-1  
Projects with Secured Funding in the Capitol Corridor**

<b>Projects Underway</b>	<b>Budget (\$M)</b>	<b>Status</b>
Passenger Information Display System (PIDS): A passenger communications system was developed to deliver real-time information on train arrivals using advanced technology. Global positioning satellite (GPS) transponders were installed on all Capitol Corridor trains, which transmit the train's position along the route. A central server converts this real-time information to an estimated train arrival (ETA) for the train, which is sent to electronic signage at stations and to the Internet	\$1.42	The system was accepted in June 2003; upgrades continue to be implemented to keep up with the latest advances in real-time technology
Oakland Jack London – Elmhurst Track Improvements: Install central traffic control signaling system to increase speeds and add track and bridges to support the new Oakland Coliseum Intermodal Station	\$14.29	Construction complete
Yolo Causeway Double Track: Add 6 miles of second mainline track over Yolo Bypass flood channel. Project eliminated single largest rail bottleneck in corridor, thereby improving reliability and reducing travel time between Oakland and Sacramento	\$16.75	Construction complete
Newark Siding Extension Double Track: Extend and upgrade siding to mainline standards to add trains to San Jose	\$21.56	Construction complete
CP Coast Double Track: Add second main line track through UPRR/Caltrain junction to add capacity for Capitol Corridor and freight trains	\$21.29	Construction is scheduled for completion by August 2006
Track upgrades in Berkeley, Emeryville, Hayward, and Santa Clara/San Jose: Various projects to upgrade track conditions to improve reliability and passenger safety	\$2.55	Construction complete
Safety and Security Projects: Lighting, fencing, and security cameras at Auburn and Sacramento, and call boxes at unstaffed stations	\$0.33	Construction complete
Outdoor Ticket Vending Machines: Addition of outdoor ticket vending machines at Auburn, Rocklin, Berkeley, and Great America stations	\$0.34	Manufacturing begun; installation scheduled for early 2006
Automated Ticket Validation: Handheld conductor units to improve security and fare collection	\$0.35	Pilot program implementation in late 2006
<b>Subtotal – Projects Underway</b>	<b>\$78.88</b>	
<b>Committed Programming</b>		
San Jose 4th Track Phase I: Add 4th mainline track between Santa Clara and San Jose to accommodate more Caltrain, ACE, and Capitol Corridor trains	\$17.90	Design plans 100% complete; construction dependent upon allocation of 2002 STIP funds
Sacramento – Roseville Track Improvements: Add track and related infrastructure between Sacramento and UPRR's Roseville Yard for near-term expansion of Capitol Corridor trains to Roseville and Auburn	\$7.28	Design plans complete; construction dependent upon allocation of 2002 STIP funds
Bahia Viaduct Track Upgrades: Improve track infrastructure to reduce travel times via installation of a crossover track between mainline tracks	\$2.94	Pending UPRR project design; project expected to begin in 2006
<b>Subtotal – Committed Programming</b>	<b>\$28.12</b>	
<b>TOTAL SECURED FUNDING</b>	<b>\$106.65</b>	

**Recent Station Improvements**

- Berkeley – Completed upgrades and landscape improvements in September 2005
- Emeryville – Completed extension of baggage cart path in Summer 2005
- Oakland – In June 2005, the City of Oakland, along with Amtrak, the CCJPA, and the UPRR, completed construction on the Oakland Coliseum Intermodal Station that allows connections between Capitol Corridor trains, BART, and shuttles to Oakland International Airport
- Sacramento – Added security cameras and a staffed security desk; security staff conduct regular inspections of the station and layover facilities
- Rocklin – Construction began on the station building and is expected to be complete by Spring 2006
- Emergency call boxes were installed at Santa Clara, Hayward, Oakland Coliseum, Berkeley, and Richmond stations by Summer 2005

**Short-Term Capital Improvements (FY 2006-07)**

In September 2005, the CCJPA, working with its member agencies, submitted a project nomination list to Caltrans to be considered for inclusion in the 2006 STIP. The 2006 STIP, (expected to be approved by the CTC in April 2006) will provide funding for numerous transportation agencies throughout California. The influx of Proposition 42 funding into the State’s transportation accounts, which had previously been shifted to cover State budget shortfalls, will allow for a more comprehensive STIP program. The CCJPA has nominated the following ranked projects in Table 4-2 for inclusion in the 2006 STIP:

**Table 4-2  
2006 STIP Project Nominations for Capitol Corridor**

Rank	Project Description	Project Sponsor	Total Costs (\$M)	CCJPA Request	Local Match	Local Source
1	Emeryville Station and Track Improvements: Construct platform and track improvements for parallel moves at the north and south approaches of the station and improve freight rail access to Port of Oakland	CCJPA	\$7.50	\$7.50	--	--
2	Dumbarton Rail Project/Union City Intermodal Station: In conjunction with the Dumbarton Rail project, support Union City Intermodal Station improvements and associated track improvements to allow Capitol Corridor trains to serve the BART station, reduce travel times, and improve reliability	Caltrain	\$300.50	\$39.00	\$261.50	RM-2 ITIP RTIP local
3	Yolo Causeway Crossovers: West causeway high-speed universal crossovers. Location and size (#24s) already have UPRR agreement	CCJPA	\$6.00	\$6.00	--	--
4	Sacramento Station New Platform and Grade Separation Access: In a partnership with the private developer of the UPRR Railyard Project, finance share of improvements to support new grade-separated platforms and track infrastructure as part UPRR’s relocation of mainline tracks. Does not include the construction of a new station building or the relocation of the existing depot facility	Amtrak	\$5.00	\$5.00	--	--
5	Wireless Internet for Fleet: Install wireless Internet networks on all Northern California fleet in connection with installation of free or low-cost Internet service for customers on Capitol Corridor and San Joaquin services	CCJPA	\$3.00	\$1.50	\$1.50	Caltrans
6	Hercules Station: Add a Capitol Corridor station as part of a transit-oriented development along the city’s waterfront	City of Hercules	\$28.40	\$12.00	\$16.40	TCRP Local RTIP
7	Martinez Parking Expansion: Expand parking on the northwest side of the station and connect with the pedestrian overpass planned to extend from the existing station	City of Martinez	\$17.40	\$10.50	\$6.90	Local RTIP
	<b>TOTAL</b>		<b>\$367.80</b>	<b>\$81.50</b>	<b>\$286.30</b>	

The 2006 STIP is expected to reverse the trend from the 2004 STIP where there was no new capacity to fund projects. The State’s financial outlook appears to be improving and increased revenues to the State are finally allowing for funds to accumulate in the state’s transportation accounts to finance new projects.

With the passage of Bay Area Regional Measure 2 (RM-2) in March 2004, an additional source of funding for Capitol Corridor projects is now available through a \$1 toll increase on State-owned Bay Area bridges. Over the next two to four years, the CCJPA will receive or share as a project partner funding allocations from RM-2 for several projects:

- Benicia – Bahia Track Upgrade, on which the CCJPA is the lead agency
- Fairfield/Vacaville station, in collaboration with the Solano Transportation Authority
- Dumbarton Rail commuter rail service (Union City/Fremont – SF Peninsula), in collaboration with a team led by the Peninsula Corridor Joint Powers Board

**Long-Term Capital Improvements (FY 2007-08 and Beyond)**

On a long-term basis, the STIP is expected to continue to be a steady source of CIP funding, provided the State maintains the ability to provide new programming capacity every other year with the annual transfer of Proposition 42 funds. Additional long-term sources may include new State funding initiatives or new local funding programs. Future STIP cycles after 2006 will provide additional opportunities to fund the long-term CIP as outlined in the CCJPA's Vision Plan and supported by Caltrans' 10-Year Statewide Rail Plan and Amtrak's Strategic Corridors Initiative.

A potential new funding source may be available if voters pass any of the various infrastructure bond proposals. Similar to Proposition 116, an infrastructure bond measure from the late 1980s, these bond proposals recognize that the California transportation infrastructure system is underfunded and requires a steady funding source to maintain economic growth and keep up with projected population growth. Like Proposition 116, there is funding applicability for the State's intercity rail program that would provide CIP funds for the Capitol Corridor.

On a long-term basis, the STIP is expected to be a steady source of CIP funding, provided the State maintains the ability to provide new programming capacity every other year with the annual transfer of Proposition 42 funds.

Funding at the federal level, as of this writing, has never been provided for State-supported intercity rail services. However, there are several federal legislative proposals that would change this and create a program whereby federal eligibility would be extended to cover passenger rail service (apart from Amtrak funding). As a consequence, the CCJPA is working with Amtrak and Caltrans to use the roughly \$106 million CIP to leverage federal funding. Assuming an 80/20 federal/state split, the CCJPA could receive over \$350 million in federal funds, which would be invested to finance numerous CIP projects listed in Table 4-3. These projects support the CCJPA's service expansion plans aimed at reducing travel times, upgrading track infrastructure, and improving passenger amenities.

The CIP is consistent with the Regional Transportation Plans (RTPs) adopted by the San Francisco Bay Area Metropolitan Transportation Commission (MTC), the Sacramento Area Council of Governments (SACOG), Caltrans' 10-Year Statewide Rail Plan, and Amtrak's Strategic Corridors Initiative. Each RTP includes a list of anticipated projects and cost estimates for a 25-year planning horizon. When possible, the CCJPA will share costs and coordinate with other rail and transit services on station and track projects. The projects that comprise the long-term CIP include those funded by multiple entities and those that the CCJPA will fund alone. A significant long-term project is the expansion of the Capitol Corridor service beyond Auburn to the Reno/Sparks area in Northern Nevada. The CCJPA, Caltrans, and the Nevada Department of Transportation have begun evaluating the necessary capital improvements as well as operational needs for this project.

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Table 4-3  
Long-Term Capital Improvement Categories

Capitol Corridor: Capital Cost Figures: Existing and Projected		1/22/2006				
Project Name	Description	CCJPA Commitment	Total Cost (in millions)	CCJPA Share	Match Share	Match Source
<b>Current Capital Expenditures</b>						
Yolo Causeway Second Main Track	Second main track added to Yolo Causeway area which replaced prior single track bottleneck	Y	\$22,787	\$22,787	\$0,000	
Oakland to San Jose Track Improvements	Second track and siding extensions to allow Capitol Corridor the capacity to increase service between Oakland and San Jose	Y	\$43,600	\$43,600	\$0,000	
Roseville Yard Improvements	Additional yard tracks in the Roseville Yard that will allow more capacity for freight train switching which will provide more capacity on the mainline tracks for passenger and freight through service	Y	\$6,500	\$3,000	\$3,500	
Bahia-Benicia Siding Extension	Joining two existing sidings together to allow sufficient capacity for switching freight trains to stay off the mainline	Y	\$10,000	\$10,000	\$0,000	
Emeryville Phase I Station and Track Improvements	Station track improvements to reduce the number of conflicting moves when entering and exiting the station tracks at Emeryville Station	Y	\$1,750	\$1,750	\$0,000	
<b>Rolling Stock</b>						
Rolling Stock	State purchase of Rolling Stock to allow for increased service	N	\$95,000	\$0,000	\$95,000	
<b>Projected Capital Expenditures</b>						
Yolo Causeway Crossovers	West causeway high-speed universal crossovers. Location and size (N24s) already have UPRR agreement	Y	\$6,000	\$6,000	\$0,000	
CP Coast Double Main Extension	Extend double track north of CP Coast to US 101. Allows CCJPA to increase from 7 round trips to 11 round trips.	Y	\$20,000	\$10,000	\$10,000	
Emeryville Phase II Station and Track Improvements	Complete phase two platform and track improvements for parallel moves at the south end/approach of the Station	Y	\$7,500	\$7,500	\$0,000	
Dumbarton Rail Project Segment G	In conjunction with Dumbarton Rail project, support final Union City Intermodal Station design and associated track improvements	Y	\$90,000	\$39,000	\$51,000	RM-2, MIP, RTP, local
Union City Intermodal Station			\$70,000	\$0,000	\$70,000	
Hayward Double Track	Add a second track between Elmhurst and Industrial Parkway (Union City) to allow for up to 16 round trips between Oakland and San Jose (also supports Dumbarton Rail)	Y	\$15,000	\$15,000	\$0,000	
Grade Crossing Projects and Safety Match Program	Implement High Street, Davis Street, and Hesperian Street Grade separation projects utilizing a variety of funding sources. Also maintain CCJPA match for other grade crossing improvement projects	Y/N	\$60,000	\$20,000	\$40,000	Grade sep- funds, local, State, Fed
Albrae and Newark Sidings	Previously planned project but reduced due to environmental mitigation costs. These segments are mostly designed now by UPRR using a 400 switch for high speed moves at the north end of the Albrae wetlands and will improve reliability.	Y/N	\$5,500	\$5,500	\$0,000	
Davis Station Platform Rebuild or New Station	Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains OR build a new location for the main Davis station near the Mondavi center.	N	\$20,000	\$5,000	\$15,000	
Fairfield-Suisun Platform Rebuild	Create a new island platform between the two main tracks with grade separated access which will eliminate the holdout rule which currently delays passenger and freight trains	N	\$16,000	\$4,000	\$12,000	
Car Marker @ Stations Program	Create a standardized car marker system at all stations and platforms so that trains can consistently be spotted which will allow for more rapid boarding and improve travel time	N	\$2,000	\$2,000	\$0,000	
Martinez Parking Expansion	Expand parking on the north west side of the station and connect with the pedestrian overpass planned to extend from the existing station	N	\$17,400	\$10,500	\$6,900	Contra Costa Sales Tax
Sacramento Station new platform and grade separation access	Make a Sacramento platform access that corresponds to the timing of the UPRR freight track move (anticipated in the next three years) and that supports the long term plans for Sacramento Station	N	\$5,000	\$5,000	\$0,000	
New Swanston Sacramento Station	Establish a new Station at Swanston (with additional Sacramento RT connections) and add an additional UPRR main track between Hagen and Swanston with a layover yard	N	\$20,000	\$8,000	\$12,000	
Wireless Internet for Fleet	Install wireless internet networks on all northern California fleet in connection with install of free or low-cost internet service for customers on Capitol Corridor and San Joaquin services (costs are estimated at a maximal level)	N	\$4,000	\$4,000	\$0,000	
Reno Rail Extension	Extend Capitol Corridor service to Reno with stops inbetween. Purchase new rolling stock, upgrade tracks and stations, as needed	N	\$120,000	\$60,000	\$60,000	mix of funding sources not identified
Dedicated Track Improvement Program	Establish a dedicated gang for the Capitol Corridor service area that would conduct the track improvement program	N	\$10,000	\$5,000	\$5,000	UPRR
Embarcadero Third Main Track	Construct a third main track in the Oakland Jack London Embarcadero area which will ensure reduction of conflicting movement of freight and passenger rail between the Oakland Yard and Oakland Jack London Square Station	N	\$15,000	\$3,000	\$12,000	Port of Oakland, UPRR
			<b>TOTAL</b>	<b>\$503,400</b>	<b>\$209,500</b>	<b>\$293,900</b>

## 5. Performance Standards & Action Plan

As guided by its Vision Plan, the CCJPA’s management of the Capitol Corridor service will take a business model approach with an emphasis on customer-focused, cost-effective train service designed to sustain growth in ridership and revenue. Over the past seven years, ridership has continued to grow by increasing market demand along the congested I-80/I-680/I-880 highway corridors and by providing a high-quality public transportation service that is competitive in terms of frequency, travel time, reliability, and price.

In partnership with the State and Amtrak, the CCJPA develops performance standards for the Capitol Corridor service that measure usage (ridership), cost efficiency (system operating ratio), and reliability (on-time performance). Table 5-1 summarizes the standards and results for FY 2004-05 and FY 2005-06 (through December 2005) as well as the standards for the next two fiscal years. Appendix C shows the measures used to develop standards for two additional years through FY 2009-10.

**Table 5-1  
Performance Standards for Capitol Corridor Service**

Performance Standard	FY 04-05			FY 05-06			FY 06-07	FY 07-08
	Actual	Standard	Variance	Actual	Standard	Variance	Standard	Standard
Route Ridership	1,260,249	1,200,100	8.0%	418,356 (through 1/06)	409,000 (through 12/05)	2.3%	1,398,500	1,433,500
System Operating Ratio (train and feeder bus)	43%	39%	10.3%	49% (through 1/06)	42%	16.3%	43%	44%
On-Time Performance	85%	90%	(5.6%)	68% (through 1/06)	90%	(24.8%)	90%	90%

### FY 2004-05 Performance Standards and Results

The service plan during FY 2004-05 remained the same as FY 2003-04 with 24 weekday trains between Sacramento and Oakland (18 weekend), 8 weekday trains between Oakland and San Jose (12 weekend), and 2 daily trains between Roseville/Auburn and Sacramento. This is the maximum level of service attainable with the current rolling stock and trainsets available and assigned to the Capitol Corridor.

FY 2004-05 was one of the most successful years in terms of service performance for the Capitol Corridor. Ridership and revenue records were set for 12 consecutive months, with results

FY 2004-05 was one of the most successful years in terms of service performance for the Capitol Corridor. Ridership and revenue records were set for 12 consecutive months, with results exceeding performance standards.

exceeding performance standards. Service reliability exceeded the 90% standard from October 2004 through January 2005; however, on-time performance declined for the remainder of the fiscal year due to increased freight traffic and subsequent track congestion.

- Ridership grew 8% in FY 2004-05 (exceeded standard)
- Revenue grew 16% during FY 2004-05 (exceeded standard)
- System operating ratio improved to 43% in FY 2004-05 (exceeded standard)
- On-time performance remained steady at 85% in FY 2004-05, compared to 86% the previous year

### FY 2005-06 Performance Standards and Results to Date

The CCJPA, in cooperation with Amtrak and Caltrans, developed the FY 2005-06 standards based on the ridership, revenue, and operating expenses identified in the current FY 2005-06 CCJPA/Amtrak operating contract. These standards are presented in Table 5-1.

Ridership. Ridership year-to-date for FY 2005-06 is ahead of business plan projections by 2%, and above prior year results by 3%.

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**System Operating Ratio.** System operating ratio (total revenues divided by fixed-price operating costs, a.k.a. farebox return) YTD for FY 2005-06 is 49%, significantly above the 42% standard, primarily due to the reduced operating expense of the customer service call center, which has been transferred from Amtrak to BART.

**On-Time Performance.** On-time performance YTD for FY 2005-06 is 68%, well below the 90% standard. This decline in reliability is due to numerous factors including track construction and maintenance programs between Oakland and San Jose and an overall increase in rail freight traffic along the Oakland – Roseville transportation corridor.

**FY 2006-07 and FY 2007-08 Performance Standards**

Table 5-1 provides the preliminary performance standards for FY 2006-07 and FY 2007-08. Appendix C shows the measures used to develop the performance standards. These fiscal year standards will be revised when more data becomes available.

**FY 2006-07 Action Plan**

For FY 2006-07, the work efforts of the CCJPA will focus on continued improvements in customer satisfaction and service delivery. The following action plans are designed to meet or exceed the established performance standards and provide exceptional service to the traveling public in the congested I-80/I-680/I-880 transportation corridor. Following are action steps for each quarter of the fiscal year.

**1Q FY 2006-07**

- Update CIP and develop list of Capitol Corridor intercity rail projects to be included in the 2006 STIP Interregional Improvement Program (IIP)
- Prepare a market research program in cooperation with Caltrans and Amtrak
- Work with the State to secure additional rolling stock, the primary barrier to expansion of capacity and Capitol Corridor service levels
- Secure funds from the 2006 STIP to advance and complete programmed track projects
- Complete “car marker program” at selected stations to decrease passenger loading time and improve overall running times
- Seek marketing and promotional partnerships to leverage added value and/or revenues
- Monitor and expand the programs with transit agencies to improve connectivity between the trains and local transit services
- Participate in the development of the planned Fairfield/Vacaville and Hercules stations and the Union City Intermodal Station/Dumbarton Rail commuter service
- Work with local, state, and federal agencies and interested parties to secure funding to implement Auburn/Sacramento – Richmond/Oakland regional trains

The CCJPA will work with local, state, and federal agencies and interested parties to secure funding to implement Auburn/Sacramento – Richmond/Oakland regional trains.

**2Q FY 2006-07**

- Initiate expanded train service to and from San Jose (up to 14 daily trains)
- Select vendor to install wireless fidelity (“Wi-Fi”) equipment on all trains in the Northern California fleet to enable wireless Internet access
- Begin pilot program and testing for the on-board automated ticketing and validation (ATV) system for conductors to reduce fraud, improve revenue collection and streamline reporting
- Evaluate measures to improve train and motorcoach performance, including modifications to the service

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- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance
- Complete Phase I of track and signal improvements between Oakland and San Jose
- Seek funds to support the second phase of security improvements, including but not limited to cameras on trains and at stations

### 3Q FY 2006-07

- Develop revised Business Plan Update for FY 2007-08
- Host Annual Public Workshops to present service plans and receive input
- Develop Annual Performance Report and other information to present an overview of current performance and future plans

### 4Q FY 2006-07

- Develop FY 2007-08 marketing program, including market research
- Conduct on-board surveys to assess rider profile and solicit feedback on Amtrak's performance

### **FY 2007-08 Action Plan**

This action plan for FY 2007-08 is preliminary and will be revised during the second half of FY 2006-07. In general, the CCJPA intends to focus on the following:

- Work with the UPRR and Amtrak to continue ridership and revenue growth by improving reliability and implementing projects that will add capacity and reduce travel times
- Continue to secure funds for additional rolling stock, safety and security upgrades, and track and signal projects to meet service expansion plans
- Develop marketing programs that retain riders through expanded amenities and loyalty campaigns and offers, and grow ridership through market research
- Update performance standards as necessary
- Work with Amtrak to secure additional cost efficiencies to be reinvested in service enhancements

## **6. Establishment of Fares**

The CCJPA will develop fares in conjunction with Amtrak to ensure that the Capitol Corridor service is attractive and competitive with other transportation modes in the corridor, including the automobile. Ticket types include standard one-way and round-trip fares as well as monthly passes and 10-ride tickets valid for a 45-day period. These discounted multi-ride fares are competitive with other transportation modes and have become increasingly popular due to the high number of repeat riders who use the Capitol Corridor trains as their primary means of travel along the corridor. The monthly and multi-ride tickets can be used year-round for all regularly scheduled train service.

The Capitol Corridor's discounted multi-ride fares are competitive with other transportation modes and have become increasingly popular due to the high number of repeat riders who use the trains as their primary means of travel along the corridor.

The current fare structure is based on a one-way tariff, with the round-trip tariff being equal to double the one-way tariff. Generally, there are two seasonal periods for Capitol Corridor fares: peak season during the summer and off-season for the remainder of the year. There are also holiday fares that are slightly higher than those charged during the peak season. Discount fares are available to seniors, students, military personnel, and children under age 15. Amtrak also provides reduced fares for certain groups, such as AAA members. Fare modifications are used selectively to maximize revenue and ridership, while working towards the State's eventual farebox recovery goal of 50%.

### FY 2006-07 Fares

Over the past seven years, the CCJPA has been incrementally increasing fares based on service improvements such as added trains, reduced travel times, and the opening of new stations. This program of strategic fare increases will continue to be pursued by the CCJPA and Amtrak in FY 2006-07. For the upcoming fiscal year, the CCJPA plans to increase fares when train service is expanded between Oakland and San Jose, which will also help to improve reliability and reduce travel times. As part of its Marketing Program (Section 8), the CCJPA will develop a variety of fare promotions that pursue opportunities to increase customer satisfaction and ridership without making major changes to Amtrak's current fare structure. Opportunities include:

For the upcoming fiscal year, the CCJPA plans to increase fares when train service is expanded between Oakland and San Jose, which will also help to improve reliability and reduce travel times.

- The "Tell-A-Friend" and frequent rider programs will reward customer loyalty by selectively distributing free round-trip tickets, much like the Trial Ride Program
- The Automated Ticket Validation (ATV) pilot program is a joint effort with Amtrak to provide conductors with handheld computer units that allow for on-board real-time validation and sales of tickets. Benefits of this system include customer convenience, real-time information on ridership and revenue, and operating cost efficiencies. The specifications for the ATV units require that the units accept smart card technology such as the Bay Area's Translink fare media
- Further expansion of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach routes to parallel local transit services will help increase overall system ridership and revenues
- In a joint effort with Amtrak, existing ticket vending machines (TVMs) will either be replaced or new units will be installed at all stations by late Summer 2006. The TVMs will accept debit and credit cards only.

Taken together, these fare and ticketing projects and programs for FY 2006-07 will enhance customer convenience and increase revenue yield through expanded TVM availability and usage and improved revenue collection with the ATV project, while continuing to meet the State's eventual farebox recovery goal of 50%.

### FY 2007-08 Fares

While still preliminary, the projected fare structure for FY 2007-08 will follow the program set forth in FY 2006-07. The CCJPA will perform periodic reviews of the fare structure and make modifications with Amtrak as necessary. In addition, the CCJPA will pursue opportunities to increase customer satisfaction and ridership without making major changes to Amtrak's fare structure. Opportunities include:

- Working with Metropolitan Transportation Commission (MTC) to include the Translink smart-card fare collection technology on the Capitol Corridor trains
- Continuation and expansion of transit connectivity programs such as the Transit Transfer Program, joint ticketing, and transfer of motorcoach routes to parallel local transit services
- Further expansion and enhancement of the ATV pilot program to install an on-board handheld ticketing and validation system on all trains in the Northern California fleet assigned to the Capitol Corridor and San Joaquin routes

## 7. Service Amenities, Food Services and Equipment

The CCJPA is responsible for the administration and maintenance supervision of the State-owned fleet of rail cars and locomotives assigned to Northern California. The goal of the CCJPA is to ensure equity in the operation and maintenance of equipment assigned to the Capitol Corridor and San Joaquin Corridor services. In accordance with the ITA, the CCJPA is entrusted with ensuring that the rail fleet is operated and maintained to the highest standards of reliability, cleanliness, and safety; and that the unique features and amenities of the State-owned train

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equipment are well utilized and maintained to standards established by Amtrak, the State, and the CCJPA.

**Service Amenities**

Accessibility. The Capitol Corridor and San Joaquin Corridor trains provide complete accessibility to passengers. Accessibility features include on-board wheelchair lifts, two designated spaces per train car for passengers in wheelchairs, and one wheelchair-accessible lavatory on the lower level of each train car.

Information Displays. Each California Car is equipped with passenger information displays that provide the train number and destination, plus any required public information.

Lavatories. Lavatories in California Cars feature electric hand dryers, soap dispensers, and infant diaper changing tables.

Telecommunications. California Cars that provide food service are equipped with one telephone for passenger use in the lower level of the train car. The current mid-life overhaul program includes the expansion of 110-volt power access to additional locations within all cars to satisfy the growing demand of passengers who bring laptop computers on the trains.

Research indicates that permanent procurement of wireless Internet/network services based on the emerging WiMax standard will best accommodate the needs of the Capitol Corridor service into the future, including its use in operational applications such as ticketing and security.

Bicycle Access. The original Cab and Coach Cars and newly acquired California Cars have bicycle storage units that hold three bicycles on the lower level of the train car. The newly acquired Cab Cars have storage space for up to 13 bicycles on the lower level.

Wi-Fi Internet Access. The trials for wireless Internet services are still ongoing based on a technology using satellite and cellular communications. Research over the past two years indicates that permanent procurement of wireless Internet/network services based on the emerging WiMax standard, a landside antenna-based technology, will best accommodate the needs of the Capitol Corridor service into the future, including its use in operational applications such as ticketing and security. The CCJPA will be working to procure technology based on this system over the next year.

Business/Custom Class Car. While current economic conditions in the State have deferred the CCJPA's introduction of the Business/Custom Class Car, concepts are still under evaluation to continuously upgrade and better serve business travelers with premium services that will retain and expand this market. The basic premise is to renovate one car per train to be equipped with additional services and amenities not found in other Coach Cars, such as:

- Window curtains
- Morning coffee and pastry service
- Daily periodicals
- Satellite Internet access

**Food and Beverage Services**

Many of the food and beverage service improvements proposed in prior years have been implemented, and are reaping benefits in customer satisfaction and increased sales of menu items. Recent modifications include:

- More attractive menu choices
- New signage and seat pocket menus that promote food service
- Improved inventory and accounting procedures to enhance profitability

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These efforts by the CCJPA and Caltrans will continue to enhance the unique food and beverage service provided on the Capitol Corridor and San Joaquin Corridor trains, which differentiates it from other modes of transportation.

### Equipment Acquisition, Maintenance, and Renovation

The CCJPA continues to work closely with Caltrans and Amtrak to refine the maintenance and operations programs to improve the reliability, safety, and cost-effectiveness of the rail fleet. The

Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of train upgrades that will improve the performance of the rolling stock and maintain the valued assets of the State's investment in the service.

Capitol Corridor and San Joaquin routes now share a combined fleet of 15 F59PHI locomotives, 2 DASH-8 locomotives, and 78 Alstom-built passenger coaches and food service cars. New fleet acquisitions recently proposed by the Governor will dramatically increase the capacity of the service. Recent federal legislative proposals also raise the possibility of leveraging State dollars with a federal match.

Oakland Maintenance Facility. The new Oakland Maintenance Facility opened for business on Nov. 1, 2004. This facility is designed to accommodate the service expansion plans of the Capitol Corridor and San Joaquin services. Amtrak, Caltrans Rail, and the CCJPA will continue to make incremental improvements to maximize the facility's efficiency.

Rehabilitation and Modification Programs. Using previously allocated State funds, the CCJPA, Caltrans, and Amtrak have created a multi-year program of upgrades to the existing train fleet that will improve the performance of the rolling stock and maintain the valued assets of the State's investment in the service.

### Work Completed (FY 2005-06 and Prior)

- The original fleet of locomotives has been through an extensive renovation program that included the rebuilding of auxiliary power motors, which has resulted in a marked improvement in performance and reliability
- The individual Heating-Ventilation-Air Conditioning (HVAC) units on each passenger car were rebuilt prior to Summer 2003
- The original fleet of locomotives, Coach Cars, Diner Cars, and Cab Cars were also repainted

### Upcoming Work (FY 2006-07 and Beyond)

- The door systems have been completely redesigned to improve operation and maintenance via a microprocessor-controlled door operator system. These have been installed in the first 17 coaches that have been overhauled so far
- Improvements are being made to the ducting and filtration systems of the renovated HVAC control system, providing better air quality and climate control
- Restroom facilities are being upgraded, including rebuilt toilet operating systems, new flooring, and improved doors and latching mechanisms
- An improved ride quality suspension package and collision protection system is being installed to enhance passenger and crew safety
- The communication connections between train cars are being upgraded to provide better volume control, improved real-time signage, and capabilities for expanded Wi-Fi service to the entire train via a network-ready cable

## 8. Marketing Strategies

The CCJPA uses a combination of grassroots local marketing efforts and broad-based joint media campaigns to build awareness of the Capitol Corridor service. Marketing dollars and impact are maximized through joint promotions and advertising as well as reciprocal marketing programs with the State, Amtrak, CCJPA member agencies, and other selected partners. A

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primary objective is to promote the service to key markets and attract riders to trains with available capacity.

Advertising Campaigns. Major media campaigns inform leisure and business travel audiences about service attributes, promotions/pricing, and destinations. The advertising mix includes print, radio, outdoor billboards, direct mail, and online media buys, and it is continually adjusted to ensure consistent visibility in premium markets.

Targeted Marketing Programs. The CCJPA will continue to develop programs that target specific markets, such as the Train Treks youth group discount program to boost mid-day, mid-week travel and customer retention efforts such as Rider Appreciation and Tell-a-Friend programs. Major media campaigns promote riding the train to popular events such as Oakland Raiders games. The CCJPA will develop promotional programs that create awareness of the train

The Capitol Corridor's Strategic Marketing Partnership Program has established metrics to enhance the CCJPA's trade promotion negotiations, allowing selected partners to market their products through Capitol Corridor marketing channels.

as way to reach fun destinations throughout Northern California. Working with hotels and convention/visitor bureaus, the CCJPA will create seasonal destination-based packages to sports events and cultural attractions (San Jose Grand Prix, Old Sacramento, etc.).

Partnership Brand Marketing. The Capitol Corridor's Strategic Marketing Partnership Program has established metrics to enhance the CCJPA's trade promotion negotiations, allowing selected partners to market their products through Capitol Corridor marketing channels. The program now has a solid foundation for increasing value and revenues to the advertising program by partnering with well-known organizations that share similar target audiences.

Joint Marketing. Working with Amtrak and Caltrans, the CCJPA achieves cost efficiencies in marketing the State-supported rail services through select joint promotions and campaigns.

Communications and Public Relations The CCJPA places great importance on keeping in constant communication with our passengers. A positive public image is also essential to building awareness of the brand. Key elements include:

- Call center staff work closely with marketing and operations to ensure callers receive clear and up-to-date information about the Capitol Corridor service and promotions
- An evolving website, electronic newsletter, electronic station signage, flyers and posted signs inform customers about service changes, promotions, and special events
- Public relations will continue its lifestyle marketing approach and focus on creating buzz through attention-getting events and amenities

Outreach and Advocacy. The CCJPA will develop a broader plan for advocacy of the Capitol Corridor service and related services, and build upon outreach efforts with communities along the route. Key elements include:

- Advocacy efforts will aim to increase the Capitol Corridor's visibility and recognition as a unique interagency partnership
- Communities along the Capitol Corridor have joined the CCJPA to share awareness-building efforts in their respective cities through local marketing campaigns
- An Annual Performance Report informs the public and elected officials of the service's success and benefits to local communities
- Working with Operation Lifesaver – a voluntary effort by railroads, safety experts, law enforcement, public agencies, and the general public – the CCJPA will support rail safety campaigns through education, engineering, and enforcement
- The CCJPA will leverage riders who use and benefit from the service as advocates in their communities

**FY 2006-07 Marketing Program**

The CCJPA's FY 2006-07 Marketing Program will focus on meeting the increased ridership projections, using marketing strategies based on our existing core service. In FY 2007, the CCJPA will shift primarily to solo campaigns, but will retain the most lucrative shared promotions with Amtrak and Caltrans. Advertising media will consist primarily of radio traffic sponsorships, promotionally driven media buys, and online ads. Specific marketing programs will target the markets most likely to benefit from our planned service expansions. Marketing initiatives will also aim to enhance the distinctiveness and visibility of the Capitol Corridor brand. Key elements will include:

- Advertising messages and creative that reflect the CCJPA's emphasis of the Capitol Corridor as a distinct service brand
- Joint media promotions with well-known organizations to maximize media dollars and expand market reach
- Reciprocal marketing with tourism industry members such as hotels, airports, and convention/visitor bureaus
- Targeted marketing to school groups, senior citizens, special interest groups, and new residential communities
- Outreach and public relations efforts in the Silicon Valley/San Jose area to coincide with service expansion

In FY 2006-07, specific marketing programs will be developed to target the markets most likely to benefit from the Capitol Corridor's planned service expansions.

**FY 2007-08 Marketing Program**

The CCJPA will place continued emphasis on the Capitol Corridor brand to increase regional brand awareness and test for advertising effectiveness. Creative execution will emphasize local character and personalize the service, including possible image and identity modifications.

**9. Annual Funding Requirement: Costs & Ridership Projections**

The primary purpose of this Business Plan Update, as identified in the ITA, is to request the annual funds required by the CCJPA to operate, administer, and market the Capitol Corridor service for agreed-upon service levels. Previous sections in this document describe the proposed operating plan, planned service improvements, and capital improvements for FY 2006-07 and FY 2007-08.

**FY 2006-07 and FY 2007-08 Operating Costs**

Based on the Operating Plan and Strategies (Section 3), Amtrak has provided its best estimate for FY 2006-07 and FY 2007-08. These costs are shown in Table 9-1 and include the basic train service and associated feeder bus service (routes 20, 21, and 23), including the CCJPA's proportionate share of costs relating to the Highway 17 Express bus service (San Jose – Santa Cruz) and Highway 49 Express bus service (Auburn – Grass Valley).

**FY 2006-07 and FY 2007-08 Marketing Expenses**

The CCJPA's marketing budget for FY 2006-07 and FY 2007-08 will fund the respective year's Marketing Programs presented in Section 8. The CCJPA will develop the various campaigns and programs. The preliminary budget estimates illustrated in Table 9-1 represent only direct expenditures of the CCJPA and do not include any costs for marketing programs provided solely by Amtrak or the State.

**FY 2006-07 and FY 2007-08 Administrative Expenses**

Table 9-1 identifies the estimate for the FY 2006-07 and FY 2007-08 budgets that support the administrative activities of the CCJPA for the Capitol Corridor service. There has been a shift in funds from the operating budget to the administrative budget due to the October 2005 (FY 2005-06) transfer of customer service call center operations from Amtrak to BART, the CCJPA's

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managing agency. However, the total allocation to the CCJPA remains the same as in prior years.

The Capitol Corridor service will remain a part of the State’s intercity rail system and continue to be funded by the State. The CCJPA will provide the level of service consistent with funding appropriated by the Legislature and allocated by the State. Cost savings realized by the CCJPA or revenues in excess of business plan projections during the term of the ITA will be used by the CCJPA for service improvements in the corridor (Section 1).

**Table 9-1  
CCJPA FY 2006-07 – FY 2007-08 Funding Requirement  
Capitol Corridor Service (Minimum Levels)**

Service Level	FY 2006-07				FY 2007-08	
		Incremental Increase			TOTAL	TOTAL
Sacramento-Oakland						
Weekday	24				24	24
Weekend	18				18	18
Oakland-San Jose						
Weekday	8	6			14	14
Weekend	12	2			14	14
Sacramento-Roseville	2		4		6	6
Roseville-Auburn	2			2	4	4
<b>Ridership (a)</b>	<b>1,272,800</b>	<b>74,200</b>	<b>39,100</b>	<b>12,400</b>	<b>1,398,500</b>	<b>1,433,500</b>
<b>Total Train Operating Expenses</b>	<b>\$ 32,863,000</b>	<b>\$ 1,399,000</b>	<b>\$ 644,000</b>	<b>\$ 334,000</b>	<b>\$ 35,240,000</b>	<b>\$ 35,945,000</b>
Equipment Capital Costs	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Train Expenses</b>	<b>\$ 32,863,000</b>	<b>\$ 1,399,000</b>	<b>\$ 644,000</b>	<b>\$ 334,000</b>	<b>\$ 35,240,000</b>	<b>\$ 35,945,000</b>
<b>Total Bus Expenses</b>	<b>\$ 2,665,000</b>	<b>(42,000)</b>	<b>-</b>	<b>(29,000)</b>	<b>\$ 2,594,000</b>	<b>\$ 2,659,000</b>
<b>TOTAL Expenses (a)</b>	<b>\$ 35,528,000</b>	<b>\$ 1,357,000</b>	<b>\$ 644,000</b>	<b>\$ 305,000</b>	<b>\$ 37,834,000</b>	<b>\$ 38,604,000</b>
<b>Train Revenue</b>	<b>\$ 13,607,000</b>	<b>\$ 719,000</b>	<b>\$ 409,000</b>	<b>\$ 157,000</b>	<b>\$ 14,892,000</b>	<b>\$ 15,606,000</b>
<b>Bus Revenue</b>	<b>\$ 1,512,000</b>	<b>(20,000)</b>	<b>-</b>	<b>(15,000)</b>	<b>\$ 1,477,000</b>	<b>\$ 1,543,000</b>
<b>TOTAL Revenue (a)</b>	<b>\$ 15,119,000</b>	<b>\$ 699,000</b>	<b>\$ 409,000</b>	<b>\$ 142,000</b>	<b>\$ 16,369,000</b>	<b>\$ 17,149,000</b>
<b>CCJPA Funding Requirement</b>						
CCJPA Operating Costs (b)	\$ 20,409,000	\$ 658,000	\$ 235,000	\$ 163,000	\$ 21,465,000	\$ 21,455,000
Insurance for State-Owned Equipment (c)	\$ 425,000	\$ -	\$ -	\$ -	\$ 425,000	\$ 425,000
Minor Capital Projects (d)	\$ 325,000	\$ -	\$ -	\$ -	\$ 325,000	\$ 325,000
<b>Subtotal-CCJPA Operating Expenses</b>	<b>\$ 21,159,000</b>	<b>\$ 658,000</b>	<b>\$ 235,000</b>	<b>\$ 163,000</b>	<b>\$ 22,215,000</b>	<b>\$ 22,205,000</b>
Marketing (e)	\$ 1,174,000	\$ -	\$ -	\$ -	\$ 1,174,000	\$ 1,174,000
Administrative Expenses (f)	\$ 2,815,000	\$ -	\$ -	\$ -	\$ 2,815,000	\$ 2,815,000
<b>TOTAL CCJPA Funding Request</b>	<b>\$ 25,148,000</b>	<b>\$ 658,000</b>	<b>\$ 235,000</b>	<b>\$ 163,000</b>	<b>\$ 26,204,000</b>	<b>\$ 26,194,000</b>

(a) CCJPA provided initial estimates for ridership, revenue, and operating costs. Amtrak to provide final estimates in March 2006.

(b) Starting in FY 2003-04 Amtrak revised its allocation of train operating expenses, whereby indirect expenses (i.e., depreciation, interest/taxes, and other administrative costs) are incurred by Amtrak but are not passed on to the CCJPA, resulting in lower CCJPA/State operating costs.

(c) Amtrak procures insurance coverage for state-owned equipment that is operated for service.

(d) Expenses to be allocated for small or minor capital projects.

(e) Due to State budget constraints, the FY 2005-06 and FY 2006-07 marketing expenses will be capped at the same levels as the six prior fiscal years (\$1,174,000). Does not include contributions by Amtrak or additional resources provided by the State as part of market research program.

(f) Includes additional administrative expenses to CCJPA resulting from transfer of call center/phone information services from Amtrak to CCJPA/BART.

**10. Separation of Funding**

As identified in the Joint Exercise of Powers Agreement (JEPA) for the CCJPA, the Controller-Treasurer of the Managing Agency of the CCJPA shall perform the functions of Treasurer, Auditor, and Controller of the CCJPA. BART’s prior agreement with the CCJPA to serve as the CCJPA’s Managing Agency expired in February 2005 and was renewed for a five-year term through February 2010, consistent with enactment of AB 1717 in September 2003. This longer

term will allow the CCJPA Board to more effectively measure the performance of the Managing Agency.

As identified in the ITA, the State shall perform audits and reviews of financial statements of the CCJPA with respect to Capitol Corridor service. In addition, the CCJPA requires that the Controller-Treasurer shall provide for an annual independent audit of the accounts of the CCJPA within six months of the close of the State fiscal year. BART has established the appropriate accounting and financial procedures to ensure that the funds appropriated and otherwise secured by the CCJPA during FY 2006-07 and FY 2007-08 to support the Capitol Corridor service are solely expended to operate, administer, and market the service.

## 11. Consideration of Other Service Expansions & Enhancements

Consistent with the CCJPA's Vision Plan, this section presents service expansion and enhancement opportunities beyond the CCJPA's FY 2006-07 and FY 2007-08 service plans and funding requirements. Planning for potential new services will require securing capital improvements, additional operating funds, and institutional agreements.

Auburn – Sacramento – San Francisco Bay Area Regional Rail Markets. Over the past two years, a conceptual planning study has been underway to determine the feasibility and funding opportunities for the operation and necessary capital improvements to provide peak hour regional rail service between Auburn/Sacramento and Richmond/Oakland. These proposed trains would be integrated with the Capitol Corridor intercity trains to provide 30-minute headways during the weekday peak periods. The planning study was completed in October 2005.

Silicon Valley/Santa Clara County Markets. Efforts continue to expand public rail transportation to the South Bay. With the passage of Bay Area Regional Measure 2 in March 2004, a \$1 increase in local bridge tolls will be the primary funding source (with matching State and federal funds) for the introduction of peak hour commuter train service between an expanded Union City

The proposed regional rail trains between Auburn/Sacramento and Richmond/Oakland would be integrated with the Capitol Corridor intercity trains to provide 30-minute headways during the weekday peak periods.

Intermodal Station and San Jose/San Francisco via the Dumbarton Rail bridge. The CCJPA is co-project applicant with Caltrain for the planning, construction and implementation of this service. The CCJPA will work with project partners to ensure that Capitol Corridor trains are closely coordinated and integrated with ACE and the new Dumbarton Rail commuter trains, especially along the shared track between Union City and Fremont/Newark. In addition, VTA and BART continue planning and environmental studies for the proposed extension of BART from Southern Alameda County to San Jose. The development and operation of this proposed BART extension would be coordinated with existing and additional Capitol Corridor trains to and from San Jose and Silicon Valley.

Additional Service Expansion. The CCJPA continues to work with Amtrak, Caltrans, and other interested agencies to increase train service levels on the Capitol Corridor. The CCJPA will utilize the Caltrans 10-Year Statewide Rail Plan to develop and implement its vision of bi-directional hourly service.

In a partnership with Placer County TPA and Caltrans Division of Rail, the CCJPA completed a conceptual planning study in January 2005 on the proposed extension of Capitol Corridor trains to Reno/Sparks (via Truckee). The study identified conditions along the rail route and at existing or proposed stations, developed conceptual train schedules, estimated ridership/revenue projections and operating costs, prepared a preliminary capital improvement plan, and established an action plan to implement the service extension by FY 2009-10.

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However, the extension of service to Reno/Sparks has been suspended at the request of the Union Pacific Railroad. When UPRR is prepared to consider passenger rail service coupled with their extensive freight rail service plans in the corridor, the CCJPA may then be able to work with UPRR to establish the envisioned service. At that point, the CCJPA will work with Amtrak, the City of Reno, and other agencies to ensure that the extension of Capitol Corridor trains to Reno will serve Reno station, renovated and re-opened with the completion of the Reno railroad-trenching project.

The CCJPA has adopted a Train Service Policy that encourages partnerships among several passenger rail services and local/regional transportation agencies to ensure that proposed service extensions provide mutual cost savings through the use of joint facilities and equipment.

The CCJPA has set forth and adopted a Train Service Policy that supports the future extensions to new markets beyond the Capitol Corridor. It encourages partnerships among several passenger rail services and local/regional transportation agencies to ensure that these proposed service extensions provide mutual cost savings through the use of joint facilities and equipment. In addition to the Capitol Corridor extension to Reno/Sparks and other proposed regional commuter rail services, the CCJPA has developed working relationships with:

- Dumbarton Rail commuter trains (Union City – Redwood City – San Francisco/San Jose)
- San Joaquin Corridor service
- Amtrak National Network (California Zephyr and Coast Starlight)
- Altamont Commuter Express service (Stockton – Livermore – San Jose)
- Caltrain service (Gilroy/San Jose – San Francisco)
- California High Speed Rail Authority
- Proposed new passenger rail services to Monterey, Redding/Chico, Napa/Santa Rosa, and Los Angeles via the Coast Subdivision (Salinas/San Luis Obispo)

Beyond the proposed extensions of the Capitol Corridor service, future service enhancements between the three urban centers located in the Capitol Corridor (Sacramento, Oakland/San Francisco, and San Jose) present the opportunity to achieve significant ridership increases.

# **Appendices**

**Appendix A  
Capitol Corridor Historical Performance**

Fiscal Year	Trains	Ridership	Prior Year	per day	Revenue*	Prior Year	Expense*	Prior Year	Ratio*	Costs*
SFY 91/92 (a)	6	173,672	--	864	\$1,973,255	--	\$4,848,967	--	40.7%	\$1,592,907
SFY 92/93	6	238,785	--	650	\$2,970,103	--	\$8,333,093	--	35.6%	\$6,712,017
SFY 93/94	6	364,070	52.5%	1,000	\$3,598,978	21.2%	\$9,911,735	18.9%	36.3%	\$6,714,761
SFY 94/95	6	349,056	-4.1%	960	\$3,757,146	4.4%	\$9,679,401	-2.3%	38.8%	\$6,012,315
SFY 95/96 (b)	8	403,050	15.5%	1,100	\$4,805,072	27.9%	\$11,077,485	14.4%	43.4%	\$6,434,940
SFY 96/97	8	496,586	23.2%	1,360	\$5,938,072	23.6%	\$20,510,936	85.2%	29.0%	\$9,701,519
FFY 97/98 (c)	8	462,480	-6.9%	1,270	\$6,245,105	5.2%	\$20,527,997	0.1%	30.4%	\$11,404,143
FFY 98/99 (d)	10/12	543,323	17.5%	1,490	\$7,314,165	17.1%	\$23,453,325	14.3%	31.2%	\$16,022,024
FFY 99/00 (e)	12/14	767,749	41.3%	2,100	\$9,115,611	24.6%	\$25,672,749	9.5%	35.7%	\$16,440,540
FFY 00/01 (f)	14/18	1,073,419	39.8%	2,941	\$11,675,117	28.1%	\$28,696,741	11.8%	40.7%	\$17,680,477
FFY 01/02	18	1,079,779	0.6%	2,960	\$12,201,602	4.5%	\$32,842,038	14.4%	37.2%	\$20,590,919
FFY 02/03 (g)	18/20/22/24	1,142,958	5.9%	3,130	\$12,800,469	4.9%	\$36,459,383	11.0%	38.1%	\$21,540,910
FFY 03/04	24	1,165,334	2.0%	3,190	\$13,168,373	2.9%	\$35,579,266	-2.4%	37.2%	\$22,708,181
FFY 04/05	24	1,260,249	8.1%	3,450	\$15,148,333	15.0%	\$35,110,571	-1.3%	43.2%	\$24,288,609
FFY 05/06 (h)	24	318,120	3.2%	3,460	\$4,051,277	7.3%	\$8,701,000	-1.5%	50.6%	\$5,031,500

\* Cost statistics include train service as well as bus service

RT = Round trip

SFY = State Fiscal Year (July 1 - June 30)

FFY = Federal Fiscal Year (October 1 - September 30)

a. Statistics available for partial year only because service began in December 1991.

b. Fourth round-trip began in April 1996.

c. Statistics presented for FFY 97/98 and each subsequent FFY to conform with Performance Standards developed by BT&H.

d. 10 trains began on October 25, 1998 and 12 trains began on February 21, 1999.

e. 14 trains were added effective February 28, 2000

f. 18 trains were added effective April 29, 2001

g. 20 trains were added October 27, 2002; 22 trains were added January 6, 2003; 24 trains were added April 28, 2003

h. Ridership and revenue shown is the period through December 2005.

**Appendix B  
Programmed or Completed Capitol Corridor Projects (as of December 2005)**

<b>Programmed or Completed Projects (Preliminary and Tentative - Subject to Revision)</b>	<b>Costs</b>
<b>Station Projects</b>	
Colfax	\$2,508,165
Auburn	\$3,131,656
Rocklin	\$2,114,173
Roseville	\$1,619,104
Sacramento	\$11,549,526
Davis	\$5,326,643
Fairfield/Vacaville (a)	\$29,000,000
Suisun/Fairfield	\$3,834,049
Martinez	\$38,145,628
Richmond	\$21,924,408
Berkeley	\$4,745,500
Emeryville	\$17,252,136
San Francisco – Ferry Building	\$584,842
Oakland – Jack London Square	\$20,319,077
Oakland – Coliseum	\$6,132,000
Hayward	\$1,782,500
Fremont – Centerville	\$3,544,050
Great America/Santa Clara	\$3,082,627
San Jose – Diridon	\$27,138,542
Platform Signs	\$63,101
Real-time message signs (design)	1,494,842
Other (b)	\$2,640,575
<b>SUBTOTAL – Station Projects</b>	<b>\$207,933,144</b>
<b>Track and Signal Projects</b>	
Placer County	\$500,000
Auburn Track and Signal Improvements	\$350,000
Sacramento – Roseville (3 <sup>rd</sup> Track) Improvements	\$6,950,000
Yolo Causeway 2 <sup>nd</sup> Track	\$16,754,185
Sacramento – Emeryville	\$60,219,132
Oakland – Santa Clara (Hayward Line) [1991]	\$14,900,000
Niles Junction – Newark (Centerville Line) (c)	\$10,667,740
Sacramento – San Jose C-Plates	\$14,156
Oakland – San Jose	\$76,680,000
San Jose 4 <sup>th</sup> Track	\$41,850,000
Bahia Viaduct Track Upgrade	\$2,940,000
Harder Road (Hayward) Undercrossing (2001)	\$8,898,000
<b>SUBTOTAL – Track and Signal Projects</b>	<b>\$240,723,213</b>
<b>Maintenance and Layover Facility Projects</b>	
San Jose (Pullman Way) Maintenance Facility	\$5,789,862
Oakland Maintenance Facility (new)	\$63,835,956
Oakland Maintenance Base (former site)	\$464,884
Colfax/Auburn Layover Facility (d)	\$691,956
Roseville Layover Facility	\$157,702
Sacramento Layover Facility	\$941,316
<b>SUBTOTAL – Maintenance and Layover Facility Projects</b>	<b>\$71,881,676</b>
<b>Rolling Stock (California Cars and Locomotives) (e)</b>	<b>\$235,282,226</b>
<b>TOTAL – PROGRAMMED OR COMPLETED PROJECTS</b>	<b>\$755,820,259</b>

Appendix C  
Capitol Corridor Performance Standards FY 2004-05 to FY 2009-10

PERFORMANCE STANDARD	FY 2004-05				PERCENT CHANGE	STANDARD	FY 2005-06	FY 2006-07	FY 2007-08	FY 2008-09
	ACTUAL	STANDARD	VARIANCE ACTUAL TO STANDARD	PRELIMINARY STANDARD						
NUMBER OF DAILY TRAINS (SAC-OAK)	24	24				24	24#	24#	24#	32@
USAGE										
Route Ridership	1,258,178	1,200,100	58,078		4.8%	1,247,700	1,398,500	1,433,500	1,866,000	
Average Daily Ridership	3,447	3,288	158		4.8%	3,418	3,832	3,927	5,085	
Percent Change in Route Ridership	8.0%	3.0%	\$		\$				2.5%	29.5%
Percent Change in Train Passenger Miles	8.6%	5.1%	\$		\$	-98.5%	7857.5%	2.5%	36.8%	53.9%
Percent Change in Train Miles	0.0%	0.0%	\$		\$	0.0%	15.8%	0.0%	97.5	86.7
Passenger Miles per Train Mile (PM/TM)	95.0	91.9	3.1		3.4%	1.4	95.2	97.5		
COST EFFICIENCY										
Farebox Ratio (Train and Bus Service)	43.1%	39%	4.6%		--	42%	43%	44%	48%	
Percent Change in Total Revenue	13.5%	1.8%	--		--	8.0%	11.5%	4.8%	33.8%	
Percent Change in Total Expenses	1.8%	2.3%	--		--	-1.3%	8.7%	2.0%	31.2%	
Train Revenue per Train Mile	\$ 15.25	\$ 13.85	\$ 1.40		10.1%	\$ 14.66	\$ 14.27	\$ 14.96	\$ 13.43	
Train Revenue per Passenger Mile (Yield)	\$ 0.181	\$ 0.151	\$ 0.030		6.5%	\$ 0.1587	\$ 0.150	\$ 0.153	\$ 0.155	
Train Expenses per Train Mile	\$ 36.92	\$ 36.37	\$ (0.45)		-1.2%	\$ 36.21	\$ 33.77	\$ 34.45	\$ 29.90	
Train Only State Cost per Train Mile	\$ 20.67	\$ 22.52	\$ (1.85)		-8.2%	\$ 21.54	\$ 19.50	\$ 19.49	\$ 16.48	
Train Only State Cost Per Passenger Mile	\$ 0.22	\$ 0.25	\$ (0.03)		-11.2%	\$ 0.20	\$ 0.20	\$ 0.20	\$ 0.19	
SERVICE QUALITY										
On Time Performance	84.2%	90%	-6%		--	90%	90%	90%	90%	
Percent of California Car Fleet Available	89.0%	87%	2%		--	87%	87%	87%	87%	
OPERATING RESULTS										
TRAIN AND BUS										
Total Revenue	\$15,147,733	\$ 13,985,000	\$ 1,562,733		11.5%	\$ 14,678,000	\$ 16,369,000	\$ 17,148,229	\$ 22,954,000	
Total Expenses	\$35,007,472	\$ 35,250,000	\$ (242,528)		-0.7%	\$ 34,804,000	\$ 37,834,000	\$ 38,604,000	\$ 50,689,000	
Total State Operating Cost ^	\$ 22,147,472	\$ 22,930,000	\$ (782,528)		-3.4%	\$ 20,851,000	\$ 22,215,000	\$ 22,205,000	\$ 28,780,000	
TRAIN ONLY										
Train Only Revenue	\$13,738,256	\$ 12,480,000	\$ 1,258,256		10.1%	\$ 13,210,000	\$ 14,892,000	\$ 15,605,000	\$ 21,576,000	
Train Only Expenses	\$32,361,472	\$ 32,781,000	\$ (419,528)		-1.3%	\$ 32,617,000	\$ 35,240,000	\$ 35,945,000	\$ 48,012,000	
Train Only State Operating Cost	\$18,823,216	\$ 20,301,000	\$ (1,677,784)		-8.3%	\$ 19,407,000	\$ 20,348,000	\$ 20,339,000	\$ 26,436,000	
Passenger Miles	85,559,120	82,806,900	2,752,220		3.3%	1,247,800	98,293,500	101,775,838	139,200,000	
Train Miles	900,854	901,302	(448)		0.0%	900,854	1,043,530	1,043,530	1,606,000	

^ - Includes payments to Amtrak for use of equipment (including insurance) and minor capital costs. Not included in any other line item.  
 \* - Represents fixed price contract cost for FFY 2003-04 and FFY 2004-05. Actual contract cost may be lower, but not higher.  
 † - Per Business Plan Update/Amtrak Contract  
 # - Standards measured assume expansion of 14 daily trains to/from San Jose, 6 daily trains to/from Roseville, and 4 daily trains to/from Auburn.  
 @ - Standards measured assume expansion of 4 trains (2 daily round trips) to Reno/Sparks, NV.  
 NOTE 1 - Performance measures not calculated where no standard was developed.  
 NOTE 2 - Percents of change not shown when measure itself is a percent.

Appendix D  
How's Business



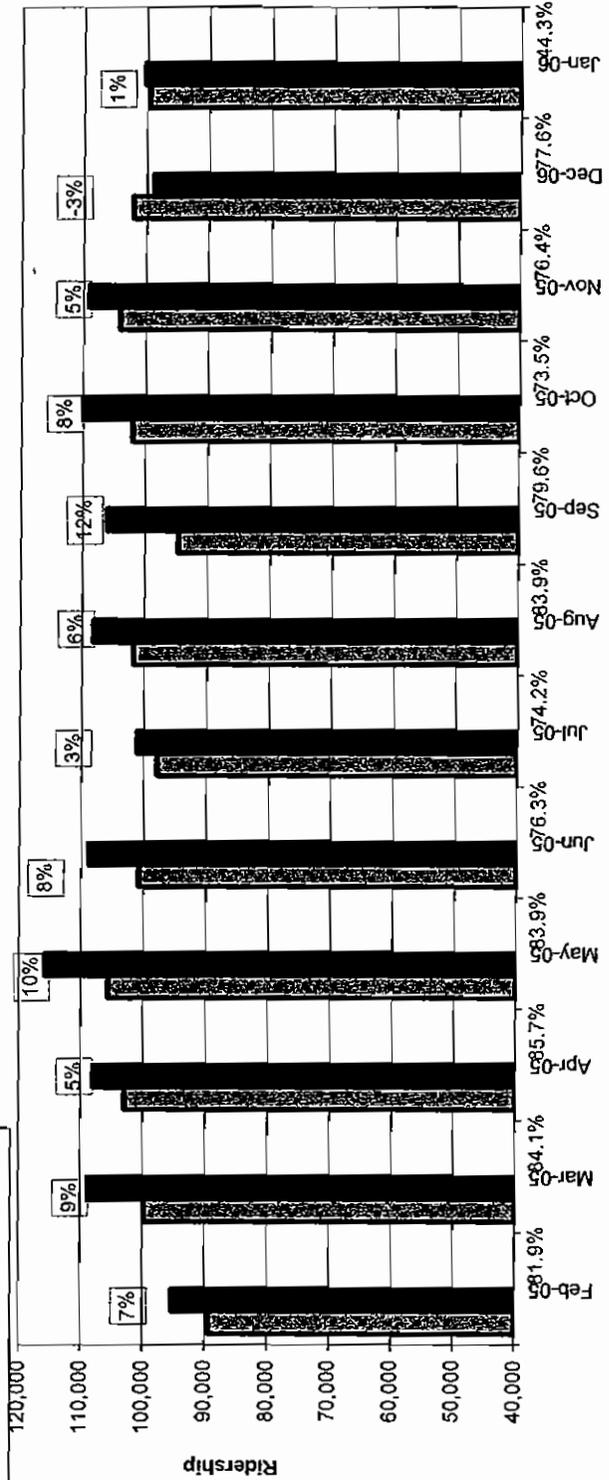
# How's Business? Ridership

## Capitol Corridor Performance Ridership Trends FFY 06 vs. FFY 05

5.8% Overall 12-Month Growth  
5.6% Overall Prior 12 Month Growth Period

Ridership Last 12 Months=1,270,635  
Ridership Prior 12 Month Period=1,201,154

■ Prior Year ■ Last 12 Months





DATE: March 10, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant  
RE: Safe Routes to Schools Study (SR2S)  
Public Outreach Process and Steering Committee Appointments

**Background:**

In July 2005, the STA adopted the Solano Travel Safety Plan, Phase 1, an update of the safety plan developed in 1998 by the STA. The Solano Travel Safety Plan identifies vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identified pedestrian and bicycle accident rates in each jurisdiction.

In September 2005, STA retained Alta Planning + Design to conduct the Safe Routes to Schools / Safe Routes to Transit (SR2S/SR2T) Study, which is Phase 2 of the Solano Travel Safety Plan. Phase 2 will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T).

The SR2S Program is intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. Eligible projects will include capital improvement projects as well as education, enforcement and encouragement activities and programs that are incidental to the overall cost of the project, such as developing safety and health awareness materials and education programs.

The SR2T Program will be developed after the SR2S Program has been developed. In the meantime, SR2T applications should be consistent with existing STA plans, such as the Solano Transportation for Livable Communities Plan, Solano Countywide Pedestrian Plan and Solano Countywide Bicycle Plan.

During December 2005, Alta Planning + Design surveyed STA's member agencies to create an existing conditions report which included:

- 1) Existing and programmed SR2S and SR2T projects/programs in Solano County to serve as a benchmark for the study;
- 2) Planned/proposed SR2S and SR2T projects that local agencies will be seeking future funding to implement;
- 3) Available existing bicycle/pedestrian collision or count data in order to assist in prioritizing future project needs.

Attached are the results of the existing conditions surveys (See Attachment B).

**Discussion:**

Over the next year, STA will be coordinating an extensive SR2S public input process. This effort will gather input from local agencies, school districts, and the public on existing and planned efforts, as well as other local safety needs and potential SR2S projects. The public input effort will target local city councils, Solano County school boards and institutions, the Solano County Board of Supervisors, the STA Board, SolanoLinks Transit Consortium, the STA Technical Advisory Committee (TAC), Bicycle Advisory Committee (BAC), Pedestrian Advisory Committee (PAC), and the Paratransit Coordinating Council (PCC).

The SR2S outreach process is split into three major phases:

- 1) City Council & School District Board presentations
- 2) Community Task Force meetings
- 3) City Council, School District Board, and STA Board adoption of the SR2S Study.

**Phase 1: City Council & School District Board presentations**

SR2S introduction presentations will be given to these groups to brief them on the STA's proposal Safe Routes to School Program. They will then be requested to make appointments to their local SR2S Community Task Forces. These initial presentations will be held from mid-April to early June 2006.

**Phase 2: SR2S Community Task Force meetings**

The STA will help facilitate public input meetings in coordination with Community Task Forces, each responsible for creating a local list of prioritized SR2S projects and program priorities.

Members of each task force will include:

- City Council appointment
- School District Board appointment
- Police Department representative
- STA TAC local representative
- STA BAC local representative
- STA PAC local representative

STA will provide each task force with meeting materials such as summary handouts, maps, survey forms, and other outreach and marketing materials. Each local priority list will be brought before their City Council and School District Board for a recommendation to adopt and for the STA Board to incorporate their list into STA's SR2S Study.

STA expects to coordinate with two to three SR2S Community Task Forces every three months, ending Phase 2 by about June 2007. (See Attachment A)

- September-November 2006  
**Benicia and Vacaville**
- January-March 2007  
**Vallejo, Dixon, and Rio Vista**
- April-June 2007  
**Fairfield/Suisun, Travis, and Solano Community College**

**Phase 3: SR2S Study Adoption**

STA will complete the SR2S Study, including a Countywide SR2S Priority Projects List in the fall of 2007. Each of the STA Board's advisory committees will be asked to give a recommendation to the STA Board to adopt the study. The STA Board will be asked to approve the SR2S Study by the end of 2007.

SR2S Steering Committee

Before each Community Task Force can begin to list and prioritize their SR2S projects, they must have clear SR2S Goals, Objectives, and Criteria to follow. A SR2S Steering Committee, comprised of eight (8) members along with STA staff and Alta Planning + Design will help create these goals, objectives, and criteria.

The SR2S Steering Committee is proposed to be composed of:

- Two TAC appointed representatives (Appointed on March 29<sup>th</sup>)
- Two Police Department representatives
- Two Solano County Office of Education appointed representatives (Appointed on April 14<sup>th</sup>)
- STA BAC Chair
- STA PAC Chair

This committee will also help refine the Phase 2 public input process. The committee will recommend the SR2S Goals, Objectives, and Criteria to the STA TAC in May 2006. The STA TAC will recommend the goals, objectives, and criteria to the STA Board in June 2006.

**Recommendation:**

Informational.

Attachments:

- A. Draft SR2S Public Input Schedule
- B. Draft Existing Conditions Report

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**DRAFT 2006/2007 Solano Safe Routes to Schools Public Outreach Schedule**

<b>Phase 1: City Council &amp; School District Board presentations</b>			
<b>Date</b>	<b>City Council Meetings</b>	<b>School District Meetings</b>	<b>STA Meetings</b>
<b>2006</b>			
<b>April</b>			
12			STA Board SR2S Outreach Process presentation, 6:00 pm
14		Solano Office Of Education, 11:00 am	
18		River Delta USD, 6:30 pm	
19		Vallejo USD, 5:00 pm	
25	Dixon, 7:00 pm & Vacaville, 9:00 pm		
<b>May</b>			
2	Benicia, 7:00 pm		
3		Solano Community College, 7:00 pm	
4		Benicia USD, 7:00 pm	
8-12	SR2S Steering Committee Meeting - creates goals, objectives, and criteria		
9		Travis USD, 5:00 pm	
16	Suisun City, 7:00 pm & Fairfield, 9:00 pm		
18		Vacaville USD, 5:00 pm & Dixon USD, 7:00 pm	
25		Fairfield/Suisun USD, 7:00 pm	
23/30	Vallejo, 7:00 pm		
31			EAC recommends SR2S Goals, Objectives and Criteria to STA Board
<b>June</b>			
1	Rio Vista, 7:00 pm		
14			STA Board Adopts SR2S Goals, Objectives, and Criteria (renew Alta's contract)
June-August	City Councils appoint SR2S Community Task Force members	School Districts appoint SR2S Community Task Force members	STA Staff & Alta Planning + Design create meeting materials

<b><u>Phase 2: SR2S Community Task Force meetings</u></b>			
September, October, & November	<ul style="list-style-type: none"> <li>• <b>Benicia and Vacaville</b> Public Outreach meetings</li> <li>• City Councils and School Boards adopt local priority lists</li> </ul>		
<b>2007</b>			
January, February, & March	<ul style="list-style-type: none"> <li>• <b>Vallejo, Dixon, and Rio Vista</b> Outreach meetings</li> <li>• City Councils and School Boards adopt local priority lists</li> </ul>		
April, May, & June	<ul style="list-style-type: none"> <li>• <b>Fairfield/Suisun, Travis, and Solano Community College</b> Public Outreach Meetings</li> <li>• City Councils and School Boards adopt local priority lists</li> </ul>		
July-August			STA Staff & Alta Planning + Design complete SR2S Study
<b><u>Phase 3: SR2S Study Adoption</u></b>			
September & October		Office of Education Adopts SR2S Study	STA advisory committees recommend study adoption
December			STA Board Adopts SR2S Study

**Solano County Safe Routes to School and Transit  
Draft Existing Conditions Report**

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# 1. PLANNING AND POLICY CONTEXT

This chapter provides an overview of planning and policy documents from the Solano County Transportation Authority that is relevant to the development of the Solano County Safe Routes to School and Transit Study. Each plan or study is summarized in the context of how it contributes to the development of the Solano County Safe Routes to School or Safe Routes to Transit Study. Of particular use to this document are lists of recommended projects identified and prioritized with associated cost estimates and conceptual designs. Most of the following documents are focused on transit related initiatives. There are some references to school related access, however information is mostly only provided in the form of maps that include school locations.

## 1.1. SOLANO COMPREHENSIVE TRANSPORTATION PLAN - CTP 2030

### 1.1.1. TRANSIT ELEMENT

Date Adopted: January 2005

The Transit Element of the Comprehensive Transportation Plan provides a strategy for doubling the number of daily transit trips by 2030 through a combination of intercity bus, intercity passenger rail, ferry, paratransit and transit support facilities. The Transit Element includes a summary of transit studies completed and underway, goals and objectives to provide vision for an expanded network, an assessment of existing travel demand and projected growth in demand, a baseline assessment of transit service provider responsibilities and capacities, and funding sources. The plan provides a useful snapshot of financial and statistical figures for each service provider. Most pertinent to development of the Safe Routes to Transit portion of the plan is the section on Intercity Transit Support System Elements, starting on page 89. This section describes planned improvements to existing intermodal stations and plans for new intermodal stations. A summary of capacities for existing park and ride lots, park and ride lot expansion sites as well as proposed new sites are included. Recommendations to improve intermodal bus transit oriented centers and intermodal ferry and rail centers are also included in the text of this plan, however most of the improvements are covered in minimum detail.

### 1.1.2. ALTERNATIVE MODES ELEMENT

Date Adopted: January 2005

The Alternative Modes Element of the Comprehensive Transportation Plan is driven by three goals: 1) Ensuring the connection between land use and transportation planning, 2) Revitalizing existing urban centers, 3) Identifying Transportation for Livable Communities Projects that achieve these goals. The Alternative Modes Element also includes Objectives that include developing new plans and studies as well as keeping existing alternative mode plans current. The objectives promote the development of comprehensive support systems and infrastructure for: 1) bicycling and walking, 2) multi-modal connections, 3) Transportation for Livable Communities (TLC) projects, 4) ridesharing, 5) alternative fuels, and 6) transit. The plan further describes each of these alternative mode sub-elements, referencing existing documents and summarizing goals and policies stated in each jurisdiction that supports the modes while providing brief descriptions of relevant program funding sources, background federal, state

## 1. Planning and Policy Context DRAFT

and local legislation to provide context. Specific projects are identified in each plan in addition to a brief listing of priority projects with accompanying countywide maps highlighting existing and proposed bike and pedestrian paths, lanes and routes. The alternative modes element provides a comprehensive inventory, highlighting priority projects within each plan, although for the purposes of this study, the individual referenced plans will provide a more complete list of projects to be considered.

### 1.2. COUNTYWIDE BICYCLE PLAN

Date Adopted: January 2004

The 2004 Solano Countywide Bicycle Plan is the most recent edition of the first plan created in 1995. Since 1995 this is the third Caltrans Bicycle Transportation Account (BTA) eligible update. The plan includes standard BTA required elements: a) estimated number of existing and projected bicycle commuters, b) map and description of existing and proposed land uses, c) map and description of existing and proposed bikeways, d) map and description of existing and proposed bicycle parking, e) map and description of existing and proposed bicycle parking facilities adjacent to transit centers, f) map and description of existing and proposed bicycle changing and showering facilities, g) descriptions of bicycle safety and education programs, h) community involvement in developing the plan, i) description of the plans consistency with other plans, j) list of proposed and prioritized projects, k) description of past bicycle facility expenditures. Since the creation of the 2004 plan, 30.4 miles out of 416 miles of roadway in the county carry bicycle lane, while off-street bikeways (dedicated non-automotive) total 13 miles. The 2004 plan calls for a comprehensive bikeway network of 138 miles, comprised of Class I multi-use paths, Class II bike lanes and Class III bike routes. The plan was updated with feedback from the County Bicycle Advisory Committee and will rely on the BAC to provide guidance for project implementation.

Solano Yolo Bikelinks Map 2004 – this map was developed as a recommendation of the Countywide Bicycle Plan. The Map provides a map of all bicycle facilities in the vicinity of Solano and Yolo Counties. The Map also provides user guidance on proper riding protocol, hand signals and contact information for support resources such as local bicycle groups and bike shops.

### 1.3. COUNTYWIDE PEDESTRIAN PLAN

Date Adopted: October 2004

The Countywide Pedestrian Plan was developed as a complete tool kit for aiding member jurisdictions with developing programmatic framework within their respective administrations. The tools are designed to provide background information that is easily adapted for use in grant applications, or outreach and marketing materials. Key features of this Plan that will be useful for developing the Safe Routes to School and Transit Study include summaries of collision statistics for each jurisdiction, a complete cost for implementing planned pedestrian projects, totaling \$25 Million, relevant land use policies for member jurisdictions, and descriptions of existing safe routes to school programs. Currently the City of Benecia has the most active program, while other jurisdictions have begun to apply for and receive funding. The plan also provides sample pedestrian design guidelines, a countywide inventory of pedestrian facilities and projects categorized by type with narrative descriptions and maps of pedestrian centers.

## 1.4. TRANSPORTATION FOR LIVABLE COMMUNITIES PLAN

Date Adopted: October 2004

This plan is a coordinated strategy document that provides the policy background for the concept of Transportation for Livable Communities and identifies projects suitable for application to the Metropolitan Transportation Commission's (MTC) Transportation for Livable Communities and Housing Incentives Programs. To date Solano County has received over \$3.5 Million in TLC funding. Funded projects include the Dixon Streetscape Revitalization Project, Jepson Parkway Bikeway Segments 9 and 10 in Suisun City, Downtown RioVista Revitalization Plan, Suisun City Main Street, Vacaville Davis Street, Vallejo Sereno Transit Village, and Vallejo Georgia Street.

The plan further provides an inventory of identified projects, cost estimates and project development sheets. These projects will be useful in identifying the Safe Routes to Transit portions of the plan. Much of this will be easily adapted for SR2T program eligibility. Most of the proposed projects are focused on three themes: Transit access, Housing, bikeways and streetscapes.

## 1.5. I-80 / I-680 / I-780 TRANSIT CORRIDOR STUDY

Date Adopted: July 2004

A significant amount of the work completed for *I-80 / I-680 / I-780 Transit Corridor Study* the could benefit the current study, in particular the evaluation of bus stop locations, demand estimation, and cost estimates. The following summarizes the most relevant components of the rail study.

This report describes the existing condition and future expansion of intercity bus routes within the region including and surrounding Solano County. The focus on the plan is primarily on intercity travel to and from the county to three key portals including the Vallejo Ferry Terminal, Pleasant Hill BART Station and El Cerrito Del Norte Station. There are currently eight intercity bus routes operated by Solano County transit agencies. One route extends to Davis and Sacramento, two routes connect to the Pleasant Hill BART Station, two routes connect to the Vallejo Ferry Terminal and three routes connect to the El Cerrito del Norte BART Station. Together the eight regional bus routes serve 3,540 weekday passenger trips. Due to Solano County's high rate of ridesharing, the plan makes an explicit attempt to assess Park & Ride lot conditions and potential for expanding transit to these portals to transit which are rapidly growing in popularity. The recommendations provided in this document primarily focus on revising existing routes to respond better to ridership demands and additional new routes to the destination portals.

The document provides service performance characteristics of each transit line, a fare matrix; congestions patterns and trends; plans for HOV expansion. Chapter 3 Existing Park and Ride and Transit Center Facilities, is the most relevant to this study as it includes conceptual design plans for proposed improvements. Useful maps and descriptions of locations of employers with over 200 employees are also included in the plan.

## **1.6. SOLANO COUNTY SENIOR AND DISABLED TRANSIT STUDY**

Date Adopted: June 2004

The goal of this study is to characterize travel needs of a rapidly aging population as well as the disabled community. The study provides a comprehensive list of trip destinations and summaries of extensive surveying and stakeholder interviews. The plan provides short, mid and long term recommendations for both fixed route service and paratransit service. The primary issue for all of these recommendations is the lack of frequency and lack of service on weekends. Additionally the plan identifies a high and short term priority for providing driver sensitivity training. Other issues that need remedying are improved access to published schedules, dedicated access to grocery stores, pharmacies and medical offices. Additionally the study identifies a need to increase paratransit service capacity by improving understanding scheduling software and disincentives for no-shows. Cost estimates were provided for all the programs.

## **1.7. TRAVEL SAFETY STUDY - PHASE 1**

Date Adopted: July 2005

The Solano Travel Safety Plan identifies vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identifies pedestrian and bicycle accident rates in each jurisdiction. The Phase 1 Solano Travel Safety Plan is an update of the safety plan developed in 1998. Phase 2 of the Travel Safety Plan will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T). This document serves as Phase 2 of the 2005 Travel Safety Study 2005 update.

## **1.8. STATE ROUTE 12 TRANSIT CORRIDOR STUDY**

Date Adopted: October 2005

This study provides recommendations for improving intercity transit connections between Solano and Napa Counties. The study is nearing completion with a draft version currently circulating for comments. The study sets forth proposed transit route alignments and a three part phased system for implementing recommendations. The ultimate goal is to provide transit connections between Rio Vista and the Napa Valley along the State Route 12 corridor. The plan objectives related to improved safety for transit access will be integrated into long range aspects of Safe Routes to Transit portion of the study as these routes do not currently exist.

## **1.9. JEPSON PARKWAY CONCEPT PLAN**

Date Adopted: May 2000

The Jepson Parkway Concept Plan was developed with the assistance of MTC's Transportation for Livable Communities Planning Grant. The goal of this plan was to provide an essential north-south connection in Solano County, relieve increasing congestion, embed multi-modal options in roadway

planning, preserve open space and utilize land use policies to enhance improved usage of alternative modes. The 12 mile Parkway spans the distance between the I-80/Leisure Town Road Interchange in Vacaville to the State Route 12/Walters Road intersection in Suisun City. The Plan is divided into five elements: Transit, Bicycle and Pedestrian, Landscape, Land Use/Design, and Roadway Phasing and Management. The document identifies existing bus routes, transit stations, planned bus stop locations and school locations. No explicit plans for connecting to schools are included.

AGENCY RESPONSE TO SAFE ROUTES TO SCHOOL AND TRANSIT PROJECTS SURVEY (02/08/06)

City	Lead Agency	STATUS			Estimated Construction	Budget	Pedestrian	Bicycle	SR2T	SR2S	Description	Location
		Planned	Programmed	Existing								
Dixon												
No survey response submitted												
Fairfield												
No survey response submitted												
Rio Vista												
No survey response submitted												
Solano County	DRM	x			Two Years after funding	\$250,000	x			x	Homeacres Ave Sidewalk Installation	Homeacres community to Beverly Hills ES - West Side of Homeacres Ave
Solano County	DRM	x			One year after funding	\$100,000	x		x	x	Benecia Rd Lighted Crosswalk at Taylor Ave	Homeacres community
Solano County	DRM	x			One year after funding	\$125,000	x		x	x	Benecia Rd Lighted Crosswalk at Starr Ave	Starr Subdivision
Solano County	DRM		x		2006	\$500,000	x			x	Fulton Ave Sidewalk Installation	Homeacres community to Beverly Hills ES - North Side of Fulton Ave
Solano County	DRM	x			Two Years after funding	\$400,000	x			x	Tolenas Ave Sidewalk Installation	Tolenas community to Tolenas ES West Side of Tolenas Ave
Solano County	DRM	x			Two Years after funding	\$800,000	x			x	Old Town Cordelia Sidewalk Installation	Cordelia community to Rodriguez HS
Solano County	DRM	x			Three Years after funding	\$3,000,000	x	x		x	Cantelaw Rd Multi-Use Path Installation	English Hills community to Browns Valley ES - North Side of Cantelaw Rd b/t English Hills Rd And Timm Rd

SOLANO COUNTY SR2S & SR2T

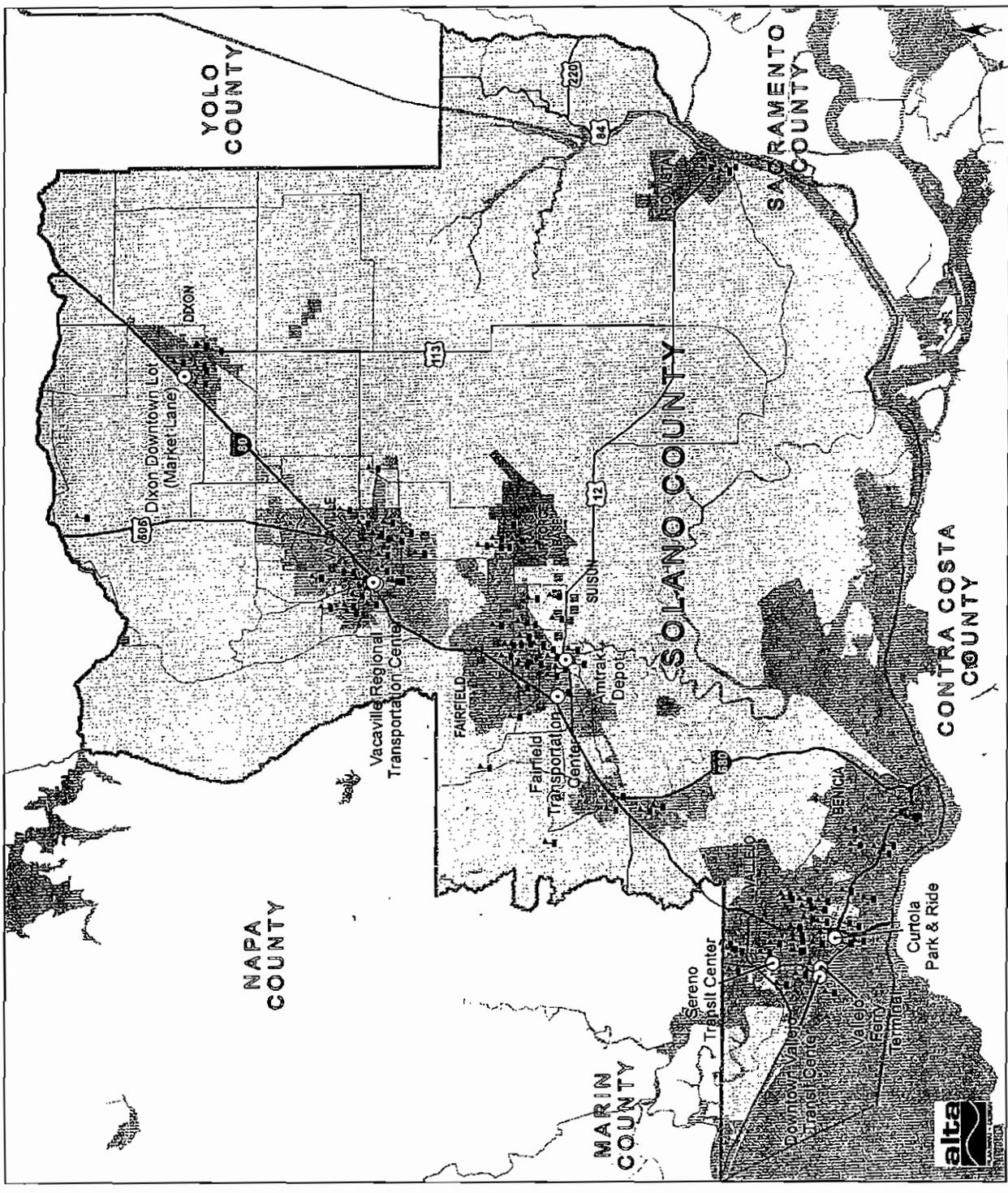
City	Lead Agency	Status			Estimated Construction	Budget	Pedestrian	Bicycle	SR2T	SR2S	Description	Location
		Planned	Programmed	Existing								
Solano County	DRM	x			Two Years after funding	\$2,000,000	x	x		x	Timm Rd Multi-Use Path Installation	English Hills community to Browns Valley ES - West Side of Timm Rd b/t Peaceful Glen Rd and Cantelaw Rd
Solano County	DRM	x			Two Years after funding	\$200,000				x	Suisun Valley School Pedestrian Improvements	Sidewalks for a pick up area
Suisun City	PWD	x	x		TBD	\$225,000	x	x		x	construct sidewalks and add bike lanes	East Side of Marina Blvd b/t Driftwood Dr and SR12
Suisun City	PWD	x			TBD	\$100,000	x			x	Radar Speed Signs	4 School Locations
Suisun City	PWD	x			TBD	\$85,000	x			x	Bulbout Installation	Crystal MS - Francisco Dr and Whispering Bay Ln
Suisun City	PWD	x			TBD	\$750,000	x	x		x	Class 1 Bike Path	South Side of SR12 b/t Marina Blvd and Grizzly Island Rd
Vacaville	City of Vacaville			x	July 2003	\$210,368	x			x	Constructed Sidewalks	Padan School, Vacaville Christian Academy
Vacaville	City of Vacaville			x	Oct 2004	\$157,126				x	Installed 18 Radar Speed signs	Citywide
Vallejo	City of Vallejo	x			Summer 2006	\$425,000				x	Radar Speed Signs	15 Select Schools
Vallejo + Benecia	Finance Dept.			x	06-07	\$980,000					Vallejo and Benecia Transit Stop Improvement Project	100 Bus Shelters

FIGURE 1

Solano County  
Existing Conditions 2006

- Legend
- Schools
  - Parks
  - Interstate Highway
  - State Route
  - Major Roads
  - Transit Centers

DRAFT MAP



**FIGURE 2**

**City of Benicia  
Existing Conditions 2006**

**Legend**

-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations



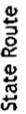
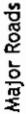
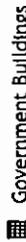
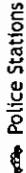
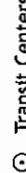
**DRAFT MAP**



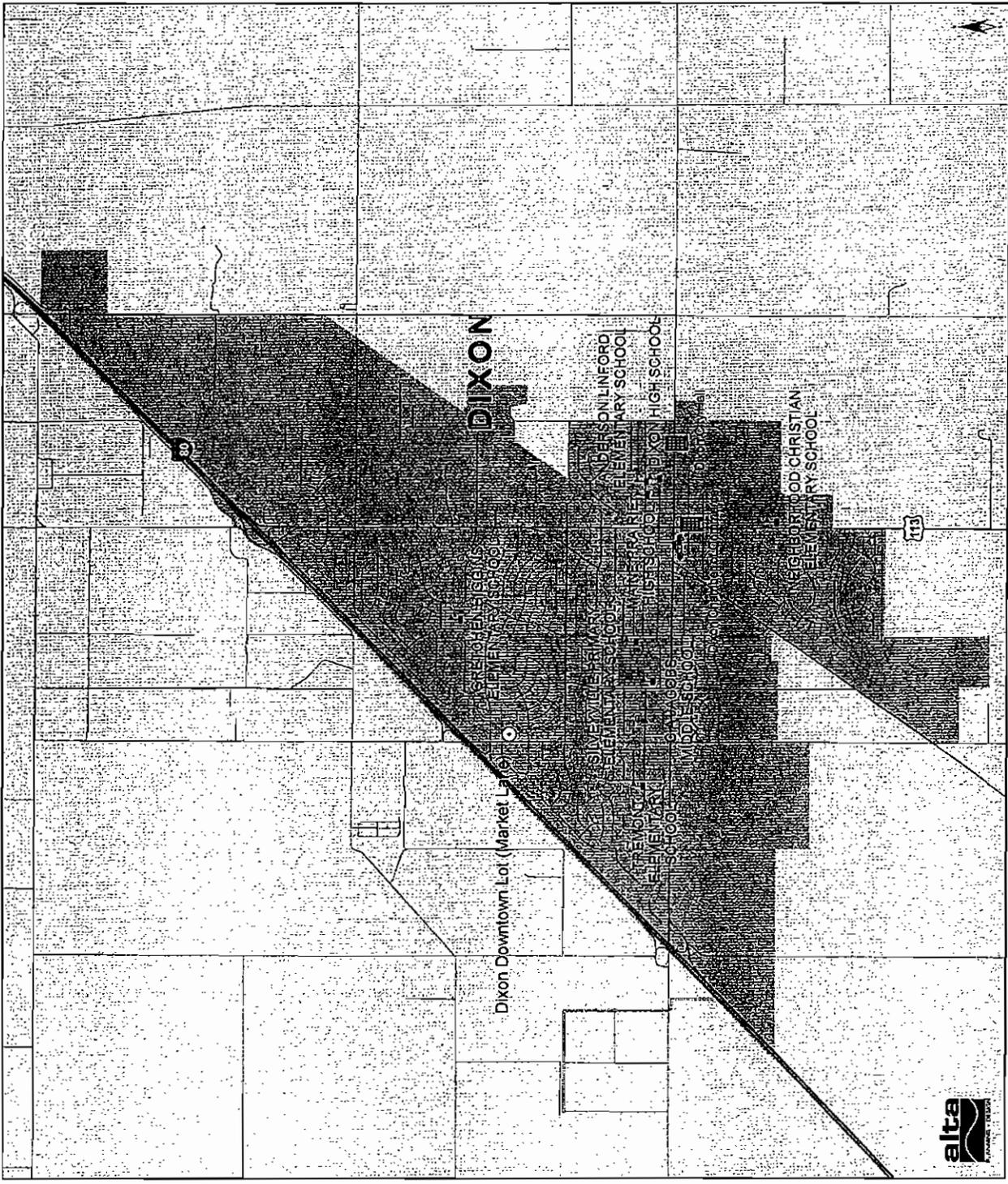
**FIGURE 3**

**City of Dixon  
Existing Conditions 2006**

**Legend**

-  Schools
-  Parks
-  Interstate Highway
-  State Route
-  Major Roads
-  Government Buildings
-  Police Stations
-  Transit Centers

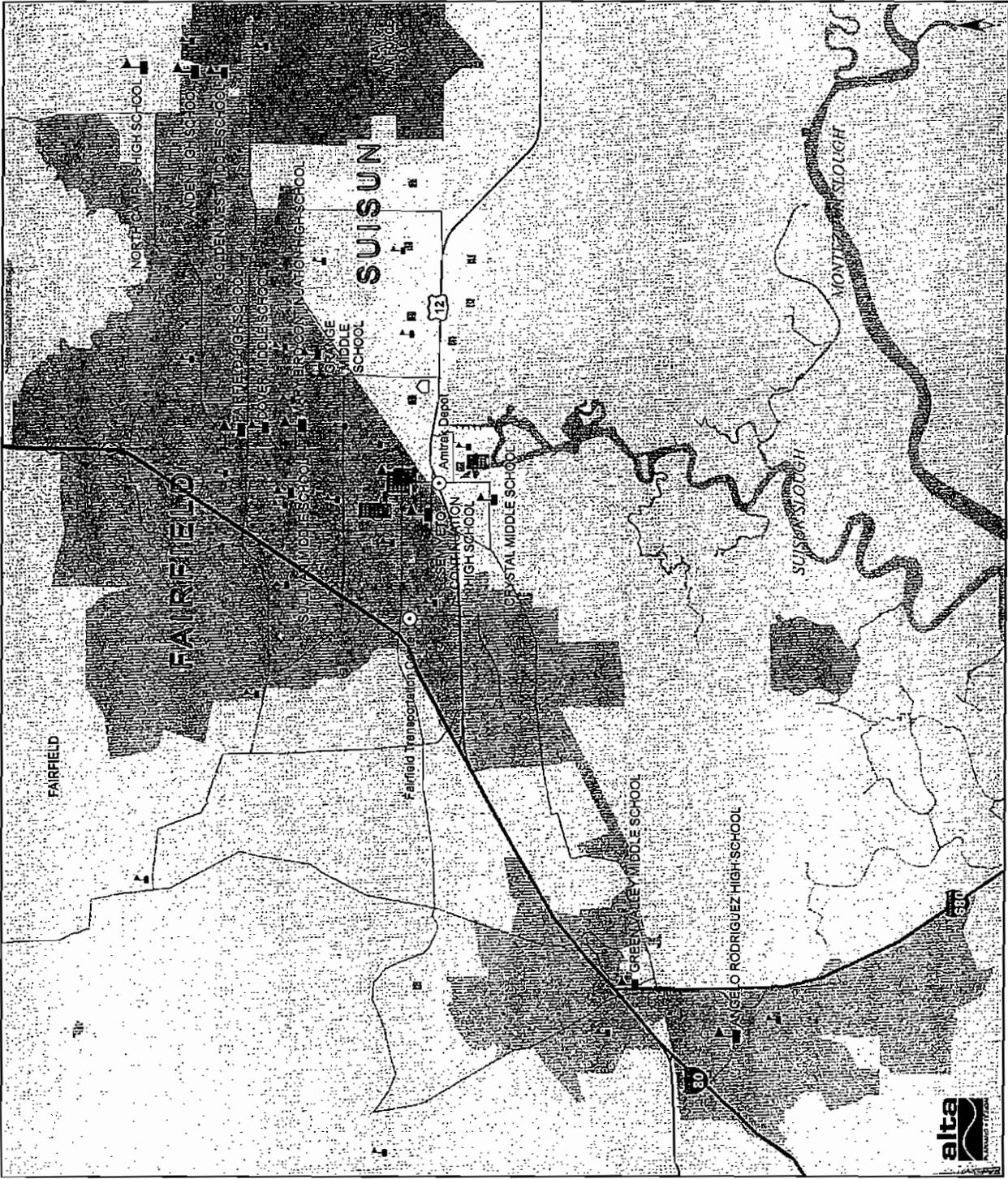
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**FIGURE 4**

**Cities of Fairfield and Suisun Existing Conditions 2006**

- Legend**
- ▲ Schools
  - Parks
  - Interstate Highway
  - State Route
  - Major Roads
  - Government Buildings
  - Ⓜ Police Stations
  - Transit Centers



**DRAFT MAP**

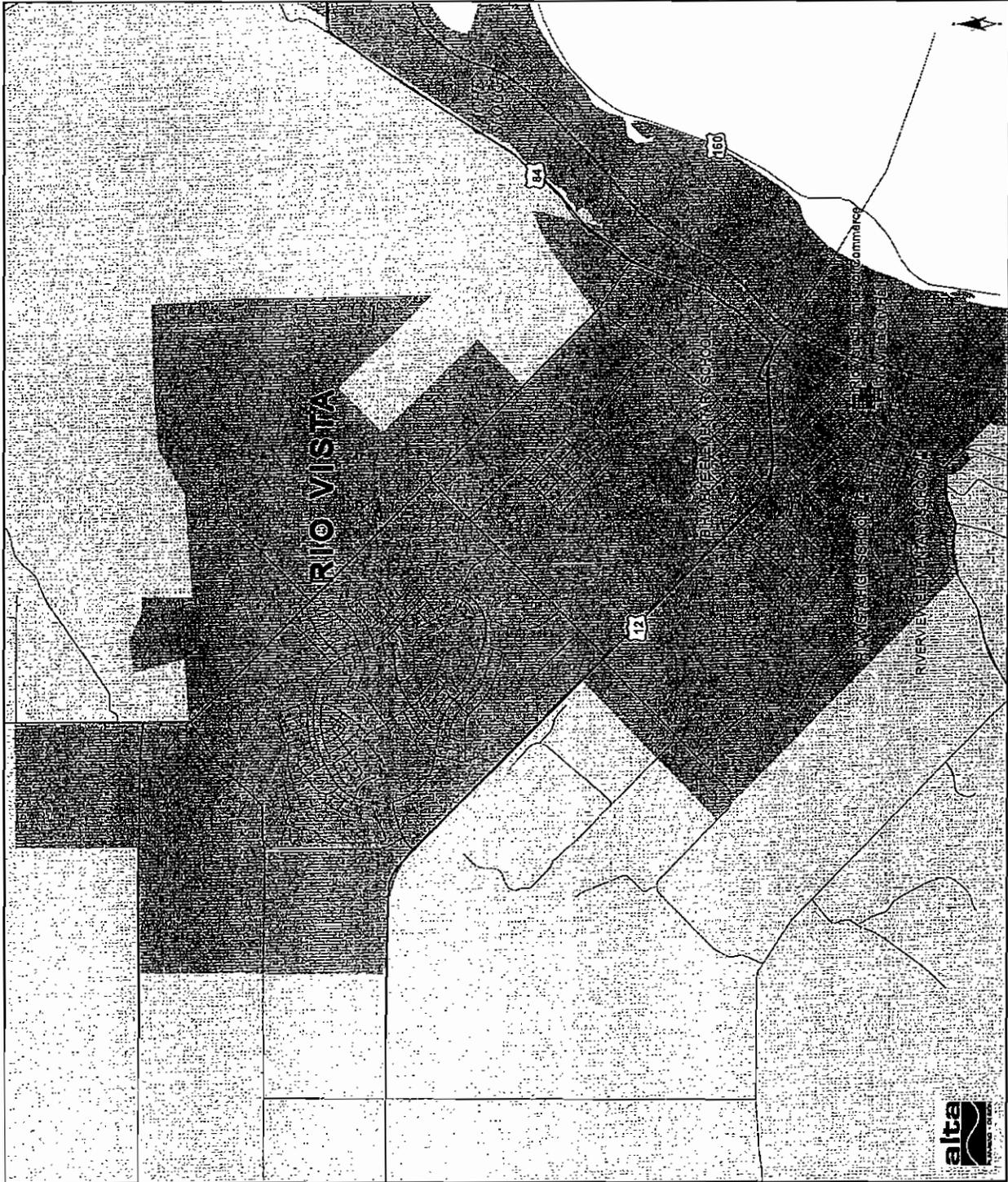


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**FIGURE 5**

**City of Rio Vista  
Existing Conditions 2006**

- Legend**
- Schools
  - Parks
  - Interstate Highway
  - State Route
  - Major Roads
  - Government Buildings
  - Police Stations
  - Transit Centers

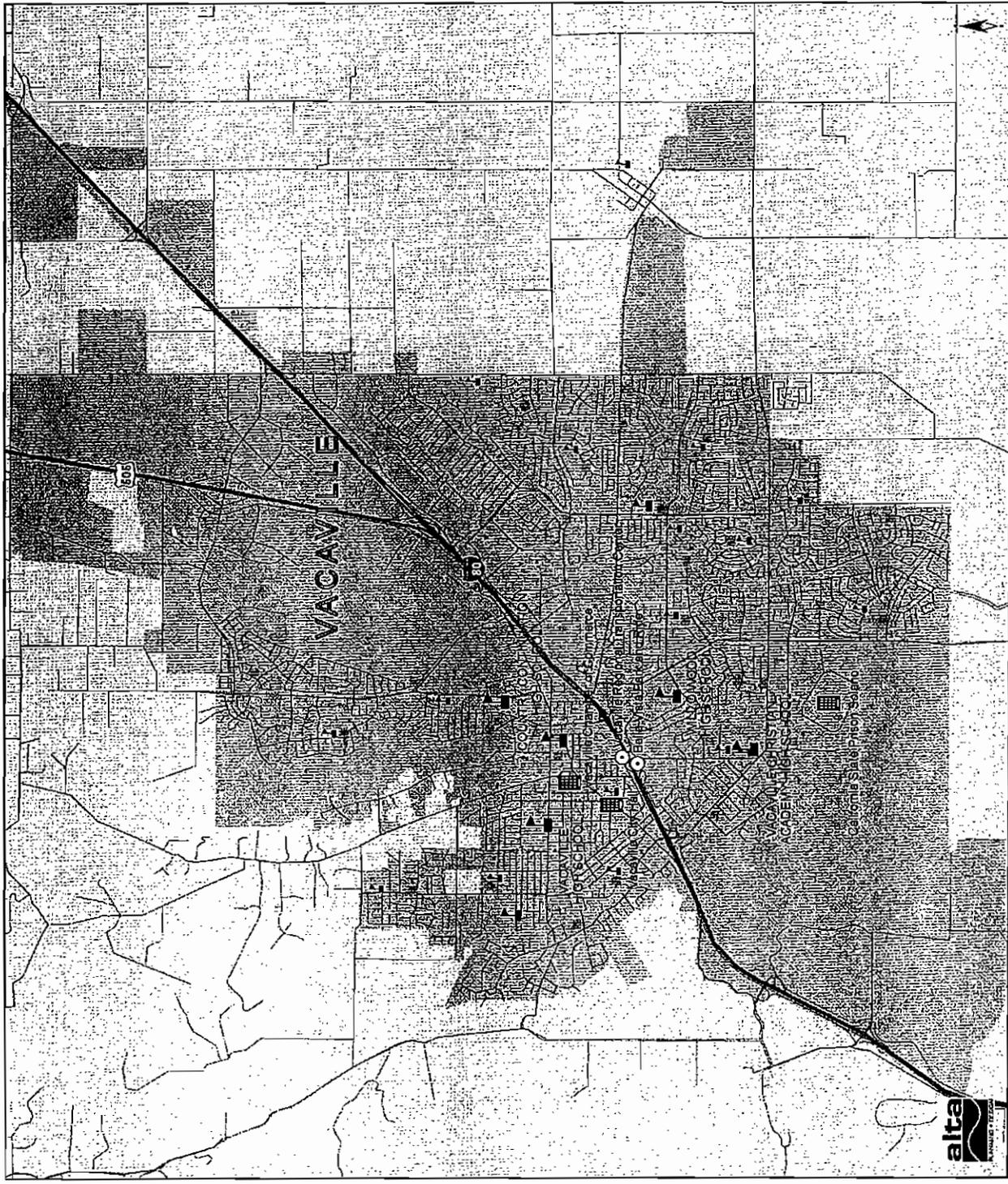


**FIGURE 6**

**City of Vacaville  
Existing Conditions 2006**

- Legend**
-  Schools
  -  Parks
  -  Interstate Highway
  -  State Route
  -  Major Roads
  -  Government Buildings
  -  Police Stations
  -  Transit Centers

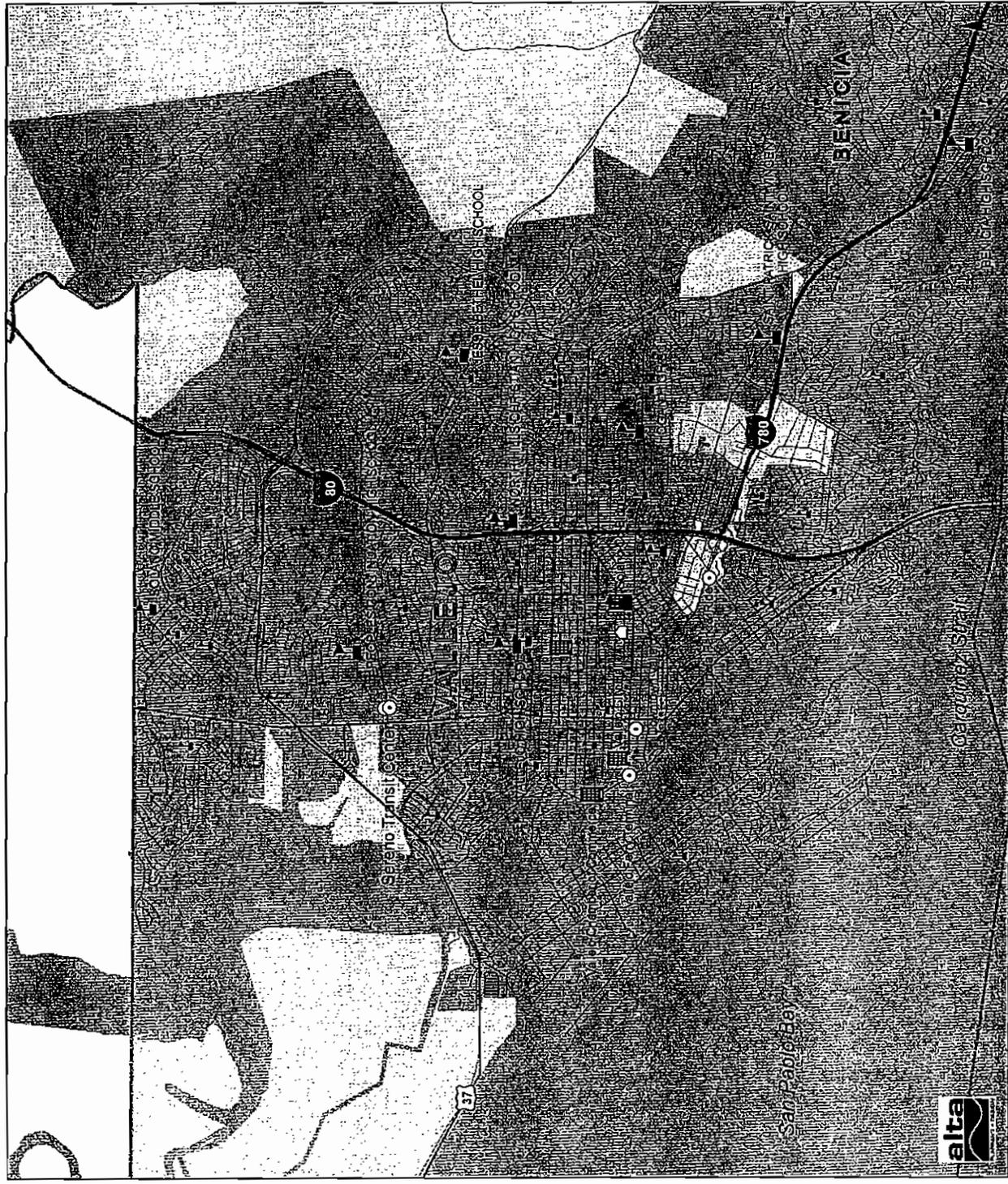
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**FIGURE 7**

**City of Vallejo  
Existing Conditions 2006**

- Legend**
- ⌘ Schools
  - ▣ Parks
  - Interstate Highway
  - State Route
  - Major Roads
  - ▣ Government Buildings
  - Ⓜ Police Stations
  - ⊙ Transit Centers



**DRAFT MAP**





DATE: March 14, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Robert Guerrero, Associate Planner  
RE: California Strategic Highway Safety Plan (SHSP)

**Background:**

Prior to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a 10% set-aside of Surface Transportation Program (STP) funds was used to fund the prior Federal Highway Safety Improvement Program (HSIP) that primarily consisted of the Railway-Highway Crossing and Hazard Elimination Programs. Under the new SAFETEA-LU, the HSIP funding was expanded to include safety-focused planning activities and selected public awareness, education, and enforcement activities. Attachment A provides a side by side comparison of the HSIP under SAFETEA-LU and the former Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

According to the California Legislative Office, SAFETEA-LU Program Funding in California from FY 2005 through FY 2009 will total: \$18 billion for highways, \$5 billion for Transit, and \$452 million for highway safety improvement and safe routes to school projects. SAFETEA-LU requires Caltrans to adopt a California Strategic Highway Safety Plan (SHSP) by FY 2007 in order for the State to utilize the \$452 million for safety improvement projects. As a result, Caltrans has established a steering committee and stakeholder group with a total of 65 state, federal and local entities participating to create the SHSP.

**Discussion:**

Caltrans completed a draft California SHSP which focuses primarily on the American Association of State Highway Transportation Officials (AASHTO) which targeted 22 safety emphasis areas. The draft SHSP also provides detailed discussions on strategies to address the emphasis areas through engineering, enforcement, education and emergency medical services (also referred to as the 4E's). The draft SHSP is available to review online at:

[www.dot.ca.gov/hq/traffops/survey/SHSP/](http://www.dot.ca.gov/hq/traffops/survey/SHSP/)

On Tuesday, March 7, 2006, Caltrans held the first of two SHSP Summits and invited participants to provide input on the draft document. Caltrans provided one summit each for Northern California and Southern California. STA staff, along with staff from the cities of Vacaville and Fairfield were among the many participants in the Northern California Summit. There were several key speakers and panelists including Caltrans Director, Will Kempton, discussing the importance of establishing a strategic plan for California and the

need to continue participating in its development. Summit participants were requested to attend a few workshops that were each focused on a specific emphasis area identified in the SHSP. The participants were tasked to provide input on solutions as well as challenges to address the safety emphasis areas.

The next step for Caltrans is to synthesize the input provided by participants from the Northern and Southern California Summits and incorporate it into a Final SHSP. Caltrans will then begin to develop a SHSP Implementation Plan which will:

- Address how to fund and finance SHSP projects
- Determine project selection criteria
- Establish statewide safety evaluation criteria
- Track California's safety implementation progress

STA staff will continue to track the progress of the SHSP and will notify the STA Technical Advisory Committee (TAC) and SolanoLinks Consortium of any new developments.

**Recommendation:**

Informational.

Attachment:

A. SAFETEA-LU vs TEA-21- Highway Safety Improvement Program

## SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
Railway-Highway Crossings (Sec. 130) and Hazard Elimination (Sec. 152)	Highway Safety Improvement Program (HSIP) (Sec. 148)
10% set aside from STP totaling approximately \$650 Million per year (FY 2000 – 2005)	Stand alone "core" program of approximately \$1.3 Billion per year (FY 2006-2009)
No comparable provision	Requires a Strategic Highway Safety Plan (SHSP) developed through a collaborative, comprehensive and data driven approach.
Section 152 Hazard Elimination Program and 130 Rail-Highway Program.	States with an SHSP can obligate funds for projects that are eligible under Section 148 Hazard Elimination Program. States without an SHSP are limited to projects eligible under the Section 152 Hazard Elimination Program and Section 130 Rail-Highway Program.
No comparable provision	After FY 2007, States without an SHSP will have their safety funds capped at the FY 2007 level.
No comparable provision, however all public roads eligible for funding.	Establishes a set aside program (\$90 Million each FY) for High Risk Rural Roads.
Railway-Highway Crossing Safety program is funded through 10% set aside (approximately \$155 Million each FY) from STP	Establishes a set aside program (\$220 Million each FY) for Railway-Highway Crossing Safety (Section 130)
Program is a 10% set aside from STP which does not consider fatalities in the distribution formula	HSIP distribution formula equally considers fatalities on federal-aid system, VMT, and lane miles on federal-aid highways.
No comparable provision	10% of HSIP funds may be used for other safety projects listed in a State's SHSP if railway-highway crossing and infrastructure safety needs are met.
No comparable provision	Annual report must be completed describing 5% of a State's locations with the most severe safety needs and this information will be made available to the public on the internet
Annual implementation and evaluation reports required, but no requirement to submit to Congress. No provision on funding for reporting requirements.	Biennial report to Congress required for railway-highway safety projects. No more than 2% of funds can be used for reporting requirements

## SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
<p>Annual reports required describing progress and effectiveness of Hazard Elimination Program and Railway-Hwy Safety Program</p> <p>Roundabouts not included in Section 120 under "Increased federal share for certain safety projects"</p>	<p>Annual reports describing progress and effectiveness of the HSIP required</p> <p>Roundabouts eligible for 100% Federal funding in Section 120 under "Increased federal share for certain safety projects"</p> <p>The term "highway safety improvement project" means a project described in the State strategic highway safety plan that corrects or improves a hazardous road location or feature, or addresses a highway safety problem. The term includes a project for one or more of the following:</p>
<p>Safety improvement project means a project that:</p> <ul style="list-style-type: none"> <li>- corrects or improves high hazard locations</li> <li>- eliminates roadside obstacles</li> <li>- improves highway signing and pavement marking</li> <li>- installs priority control systems for emergency vehicles at signalized intersections</li> <li>- installs or replaces emergency motorist aid call boxes</li> <li>- installs traffic control or warning devices at locations with high accident potential</li> <li>- improves safety on a publicly owned bike/ped pathway or trail</li> <li>- installs a traffic calming measure to improve safety</li> </ul>	<ul style="list-style-type: none"> <li>- Intersection safety improvement.</li> <li>- Pavement and shoulder widening</li> <li>- Installation of rumble strips or another warning device-</li> <li>- Installation of a skid-resistant surface</li> <li>- An improvement for pedestrian or bicyclist safety or safety of the disabled.</li> <li>- Construction of any project for the elimination of hazards at a railway highway crossing</li> <li>- Construction of a railway-highway crossing safety feature, including installation of protective devices.</li> <li>- The conduct of a model traffic enforcement activity at a railway-highway crossing.</li> <li>- Construction of a traffic calming feature.</li> <li>- Elimination of a roadside obstacle.</li> <li>- Improvement of highway signage and pavement markings.</li> <li>- Installation of a priority control system for emergency vehicles at signalized intersections.</li> <li>- Installation of a traffic control or other warning device at a location with high accident potential.</li> <li>- Safety-conscious planning.</li> <li>- Improvement in the collection and analysis of crash data.</li> <li>- Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities (including police assistance) relating to workzone safety.</li> </ul>

## SAFETEA-LU vs TEA-21 – Highway Safety Improvement Program

TEA-21 and Previous (HES and Rail-Hwy Safety)	SAFETEA-LU (SECTION 148)
	<ul style="list-style-type: none"> <li>- Installation of guardrails, barriers (including barriers between construction work zones and traffic lanes for the safety of motorists and workers), and crash attenuators.</li> <li>- The addition or retrofiting of structures or other measures to eliminate or reduce accidents involving vehicles and wildlife.</li> <li>- Installation and maintenance of signs (including fluorescent, yellow-green signs) at pedestrian-bicycle crossings and in school zones.</li> <li>- Construction and operational improvements on high risk rural roads.</li> </ul>

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DATE: March 13, 2006  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: SNCI Monthly Issues

**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions. Other items are included as they become relevant.

**Discussion:**

- 1. Transit Schedules:** The monthly transit schedule matrix will be distributed to all Solano and Napa operators the week of March 20<sup>th</sup> via email. Based on the response received, an updated transit matrix will be provided at the meeting.
- 2. Partnership's Regional Transit Marketing Committee (RTMC):** The March 14<sup>th</sup> RTMC meeting was rescheduled for May 9<sup>th</sup>.
- 3. Welfare to Work (Solano):** Staff continues to work with the County to recruit vanpool passengers and drivers in Rio Vista. SNCI staff met with County staff and Rio Vista staff on February 24<sup>th</sup> to coordinate outreach. A flyer promoting the program was distributed to Rio Vista CalWORKS clients.
- 4. Promotions:** Planning continues for the 2006 Bike to Work Day which will be held on Thursday May 18<sup>th</sup>. Local sponsorships are being secured, details are being finalized for Energizer Stations throughout Solano and Napa County, and promotional materials are being developed.
- 5. Events:** SNCI has been staffing information booths at events where transit information is distributed along with a range of commute options information. Recent events include the Queen of the Valley Transportation Fair. Upcoming events include Napa Valley College Job Fair, Valcore Earth Day Event (Vallejo), and a Health and Wellness Fair at Covenant Aviation.

**Recommendation:**

Informational.

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