



**INTERCITY TRANSIT CONSORTIUM
AGENDA**

**10:00 a.m., Wednesday, February 24, 2010
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Jeff Matheson, Chair
II. APPROVAL OF AGENDA (10:05 – 10:10 a.m.)	
III. OPPORTUNITY FOR PUBLIC COMMENT (10:10 – 10:15 a.m.)	
IV. REPORTS FROM STA STAFF AND OTHER AGENCIES (10:15 – 10:25 a.m.)	
<ul style="list-style-type: none"> • Update on Intercity Transit Ridership Survey Results • FY 2010-11 Unmet Transit Needs Update 	Elizabeth Richards Liz Niedziela
V. CONSENT CALENDAR	
<i>Recommendation: Approve the following consent items in one motion.</i>	
(10:25 – 10:30 a.m.)	
A. Minutes of the Consortium Meeting of January 27, 2010	Johanna Masielat
<i>Recommendation:</i>	
<i>Approve Consortium Meeting Minutes of January 27, 2010.</i>	
Pg. 1	

CONSORTIUM MEMBERS

Rob Sousa	Jeff Matheson	George Fink	John Andoh	Brian McLean	Crystal Odum Ford	Paul Wiese
	Chair	Vice-Chair				
Benicia	Dixon	Fairfield and Suisun	Rio Vista	Vacaville	Vallejo	County of
Breeze	Readi-Ride	Transit (FAST)	Delta Breeze	City Coach	Transit	Solano

- B. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – March 2010** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the March 2010 TDA Matrix which includes the City of Benicia’s TDA claim.
Pg. 5

VI. ACTION – NON-FINANCIAL ITEMS

- A. SolanoExpress Intercity Transit Consortium 2010 Work Plan** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown on Attachment B.
(10:30 – 10:35 a.m.)
Pg. 9

- B. Solano Senior and Disabled Transportation Study Update** Elizabeth Richards
Recommendation:
Forward a recommendation to the STA Board to approve the Draft Senior and Disabled Transportation Study Scope of Work as specified in Attachment A.
(10:35 – 10:40 a.m.)
Pg. 13

- C. Comprehensive Transportation Plan (CTP) – Adoption of Transit Goal Gap Analysis, Project List and Transit Facilities of Regional Significance Modifications** Robert Macaulay
Recommendation:
Forward a recommendation to the STA Board to adopt the following:
1. *Transit Element Goal Gap Analysis contained in Attachment A;*
 2. *Alternative Modes Goal Gap Analysis contained in Attachment B;*
 3. *Amended Transit Facilities of Regional Significance (TFORS) criteria and adding TFORS facilities identified in Attachment D; and*
 4. *CTP project list included as Attachment E.*
- (10:40 – 10:45 a.m.)
Pg. 17

VII. INFORMATIONAL ITEMS

- A. Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2010-11 Fund Estimates** Elizabeth Richards
Informational
(10:45 – 10:50 a.m.)
Pg. 83

- B. Discussion of FY 2010-11 Intercity Transit Funding Agreement** Elizabeth Richards
Informational
 (10:50 – 10:55 a.m.)
Pg. 89
- C. 10-Year Transit Fleet and Minor Transit Capital Investment Plan Update** Elizabeth Richards
Informational
 (10:55 – 11:00 a.m.)
Pg. 95
- D. Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2009-10 Mid-Year Report** Judy Leaks
Informational
 (11:00 – 11:05 a.m.)
Pg. 103
- E. SNCI Monthly Issues** Judy Leaks
Informational
 (11:05 – 11:10 a.m.)
Pg. 107

NO DISCUSSION

- F. STA Funding Opportunities Report** Sara Woo
Informational
Pg. 109

VIII. INTERCITY TRANSIT OPERATIONS DISCUSSION Group

IX. LOCAL TRANSIT ISSUES

X. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, March 31, 2010.**

THIS PAGE LEFT INTENTIONALLY BLANK.



INTERCITY TRANSIT CONSORTIUM
Minutes of the meeting of
January 27, 2010

I. CALL TO ORDER

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

Consortium Present:

Melissa Bryan	Benicia Breeze
Jeff Matheson	Dixon Read-Ride, Vice Chair
George Fink	Fairfield and Suisun Transit
John Andoh (By Phone)	Rio Vista Delta Breeze
Brian McLean	Vacaville City Coach
Jeanine Wooley	Vallejo Transit

Also Present:

Daryl Halls	STA
Elizabeth Richards	STA/SNCI
Robert Macaulay	STA
Liz Niedziela	STA/SNCI
Judy Leaks	STA/SNCI
Jayne Bauer	STA
Johanna Masiclat	STA

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

Alix Bockelman	MTC
Carolyn Clevenger	MTC

II. ELECTION OF CHAIR AND VICE CHAIR FOR 2010

The SolanoExpress Intercity Transit Consortium elected Jeff Matheson, City of Dixon, as Chair and George Fink, City of Fairfield, as Vice Chair for 2010.

III. APPROVAL OF AGENDA

On a motion by Brian McLean, and a second by George Fink, the Solano Express 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: None presented.

Others: Alix Bockelman and Carolyn Clevenger, both from MTC, presented and provided an overview to the Regional Transit Sustainability Study

VI. CONSENT CALENDAR

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

A. Minutes of the Consortium Meeting of September 30, 2009

Recommendation:

Approve Consortium Meeting Minutes of September 30, 2009.

VII. ACTION FINANCIAL ITEMS

A. Fiscal Year (FY) 2009-10 Transportation Development Act (TDA) Matrix – February 2010

Elizabeth Richards noted that the City of Vacaville will be coordinating the centralized purchasing of the new taxi program’s scrip which involves claiming the TDA funds from the other jurisdictions. She stated that the February 2010 TDA matrix update includes these amounts to inform MTC, who will process the Vacaville TDA claim amendment, that Vacaville is authorized to make these claims against others.

Recommendation:

Forward a recommendation to the STA Board to approve the February 2010 TDA Matrix which includes the ADA subsidized taxi program.

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

VIII. ACTION NON-FINANCIAL ITEMS

A. SolanoExpress Intercity Transit Consortium 2010 Draft Work Plan

Elizabeth Rihcards presented the draft SolanoExpress Intercity Transit Consortium Work Plan for 2010. She encouraged the Consortium members to review the draft Work Plan and offer any modifications they may have to the Work Plan. She cited that the revised Work Plan will be returned to the Consortium and TAC for review and recommended approval of the SolanoExpress Intercity Transit Consortium Work Plan for 2010.

Recommendation:

Review and comment on draft SolanoExpress Intercity Transit Consortium 2010 Work Plan.

B. Support of Local Taxpayer, Public Safety and Transportation Protection Act of 2010

Jayne Bauer reviewed the development of a ballot measure known as the “Local Taxpayer, Public Safety and Transportation Protection Act of 2010”. She indicated that the State recently passed a budget that borrows and/or takes nearly \$5 Billion in city, county, transit, and transportation funds this current year. She explained that the League of California Cities has joined with local government, transit and transportation advocates to craft a constitutional amendment that could be placed on the November 2010 ballot.

Jayne Bauer provided a handout on the annual California Transit Association Lobby Day on March 10th.

Recommendation:

Forward a recommendation to the STA Board to adopt a Resolution in Support of the Local Taxpayer, Public Safety and Transportation Act of 2010.

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

VIII. INFORMATION ITEMS

A. Commute Profile 2010 Study

Elizabeth Richards provided a status report on the development of a Commute Profile 2010 proposal and schedule. She informed the Committee members that the STA Board authorized STA to participate in the 2010 Commute Profile. She stated that the survey design will begin in January and will need to be concluded in February. The survey is scheduled to be conducted in the months of March/April 2010.

B. Intercity Transit Ridership Survey 2009 Status

Elizabeth Richards provided a status report on the Intercity Transit Ridership Survey for 2009. She cited that initial draft reports are being produced this month. She noted that the passenger on/off counts have been collected to assist in identifying productivity and compare across routes and systems.

C. Support for Federal Urban Circulator and Livability Initiative Programs Funds

Liz Niedziela reviewed the STA Board approved recommendation to support the City of Vallejo’s \$1.7 million grant submittal of the Vallejo Station Intermodal Facility Project for the FTA Section 5309 Bus and Bus Facilities Livability Initiative Program on January 13, 2010. She announced the Federal deadline for submitting applications is February 8, 2010. She added that complete proposals must be submitted electronically through the GRANTS.GOV website.

D. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2010-11

Liz Niedziela reported that MTC staff will identify and forward comments by the end of January for Solano County’s local jurisdictions in January 2010.

E. MTC Draft Transit Coordination Implementation Plan (Res. 3866) Comment Period

Liz Niedziela outlined the operator implementation requirements with which transit operators must comply. She noted that any agency that is an eligible recipient of funds subject to allocation or programming by MTC is subject to these requirements. She noted the deadline for providing comments to MTC was in December 2009 and that MTC will incorporate the feedbacks into the final draft for Commission approval in February 2010.

F. Solano Napa Commuter Information (SNCI) Program Monthly Issues

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

NO DISCUSSION

G. Comprehensive Transportation Plan (CTP) Plan Update

H. Funding Opportunities Summary

X. INTERCITY TRANSIT OPERATIONS DISCUSSION

XI. LOCAL TRANSIT ISSUES

XII. ADJOURNMENT

The next regular meeting of the SolanoExpress Intercity Transit Consortium is scheduled at **10:00 a.m. on Wednesday, February 24, 2010.**



DATE: February 16, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Fiscal Year (FY) 2009-10 Transportation Development Act (TDA)
Matrix – March 2010

Background:

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

In addition to using TDA funds for member agencies' local transit services and streets and roads, most agencies have shared in the cost of various transit services (e.g., intercity paratransit service and SolanoExpress intercity routes) that support more than one agency in the county through the use of a portion of their individual TDA funds.

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 4/8 funds, STA is required to review the claims and submit them to the Solano Paratransit Coordinating Council (PCC) for review prior to forwarding to Metropolitan Transportation Commission (MTC), the state designated RTPA for the Bay Area, for approval. Because different agencies have been authorized to "claim" a portion of another agency's TDA for shared service, a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to evaluate the claims as part of their approval process. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix prepared by STA.

The matrix (Attachment A) originally included the latest TDA revenue estimates approved by MTC for FY 2009-10 in July. The revenue estimates and carryovers are being updated in February 2010 for FY 2009-10 and these are now included on the TDA matrix. The February 2010 TDA estimate for Solano is a decrease by 10.5% from the initial estimate in February 2009 that was reconfirmed in July. See Attachment B for the TDA estimates for FY 2009-10 for Solano jurisdictions as well as the initial estimate for FY 2010-11.

In February 2010, the STA Board approved the latest version of the FY 2009-10 TDA matrix which included the local jurisdictions' contributions to the STA, the Intercity Transit Funding agreement contributions for FY 2009-10, the new American with Disabilities Act (ADA) subsidized taxi program, and the FY 2009-10 TDA claims for Dixon, Fairfield-Suisun, Rio Vista, Vacaville, Vallejo, and the County of Solano.

TDA funds are generated from a percentage of sales tax. Actual and estimates have been decreasing the past couple of years. STA staff will continue to monitor the TDA estimates, update the matrix accordingly, and bring these updates forward through the SolanoExpress Transit Consortium, TAC, and STA Board. Unless there is some contingency in their local transit budgets, local jurisdictions are cautioned to not request an allocation for the full TDA balance to avoid budget shortfalls if actual TDA revenue comes in lower than estimated. As local jurisdictions prepare their TDA claim, the TDA matrix will be updated and presented to the STA Board for approval prior to being forwarded to MTC.

Discussion:

The City of Benicia has submitted their FY 2009-10 TDA claim which incorporates the new FY 2009-10 TDA estimates. The March 2010 TDA matrix update includes the City of Benicia TDA claim.

Fiscal Impact:

Local jurisdictions' TDA claims must be consistent with the TDA matrix for Solano County to allow capacity for claims by other jurisdictions for shared-cost services.

Recommendation:

Forward a recommendation to the STA Board to approve the March 2010 TDA Matrix which includes the City of Benicia's TDA claim.

Attachments:

- A. March 2010 Solano TDA Article 4/8 Matrix for FY 2009-10 (An enlarged color copy of this attachment was provided to the STA TAC members under separate enclosure. You may obtain a copy by contacting the STA offices at (707) 424-6075.)
- B. Summary of Solano jurisdictions' FY 2009-10 TDA estimates and initial FY 2010-11 TDA estimate

FY2009-10 TDA Matrix - March version

021710 - v10																																
FY 2009-10																																
AGENCY	TDA Est from MTC (1)	Revenue Adjustment (2)	Projected Carryover (1)	Available for Allocation (1)	Paratransit		Local Service					Intercity							STA Planning	STA/VV STIP swap	Transit Capital	Streets & Roads	Total	Balance								
					ADA Subsidized Taxi Phase I	Paratransit	Benicia Breeze	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	Vallejo Transit	FAST Rt 20	FAST Rt 30	FAST Rt 40	Vjo T Rt. 78	Vjo T Rt. 80	Vjo T Rt 85							FAST Rt. 90	FAST Intercity Subtotal	VJO T Intercity Subtotal					
	7/22/2009	2/24/2010	7/22/2009	FY 09-10	(3)		(4)				(4)							(13)	(8)	(8)	(10)		(11)	(12)								
Benicia	956,199	-100,094	0	856,105	5,355		856,130											\$ 3,395	\$ 18,289	\$ 4,718	\$ (124,110)	\$ 37,551	\$ 7,231	\$ 3,774	\$ 30,177	\$ (79,327)	\$ 27,279			\$ 839,613	16,492	
Dixon	600,726	-62,884	0	537,842	2,635		435,000											\$ 2,132	\$ 58,510	\$ 5,609	\$ 2,585	\$ 8,946	\$ 5,734	\$ 4,054	\$ 70,306	\$ 17,265	\$ 17,548		15,000	\$ 557,754	-19,912	
Fairfield	3,648,477	-381,920	2,225,455	5,492,012	44,115	1,027,357			622,307									\$ 67,208	\$ 105,886	\$ 97,359	\$ 20,635	\$ 103,216	\$ 94,959	\$ 260,598	\$ 531,051	\$ 218,810	\$ 105,446		2,373,287	\$ 4,922,373	569,639	
Rio Vista	275,841	-28,875	37,666	284,632	2,805						154,697							0	0	0	0	0	0	0	0	0	7,364		14,740	25,000	\$ 204,606	80,026
Suisun City	963,547	-100,863	0	862,684		246,253			544,264									\$ 12,206	\$ 13,669	\$ 26,100	\$ 5,386	\$ 25,430	\$ 24,288	\$ 38,244	\$ 90,219	\$ 55,104	\$ 27,707			\$ 963,547	-100,863	
Vacaville	3,311,904	-346,688	1,333,530	4,298,746	25,500	344,227					505,269							\$ 140,611	\$ 84,744	\$ 81,412	\$ 15,492	\$ 57,050	\$ 22,753	\$ 50,808	\$ 357,575	\$ 95,295	\$ 96,254	\$ 750,000	1,196,320	\$ 3,370,440	928,306	
Vallejo	4,138,709	-433,237	0	3,705,472	31,875	468,296						227,876						\$ 17,616	\$ 37,339	\$ 11,875	\$ 141,753	\$ 537,601	\$ 182,105	\$ 16,919	\$ 83,750	\$ 861,459	\$ 120,921			\$ 1,794,177	1,911,295	
Solano County	689,791	-72,207	0	617,584	1,785	25,000												\$ 12,493	\$ 16,111	\$ 11,253	\$ 16,492	\$ 48,542	\$ 16,955	\$ 16,205	\$ 56,062	\$ 81,989	\$ 19,706			505,000	\$ 689,542	-71,958
Total	14,585,194	-1,526,768	3,596,651	16,655,077																										\$ 13,342,052	3,313,025	

- NOTES:
 Background colors on Rt. Headings denote operator of intercity route
 Background colors denote which jurisdiction is claiming funds
- (1) MTC July 22, 2009 estimate; Reso 3886
 - (2) MTC Feb 24, 2010 estimate; Reso 3939
 - (3) Claimed by Vacaville; amounts as agreed to by local jurisdictions
 - (4) Includes flex routes, paratransit, local subsidized taxi
 - (5)
 - (6)
 - (7)
 - (8) Consistent with FY2009-10 Intercity Transit Funding Agreement and FY2007-08 Reconciliation
 - (9)
 - (10) Claimed for STA from all agencies per formula
 - (11) Transit Capital purchases include bus purchases, maintenance facilities, etc.
 - (12) TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

**FY2009-10
Draft TDA Estimate Update**

FY2009-10 TDA Fund Estimate Update	FY2008-09		FY2009-10		
	Jan 2009 Estimate		Feb/July 2009 Estimate	Feb 2010 Draft Estimate	Diff 2/09 vs 2/10
			Approved by MTC PAC 2/10; Scheduled for Commission approval 2/24		
Countywide TOTAL	\$ 16,675,106		\$ 15,502,969	\$ 13,880,128	\$ (1,622,841)
MTC Administration 0.50%	\$ 83,376		\$ 77,515	\$ 69,401	\$ (8,114)
County Administration 0.50%	\$ 83,376		\$ 77,515	\$ 69,401	\$ (8,114)
MTC Planning 3%	\$ 500,253		\$ 465,089	\$ 416,404	\$ (48,685)
Countywide less Charges			\$ 14,882,850	\$ 13,324,923	\$ (1,557,927)
Article 3 (Bike) 2%	\$ 320,162		\$ 297,657	\$ 266,498	\$ (31,159)
City/Transit Operators TOTAL	\$ 15,687,940		\$ 14,585,193	\$ 13,058,424	\$ (1,526,769)
Benicia	\$ 1,030,887		\$ 956,199	\$ 856,105	\$ (100,094)
Dixon	\$ 651,561		\$ 600,726	\$ 537,842	\$ (62,884)
Fairfield	\$ 3,893,006		\$ 3,648,477	\$ 3,266,557	\$ (381,920)
Rio Vista	\$ 288,889		\$ 275,841	\$ 246,966	\$ (28,875)
Suisun City	\$ 1,033,250		\$ 963,547	\$ 862,684	\$ (100,863)
Vacaville	\$ 3,563,163		\$ 3,311,904	\$ 2,965,216	\$ (346,688)
Vallejo	\$ 4,484,004		\$ 4,138,709	\$ 3,705,472	\$ (433,237)
Solano County	\$ 743,180		\$ 689,791	\$ 617,584	\$ (72,207)

FY2010-11		
2/24/2010 Estimate (New)	Projected Carryover	Available for Allocation
\$ 13,880,128		
\$ 69,401		
\$ 69,401		
\$ 416,404		
\$ 13,324,923		
\$ 266,498		
\$ 13,058,424	\$ 7,047,075	\$ 20,105,499
\$ 856,130	\$ 821,354	\$ 1,677,484
\$ 537,755	\$ 45,287	\$ 583,042
\$ 3,257,193	\$ 2,982,412	\$ 6,239,605
\$ 251,603	\$ 221,983	\$ 473,586
\$ 883,029	\$ (48,950)	\$ 834,079
\$ 2,951,487	\$ 610,418	\$ 3,561,905
\$ 3,704,430	\$ 1,947,429	\$ 5,651,859
\$ 616,798	\$ 467,143	\$ 1,083,941



DATE: February 16, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Intercity Transit Consortium 2010 Work Plan

Background:

The SolanoExpress Intercity Transit Consortium has regularly prepared an annual Work Plan. In 2010, there are a number of key local and regional transit planning activities and projects that the Consortium is interested in being involved in. These range from transit service and funding to planning and marketing.

Discussion:

STA staff presented a Draft SolanoExpress Intercity Transit Consortium Work Plan for the Consortium's review in January (Attachment A). The Consortium members reviewed the Draft Work Plan and subsequently offered some modifications including adding two items. The transit operators have just launched Phase I of a new intercity subsidized taxi program for ambulatory American with Disabilities Act (ADA) individuals. The Consortium is interested in pursuing Phase II (inclusion of non-ambulatory ADA eligible riders once accessible taxi vehicles are included in local taxi fleets) as soon as possible and requested this be added to the 2010 Work Plan. In addition, the operators are interested in expediting the implementation of a countywide electronic fare card for use by Solano transit operators. This month, the revised Work Plan (Attachment B) is being returned to the Consortium and TAC for review and recommended approval of the SolanoExpress Intercity Transit Consortium Work Plan for 2010.

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2010 Work Plan as shown on Attachment B.

Attachments:

- A. Preliminary SolanoExpress Intercity Transit Consortium 2010 Work Plan
- B. SolanoExpress Intercity Transit Consortium 2010 Work Plan

THIS PAGE LEFT INTENTIONALLY BLANK.

DRAFT
2010 SolanoExpress Intercity Transit Consortium
Work Plan

(January 2010)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Implement new intercity ADA paratransit services

Transit Planning

- Conduct Community Based Transportation Planning studies in Vacaville.
- Update countywide Senior and Disabled Transportation Plan
- Complete Intercity Ridership Survey
- Implement recommendations of Phase II of the Transit Consolidation Study including consolidation of Benicia and Vallejo transit services
- Update countywide transit capital inventory
- Provide input into Comprehensive Transportation Plan update and other county and regional transit planning efforts
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage and coordinate with Safe Routes to Transit study
- Conduct Commute Profile

Funding

- Monitor the implementation of the FY2008-09 Intercity Transit Funding Agreement
- Develop the FY2010-2011 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

2010 SolanoExpress Intercity Transit Consortium Work Plan

(February 2010)

Transit Service:

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Implement new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- Implement multi-agency electronic fare instrument compatible with regional efforts

Transit Planning

- Conduct Community Based Transportation Planning study in Vacaville.
- Update countywide Senior and Disabled Transportation Plan
- Complete Intercity Ridership Survey
- Implement recommendations of Phase II of the Transit Consolidation Study including consolidation of Benicia and Vallejo transit services
- Update countywide transit capital inventory
- Provide input into Comprehensive Transportation Plan update and other county and regional transit planning efforts
- Participate in the implementation of MTC's Transit Connectivity Study and Wayfinding Signage and coordinate with Safe Routes to Transit study
- Review and provide input on Commute Profile

Funding

- Monitor the implementation of the FY2009-10 Intercity Transit Funding Agreement
- Develop the FY2010-2011 Intercity Transit Funding Agreement
- Maximize RM2, Prop 1B, 5310, 5311 ARRA, and other funding opportunities
- Implement Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Complete TDA Unmet Transit Needs process.

Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing
- Plan, prioritize, and implement marketing support for intercity transit services.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: February 17, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Solano Senior and Disabled Transportation Study Update

Background:

The STA's initial Comprehensive Transportation Plan (CTP) Transit Element, completed and adopted by the STA Board on May 8, 2002, recommended a further study to focus on new or updated senior and disabled transportation services. The purpose of the study was to develop a concept or vision for future senior and disabled service through extensive public outreach, data collection, projected service demand, and projected funding needed for service providers. The current Senior and Disabled Transportation Study was completed and approved by the STA Board in June 2004.

The CTP is currently being updated. Transportation services for seniors and the disabled have changed, and will continue to change, since the completion of the last Senior and Disabled Transportation Study six years ago. The large public response to the two Senior Summits held in 2009 further indicates it is an increasingly important transportation mobility issue and an update to the Senior and Disabled Transportation Study would be timely.

Discussion:

The proposed update to the Senior and Disabled Transportation Study will provide implementation recommendations that may be incorporated into or provide direction to:

1. The update of the Transit Element of the CTP;
2. Solano County transit providers' short- and long-range transit plans;
3. Identifying new funding revenues for transit services and setting priorities for service once these funding sources are identified; and
4. Provide direction to the STA, the County Board of Supervisors, and others, for coordinating senior and disabled transportation services in the county.

The preliminary scope of work (Attachment A) is separated into five distinct phases:

1. Research and Data Collection
2. Public Outreach
3. Community Prioritization of Needs and Strategies
4. Draft Report and Outreach
5. Final Report

Public input and involvement during this study effort is key. The input already collected from the June and October 2009 Senior Summits will help support this study. These events have also identified an extensive list of stakeholders including public, private and non-profit organizations that should be invited to participate in identifying the needs and prioritizing solutions as they relate to Senior and Disabled Transportation.

In July 2009, the STA Board authorized the distribution of a Request for Proposals (RFP) and authorized the Executive Director to enter into an agreement not-to-exceed \$50,000. Based on the STA's staff extensive involvement in helping to organize the two Senior Summits and the range of issues being indentified, staff postponed the release of the RFP until after the two Senior Summits were completed. Staff recommended expanding the public outreach process for this project and coordinating the study with the new Senior and Disabled Advisory Committee recently formed by the STA. The Solano Senior Coalition, the Paratransit Coordinating Council, and all the transit operators are members of this new advisory committee.

Additional funding has been identified to supplement the original amount dedicated for the study; a total of \$70,000 is now available. The additional funds will allow significant public outreach that this project will require. In February 2010, the STA Board approved releasing a Request for Proposals not-to-exceed \$70,000 to conduct this study.

Fiscal Impact:

The Senior and Disabled Transportation Study update will be funded with State Transit Assistance Funds-Northern Counties/Solano and Surface Transportation Program (STP) Planning funds both of which are in the Fiscal Year (FY) 2009-10 Budget.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Senior and Disabled Transportation Study Scope of Work as specified in Attachment A.

Attachment:

- A. Preliminary Draft Senior and Disabled Transportation Study Scope of Work

PRELIMINARY DRAFT

SCOPE OF WORK
for
Solano
Senior and Disabled Mobility Study
Update

Purpose:

The STA completed the first Solano Comprehensive Transportation Plan (CTP) in May 2002. The CTP provides the basis for a long range, multi-modal transportation plan for Highways and local roads, Transit, and Alternative Modes in Solano County. The CTP's Transit Element recommended a further study to focus on new or updated senior and disabled transit services. In addition, this study was included as part of the STA's Overall Work Program. As such the STA determined that a senior and disabled transit study be developed to provide implementation recommendations that will be incorporated into or provide data for: 1.) future updates of the CTP Transit Element, 2.) Solano County transit providers' short- and long-range transit plans, 3.) helping prioritize new funding revenues and programs for senior and disabled transit services, and 4) implementation plans for the future paratransit and mobility services. The first Senior and Disabled Study was completed in June 2004. The CTP is currently being updated and an update of the Senior and Disabled Study would complement this effort.

Tasks:

- 1. Confirm Project Goals and Finalize Scope of Services and Work Plan**
- 2. Identify Existing and Projected Mobility Needs of Senior and Disabled through Quantitative and Qualitative Methods**
 - Review and compile all current data concerning Solano seniors and the disabled including, but limited to, the following: the follow up surveys associated with the 2000 U.S. Census, regional studies on senior and disabled needs, Solano Transit Ridership Surveys, existing Senior and Disabled Transit Study, Short Range Transit Plans, Solano Senior Coalition studies, Senior Summit 2009 data, and other information from senior centers, non-profit groups, and private sector specializing in senior and disabled issues.
 - Identify existing and project mobility needs from 2010 to 2035 of Seniors and Disabled through surveys and public outreach.
- 3. Identify Existing and Planned Services for providing mobility to Solano residents who are Seniors and the Disabled**
 - Inventory existing public transit services (fixed-route, paratransit, taxi, and related programs) that serve seniors and the disabled and planned services as identified in Short Range Transit Plans and other planning documents as well as outreach to transit operators.
 - Inventory and survey senior services, senior centers, non-profit groups, volunteer programs, health groups, taxi services, private businesses, web-based services,

and other organizations that provide mobility for senior and disabled individuals throughout Solano County.

4. Prioritize Senior and Disabled Individuals' Mobility Needs and Strategies

- Identify Senior and Disabled Stakeholders and create Stakeholder Working Group
- Meet with Stakeholders and inform them of existing and projected demand for mobility services and existing and planned services
- Identify potential solutions
- Prioritize needs and preliminary potential solutions
- Identify cost and implementation issues associated with solutions
- Work with Stakeholders to create initial draft of re-prioritized needs and solutions

5. Public Outreach

- Present findings and seek input at the STA's Paratransit Coordinating Committee (PCC) and other STA committees as well as STA Board and at approximately seven senior and disabled community groups throughout Solano County.
- Organize and facilitate public meetings and prepare meeting summaries

6. Draft Study

- Present the demand data and services inventory.
- Present stakeholders and public outreach process
- Present the Prioritized mobility needs and strategies
- Develop a 25 year Implementation Plan, with five year increments which will include a funding plan
- Organize and facilitate at least four public workshops/meetings on the Draft Plan and obtain input from various Senior and Disabled groups in Solano County, the Solano PCC and other STA Committees and STA Board.

7. Final Study

- Finalize the report incorporating input from public review of draft study
- Prepare the report for electronic and hard copy distribution.



DATE: February 11, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Adoption of Transit Goal
Gap Analysis, Project List and Transit Facilities of Regional Significance
Modifications

Background:

The Comprehensive Transportation Plan (CTP) is the Solano Transportation Authority (STA's) primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The 2005 CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The current CTP was adopted by the STA Board in 2005. In September 2007, the Board initiated an update of the CTP.

The STA Board has adopted goals for each of the three CTP elements to help guide development of the transportation system. The STA Board has also adopted a State of the System report for each CTP element. The State of the System provides a 'snapshot' report of how the system currently operates. Since the time of the adoption of the Transit Element State of the System Report, there have been significant changes to the provision of paratransit services, requiring an update of that report. In addition, STA staff has prepared a "Gap Analysis" for each CTP element, describing how well each of the Element goals is or is not being met at this time.

The 2005 CTP identifies roadways critical to maintaining mobility in Solano County. These roadways are designated as Routes of Regional Significance (RORS). In the process of updating the CTP, the STA Board has adopted criteria for roadways to be designated as Routes of Regional Significance, and has identified additional roadways that meet those criteria. In addition, criteria were developed to identify facilities that support intercity transit, designated as Transit Facilities of Regional Significance (TFORS). The STA Board has adopted a list identifying Transit Facilities of Regional Significance.

During the summer and fall of 2009, the STA requested the county and 7 cities submit projects for inclusion in the CTP. STA and agency staff subsequently reviewed and consolidated these projects into a single list, and presented the list to the three CTP Committees for review. The CTP project list was presented to the Technical Advisory Committee (TAC) at its meeting of January 27, 2010. At that meeting, several members asked to have action on the CTP project list tabled until the February TAC meeting to provide more time to discuss with their respective City Councils. This also allows the Consortium to review these documents.

Discussion:

Goal Gap Analysis. The Goal Gap Analysis has been developed to help identify where Solano County is having success in meeting the CTP goals, as well as where a goal new or is otherwise not yet being fully implemented. In order to perform this Goal Gap Analysis, STA staff has reviewed each of the elements' goals, and prepared an analysis of whether each Goal is:

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

The Transit and Alternative Modes committees each reviewed and recommended approval of their element's Goal Gap Analysis. Those analysis are included as Attachment A and Attachment B. The Consortium is asked to review and make a recommendation on the Alternative Modes analysis because it addresses alternative fuels for transit fleets.

Routes and Transit Facilities of Regional Significance. The Transit Committee reviewed the criteria and project list for Transit Facilities of Regional Significance. The Transit Committee recommended adding stand-alone park-and-ride lots designated by Caltrans or an STA member agency to the Transit Facilities of Regional Significance criteria. The Committee also recommended adding three Park-and-Ride lots in Dixon to the TFORS project list. The recommended new Transit Facilities of Regional Significance criteria and the additions to the Routes of Regional Significance and Transit Facilities of Regional Significance project lists are included as Attachment D.

CTP Project List. STA has received comments from the City of Rio Vista and the City of Benicia since the January 27th TAC meeting. Those comments are contained in the amended CTP Project List included as Attachment E.

In addition, the Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) will complete their review and ranking of projects at committee meetings of February 17th and 18th, respectively. The CTP project lists will automatically contain those projects. The BAC and PAC project lists are included in separate staff reports to the TAC (Items VII. F and VII. G).

Fiscal Impact:

None. However, only projects listed in the CTP Project List will be eligible for STA-administered funding.

Recommendation:

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

1. Transit Element Goal Gap Analysis contained in Attachment A;
2. Alternative Modes Goal Gap Analysis contained in Attachment B;
3. Amended Transit Facilities of Regional Significance (TFORS) criteria and adding TFORS facilities identified in Attachment D; and
4. CTP project list included as Attachment E.

Attachments:

- A. Transit Element Goal Gap Analysis
- B. Alternative Modes Goal Gap Analysis
- C. Arterials, Highways and Freeways Goal Gap Analysis
- D. Transit Facilities of Regional Significance Criteria and Transit Facilities of Regional Significance List
- E. CTP Project List.

THIS PAGE LEFT INTENTIONALLY BLANK.

Transit Element

Purpose Statement and Goal Gap Analysis

COMPREHENSIVE TRANSPORTATION PLAN

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

Transit element

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

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

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

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

- 1) Identify transit and rideshare facilities and policies that are primarily public, while leaving room for private providers to operate.

This goal has been Completed. The countywide public transit network consists of the following public services: Solano Express bus service, Capitol Corridor trains and Waer Emergency Transport Authority (WETA) ferry boats. Solano-Napa Commuter Information (SNCI) rideshare provides matching for vanpool and carpool users, but the vanpools and carpools are privately operated. Transit Facilities of Regional Significance include both fully-public facilities and public facilities used by private carpools and vanpools. Construction, acquisition and operation of facilities and vehicles will be on-going.

- 2) Focus regional and county-wide transit resources on a mass transit system that provides access to regionally significant employment and population centers and civic amenities. **This goal has achieved Significant Progress.** Transit services provide direct links to BART stations and the San Francisco Ferry Building, to the transit connection hub at the State Capitol in Sacramento, and to UC Davis. In addition, local transit services provide connections to the regional system, and to local activity centers such as Solano College, the Westfield Mall and employment centers. The State Route (SR) 12 Transit Corridor Study has identified the need to provide transit connections between Napa and Solano counties, specifically along the SR 12 corridor through Jameson Canyon (SR 20 to I-80) While most major destinations are served, additional local nodes in the public transit system, are needed to increase access to the system.
 - a) Include facilities and programs that directly support Transit Oriented Development projects, including Transportation for Livable Community projects and Priority Development Areas. **This sub-goal is a Preliminary Proposal.** TOD projects are few in number in Solano County, and the PDA process is relatively new. There has been little time to begin to focus resources to support transit services to TOD/PDA areas; however, 9 PDAs have been designated in Solano County cities.

- 3) Promote a coordinated mass transit system that allows patrons of local transit systems to easily and conveniently connect to regional transit systems.

This goal has achieved Significant Progress. Although there are efforts to coordinate the arrival of local and express buses, and to coordinate the arrival of bus service with the Capitol Corridor train and WETA ferry services, there is not a single point of coordination or formal communication. SNCI provides a supportive roll in coordinating local and regional transit schedules.

- 4) Make investment decisions that leverage relationships with regional mass transit providers, including the Capitol Corridor Joint Powers Authority and the Vallejo/Baylink ferry system/Water Emergency Transit Authority. **This goal has achieved Significant Progress.** STA and its member agencies have promoted the location of local and SolanoExpress bus facilities at the existing ferry and rail stations. STA has partnered with the Capitol Corridor Joint Powers Authority (CCJPA) to provide the existing passenger train service at the Suisun City/Fairfield station and to obtain a passenger train commitment and the Fairfield/Vacaville station, and to provide funds and support for track improvements and joint marketing.

- 5) Develop and implement programs to coordinate and consolidate the provision of interregional, intercity and local transit services. **This goal has achieved Significant Progress.** SolanoExpress is the coordinating system used for intercity transit, both to the Bay Area and Sacramento. For local transit, a single service provider (Fairfield And Suisun Transit – FAST) serves Fairfield and Suisun. The cities of Vallejo and Benicia are working to consolidate their local and intercity transit services. Dixon, Rio Vista and Vacaville run separate services. All of the local services are provided by a private-sector contractor. Finally, STA and the transit providers have signed an Intercity Funding Agreement to provide an equitable distribution of the funding burden for intercity transit bus service.
 - a) Study options for coordination and consolidation of local transit services. Where local transit services are not consolidated, they should be coordinated spatially and temporally with intercity transit. **This sub-goal has been Completed.** STA completed a Transit Consolidation Study in

September of 2007.

- 6) Continue to build upon Solano resident's high rate of carpool and vanpool commuting by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
 - a) Continue to provide innovative rideshare services through Solano-Napa Commuter Information (SNCI). **This sub-goal has been Completed.** SNCI provides rideshare services at no cost for residents of Solano and Napa counties, as well as transit connection advise and computer links to transit providers and regional transportation data such as MTC's 511 system. This system requires an on-going funding commitment.
 - b) Increase the inventory of park and ride spaces by at least 25% by 2015. **This sub-goal has achieved Significant Progress.** The current inventory of park-and-ride lots shows 3,292 spaces available. An increase of 25% would add 823 spaces, for a total of 4,115 spaces by 2015. Has begun on 200 spaces in Phase 1 of the Vacaville Transportation Center, with completion expected in late 2010. Plans exist and are being advanced to construct 400 spaces at Phase 2 of the Vacaville Transportation Center and 360 spaces at Phase 2 of the Fairfield Transportation Center, for a total of 960 spaces that can be constructed by 2015. Additional spaces can also be expected at the Curtola Park and Ride facility in Vallejo. In addition, 3 new park-and-ride lot sites have been identified in Benicia and are eligible for RM 2 funding. Two additional lots are proposed for Fairfield, three sites have been potential sites have been identified in Dixon, and one site in Rio Vista.
 - c) Construct park and ride lots in areas that are not currently served: Rio Vista, Benicia and Dixon. **This sub-goal is a Preliminary Proposal.** Park and ride lot locations have been identified for each community. For Rio Vista, one site has been identified at Church Road and SR 12, but funding for construction of the site has not been identified. For Benicia, 3 locations that have access to RM-2 funding have been identified. In addition, the proposed Benicia multi-modal transit center at the Lake Herman Road/I-680 intersection is proposed, with study funds possibly from RM-2. However, none of the projects is beyond 35% PS&E. The City of Dixon has generally identified 3 park-and-ride lot locations at freeway intersections, but has not specified exact locations, and has not dedicated funding to design or other implementation steps. The City of Rio Vista has identified one site at SR 12 and Church Road, but has not dedicated funding to design or other implementation steps.

- 7) Provide services that create mobility for senior and disabled riders.
 - a) Update Solano County Senior and Disabled Transportation Study and develop implementation plan. **This sub-goal is a Preliminary Proposal.** The STA Fiscal Year 2009-2010 (FY 09-10) budget includes funding for an update of the Senior and Disabled Transit Study. Completion of the update is expected in FY 10-11.
 - b) To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options. **This sub-goal has achieved Significant Progress.** The STA hosted two Senior and Disabled Transit summits in the last half of CY 2009. These Summits provided contemporary evaluations of the current system and specific suggestions on improvements to the system. As a result of the two summits, STA has established a committee to assist in the assessment of senior and disabled

transit needs. In addition, STA and hrte member agencies have adopted a county-wide paratransit taxi script program for ADA-eligible riders. This program will require an on-going funding commitment.

- c) Utilize the Paratransit Coordinating Council (PCC) as a venue to guide the identification, development, and evaluation of the effective senior and disabled transit and other mobility programs. **This sub-goal has been Completed.** The PCC meets on a regular basis to provide advice and direction to STA staff regarding provision of senior and disabled transit services.
- 8) Identify and implement transit and transportation priorities of low-income population through Community-Based Transportation Plans. **This goal has achieved Significant Progress.** CBTPs exist for Dixon (2004), Cordelia/Fairfield Suisun (2008) and Vallejo (2008). Priority projects identified in the three adopted CBTPs have so far received \$3.1 million in Lifeline Transportation Funds allocated by STA and MTC. In 2010 a CBTP is scheduled to be completed for Vacaville, and another for east Fairfield in 2011.
 - 9) Develop and implement a program to reduce the air emissions of transit vehicles. **This goal has achieved Significant Progress.** This is a new goal in the CTP. STA has submitted and obtained earmark requests for two appropriations cycles through the office of Congressman George Miller for clean-fuel transit vehicles. In addition to the intercity transit fleet, local transit vehicles providers have moved to clean fuel vehicles. The City of Fairfield operates a clean diesel bus fleet, and the City of Vacaville has converted its City Coach transit fleet to Compressed Natural Gas, with diesel vehicles used only as back-ups. However, this is currently an ad-hoc process, rather than a systematic policy of acquisition of new transit vehicles. Alternative Fuels for both public and private vehicles is also addressed in the Alternative Modes element of the CTP.
 - a) Develop a countywide alternative fuel transit vehicle and facilities plan to reduce fuel costs and assist with operators' compliance with California Air Resources Board (CARB) regulations. **This sub- goal is a Preliminary Proposal.** STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance use of that/those fuel(s).
 - b) Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clear transit vehicles. **This sub- goal is a Preliminary Proposal.** STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. On an as-needed basis, discussions of alternative fuel vehicles are included on the agendas. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative of clean fuel buses.
 - 10) Increase the transit mode share to 8% of commute hour trips by 2015. **This sub- goal is a Preliminary Proposal.** The current transit mode, excluding rideshare, was 5% in 2005 (the most recent year with available statistics). The highest proportion reached for transit was 7% in the year 2000. Transit percentage information is not available for years since 2005.
 - a) Develop and implement programs, services, and policies that increase transit ridership and mode share by making transit more convenient and attractive. **This sub-goal has achieved Significant Progress.** STA and the transit providers meet on a monthly basis through the

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

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

Transit Facilities of Regional Significance are:

- a) All passenger rail lines, and all passenger train stations, current or planned, identified in an adopted STA Plan.
 - b) All ferry facilities, including terminals, maintenance docks and fueling stations, current or planned, identified in an adopted STA Plan.
 - c) Bus stations providing all of the following services:
 - i) Routes to destinations outside Solano County or between two or more cities in Solano County
 - ii) Peak hour headways of 1 hour or less
 - d) Maintenance and parking facilities for busses providing services identified in 1, 2 or 3 above.
 - e) Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.
- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance. **This goal has achieved Significant Progress.** STA has initiated a periodic review of top priority projects for each of the 7 cities and the county in order to identify which roadway and transit projects will be given priority in receiving funds. In addition, STA is exploring the possibility of a Regional Transportation Impact Fee. Both efforts use Routes of Regional Significance and Transit Facilities of regional Significance as the basis for identifying eligible projects. This process will also be used to identify projects eligible for funding through the Regional Transportation Plan. The STA's Regional Measure 2 (RM 2) priorities list has been used to identify and help fund key transit nodes.
- 13) Create and implement programs to help fund adequate maintenance, repair and replacement of transit vehicles and supporting infrastructure. **This goal has achieved Significant Progress.** To help with long-range planning and the updating of the Regional Transportation Plan (RTP) every three years, MTC collects consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator in the Bay Area's large

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

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

- 15) Provide decision-makers with timely, accurate and sufficient information to make transit service and investment decisions
 - a) Ensure that transit corridor studies are conducted and kept up-to-date for all major transit corridors, including I-80/I-680/I-780, SR 12 and SR 29. **This goal has achieved Significant Progress.** A transit corridor study was completed for I-80/I-680/I-780 in July 2004, and for SR 12 in January of 2006. No transit corridor study has been conducted for SR 29, and neither the STA nor the Napa County Transportation and Planning Agency has allocated funds for such a study.
 - b) Conduct countywide ridership surveys every three years. **This goal has been Completed.** STA conducted a transit rider survey in 2006, and completed a new survey in late 2009. The results of the 2009 survey are being compiled at this time.

Alternative Modes Element Purpose Statement and Goals Gap Analysis

COMPREHENSIVE TRANSPORTATION PLAN PURPOSE STATEMENT

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

Alternative Modes Element Purpose Statement

Purpose Statement: One County, Many Choices for Mobility – Identify and implement programs and projects that will expand safe transportation options that do not require the use of single occupant vehicles or public transit, improve safety for users of alternative modes, and reduce the environmental impact of all forms of transportation used in Solano County.

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

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

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are established under the three (3) categories of Bicycle and Pedestrian Transportation, Alternative Fuels, and Transit-Oriented Development:

Bicycle and Pedestrian Transportation

- 1) Plan and construct a county-wide bicycle system with the following features:
 - a) A system of links consisting of Class I, II and III facilities, appropriate to their location that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other

counties.

This goal has been Completed. The Solano Countywide Bicycle Program identifies a countywide bikeway network that consists of a planned network of Class I, II, and III facilities specific to each of the cities and the County. According to the State of the System – Alternative Modes report, 43% of the identified county-wide bicycle system has been constructed. Although the countywide bikeway network has not yet been completed, STA and its member agency staff continuously work together toward constructing the planned facilities.

- b) For projects requesting STA administered funding, require facilities such as lighting, shade, water, and bike lockers at regionally significant transit centers and specified activity centers.

This sub- goal is a Preliminary Proposal. There are some existing locations within each agency that provide adequate support facilities or one type of amenity, many lack complementary facilities (for example, bike lockers are present but drinking water is not). An inventory of support facilities for identified key system nodes, activity or transit facilities such as park-and-ride lots centers has not yet been undertaken exist.

- c) Consistent signage to identify system segments and provide wayfinding information.
 - i) Signage to identify system segments. **This sub- goal has been Completed.** The STA currently publishes the Yolo-Solano BikeLinks Map showing regional routes between Solano and Yolo counties. STA has also created a regional bicycle route sign to designate a bicycle route as a regional connection. These signs are added to the bike routes as they are constructed or improved. An inventory of the sign locations does not exist. These signs are agreed to as part of the bicycle funding agreement; however, STA has no formal policy requiring be installed.
 - ii) Signage to provide wayfinding information. **This sub- goal is a Preliminary Proposal.** A “wayfinding signage plan,” is a document that does not exist. This plan would identify key locations, standards for placement, map templates, uniform pavement markings, and uniform sign specifications scaled for regional bike routes and major activity centers to assist bicyclists and pedestrians navigate their travel routes within Solano County (i.e. transit information, distance to key activity centers/attractions, etc).

- 2) Plan and construct a county-wide pedestrian program.

- a) Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs). **This sub- goal is a Preliminary Proposal.** The pedestrian plan in Solano County has evolved from a trails study completed in 1999. Today, a complete countywide pedestrian program includes the coordination of developing regional trails, paths, and access to regional transit. STA publishes the Transportation for Livable Communities (TLC) Plan and TLC Toolkit. However, a key subject area in need of development and coordination with the TLC program is Priority

Development Areas (PDA). PDAs are new to the CTP. The STA is working with its partner agencies as well as MTC staff to develop an appropriate planning and funding strategy to complete connections to transit and within activity centers (e.g., employment/shopping /transit/etc.) through the Solano Countywide Pedestrian Plan and the Solano Bicycle and Pedestrian Program (SBPP). The Solano Countywide Pedestrian Plan is the planning document and the SBPP is the funding program.

- b) Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail. Seek out opportunities to use the same facility for both local and regional trails. **This sub- goal is a Preliminary Proposal.** STA is already working on projects such as the Jameson Canyon trail study to help implement this goal.
- 3) Provide a system to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian master plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian master plans. **This goal has been Completed.** With the 2009/2010 update to the Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan, criteria have been developed to identify projects to achieve the goals of their respective plans. A separate set of criteria for prioritizing planned projects has also been developed. Priority projects will be reviewed annually.
- 4) Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained. **This goal is a Preliminary Proposal.** This policy initiative is new to the CTP, and no steps have been taken to implement it.
- 5) Implement the California Department of Transportation and the Metropolitan Transportation Commission's *Complete Streets* policies for projects involving STA administered funds. **This goal has achieved Significant Progress.** This policy initiative is new to the CTP. Currently, STA staff requires that a complete streets checklist be filled out and submitted by member agencies when applying for funds administered by STA. A link to submitted checklists has also been placed on the STA website to enable access by the BAC and PAC as well as the general public. A policy recommendation is pending approval by the STA Board as a part of the 2010 Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan updates. This is consistent with Caltrans and MTC's Complete Streets policies. Note: not yet in the CTP/bike/ped plans. Policy needs to go through STA Board first. STA step is to go beyond disclosure and present to the BAC/PAC. Developing a policy is next. Bring examples of what other agencies think Complete Streets is. Identify good complete streets

candidate projects.

- 6) Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities. **This goal has been Completed.** STA staff participates on the Caltrans D4 Pedestrian advisory committee, MTC Regional Bicycle Working Group, MTC Regional Pedestrian Committee, and attends various regional meetings to coordinate and stay current with transportation news and industry developments.
- 7) Encourage end-user focused bicycle and pedestrian facilities planning. **This goal has been Completed.** The STA Bicycle and Pedestrian advisory committees consist primarily of system users. STA and member agency staff attends and participate as *ex officio* members of these committees. STA staff also seeks the advice and guidance from experienced cyclists and walking commuters from local bicycle clubs, pedestrian interest groups, and members of the BAC and PAC. STA staff works closely to coordinate the needs of the public with projects identified by project sponsors. In addition, external resources including blogs, internet websites, magazines, and newspapers are frequently used to identify current best-practices as a tool for bicycle and pedestrian facilities planning.
- 8) Improve travel safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).
 - a) Safe Routes to School (SR2S) Program. **This sub-goal has been Completed.** STA has adopted a Safe Routes to Schools plan, and is now implementing a SR2S program. Additional funds are being sought to expand the number of schools involved in the SR2S program. The Safe Routes to Transit plan has not been initiated
 - b) Safe Routes to Transit (SR2T) Program. **This sub- goal is a Preliminary Proposal.** The STA Fiscal Year (FY) 2009-10 budget identifies funds for the development of a SR2T plan.
- 9) Maintain separate Bicycle and Pedestrian Advisory Committees to provide advice to the STA Board.

This goal has been Completed. STA staff coordinates and prepares agendas for a Bicycle Advisory Committee (BAC) and a Pedestrian Advisory Committee (PAC). Each committee meets at least once quarterly per calendar year. STA works with appointing agencies to ensure that each Committee position is filled with a qualified candidate. With the two committees, STA can maintain the unique perspective of each group.

- 10) Develop and implement a methodology to rate the safety, pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a program to correct deficiencies. **This sub- goal is a Preliminary Proposal. An index for bikability and walkability currently does not exist. This policy initiative is new to the CTP, and no steps have been taken to implement it. STA staff will need to develop a method to inventory the condition of travel surfaces for bicyclists and pedestrians through the Pavement Condition Index (PCI) as a starting point for each city.**
- 11) Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map; provide near real-time information on travel times of public transit. **This goal has been Completed.** The Solano Napa Commuter Information (SNCI) program currently provides transit trip planning information. Callers to SNCI can also request trip planning assistance for bicycling and walking also. The 511.org Trip Planner also provides an online system for identifying preferred routes of travel with connections to transit as a resource for bicyclists and pedestrians. Through the SNCI program, STA will continue to market the 511.org Trip Planner more to improve its benefit to the bicycling and walking people in Solano County.
- 12) Continue to provide financial incentive for the purchase of bicycles to be used for commuting.
This goal has been Completed. SNCI administers the program and works with participants to log their bicycle miles travelled. The Solano Napa Commuter Information (SNCI) posts flyers to attract interested residents and workers of Solano County. The program provides a reimbursement of 60% of cost of the bicycle, up to \$100.

Alternative Fuels

- 1) Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.
- a) Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet providers) to identify and implement alternative fuels technologies for transit fleets serving Solano County. **This goal has achieved Significant Progress.** STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. As technology advances, a series of agenda items to identify and implement alternative fuels technologies at future meetings is planned. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative clean fuel buses.

- b) Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles. **This goal has achieved Significant Progress.** Some agencies own and operate compressed natural gas (CNG) fueled buses and Electric Vehicle fleet. STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance the use of that/those fuel(s). The City of Vacaville's City Coach bus service is comprised of 15 CNG buses. The City of Vallejo is currently taking steps toward transitioning their fleet vehicles to diesel or diesel-electric buses. Vallejo Transit bus service is currently comprised of a combination of 60 gasoline or diesel buses. STA has assisted with securing funding for projects related to procurement of alternative fueled vehicles and also provides funding opportunity updates to project sponsors in the Consortium, TAC, and STA Board meeting agenda packets.
- 2) Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use. Support development of infrastructure to support privately-operated alternative fuel vehicles. **This goal has achieved Significant Progress.** STA staff supports programs and projects submitted by member agencies interested in sponsoring alternative fuel vehicles for on-road use. The City of Vacaville has operated a successful Electric Vehicle (EV) program for lease or purchase of EVs and to offset the cost of owning an EV for its residents and workers of eastern Solano County and the cities of Dixon, Rio Vista and Vacaville. The City of Vacaville runs a similar program to cover the marginal cost of acquisition of CNG cars for residents of these areas. Funding for the program has been largely from the Yolo Solano Air Quality Management District – Clean Air Funds program (administered by the YSAQMD with funding advice provided through STA, The City of Vacaville also maintains an Electric Vehicle fleet for City staff use. Funding for the program is not adequate to cover the number of interested participants, and no funding is available for residents in the BAAQMD jurisdiction.

Transit-Oriented Development

- 1) Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all modes of transit. Support designation of appropriate locations such as Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs. **This goal has achieved Significant Progress.** The Metropolitan Transportation Commission (MTC) is working with the Association of Bay Area Governments (ABAG) to implement the Bay Area FOCUS initiative which identifies PDAs and provides TLC funding for eligible projects within the PDAs. Approximately \$1.8 million dollars will be allocated to Solano County through MTC's Transportation of Livable Communities (TLC) funding program to construct

projects in PDAs. STA is working with each member agency to developing an implementation strategy to administer the programmed funds. Because PDAs are a relatively new concept, STA has a limited ability to track the success of funds it manages in supporting PDAs. STA's allocation of TLC funds in past years has supported development of projects that support PDA-type development, but not all TLC funds have been expended in areas that have received PDA designations. Note: address need to improve higher density development strategy.

- 2) Coordinate funding from various sources, including Transportation for Livable Communities, Transportation Planning and Land Use Solutions (T-PLUS), clean air funds, state bonds, and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations. **This goal has achieved Significant Progress.** STA developed an Alternative Modes funding strategy that has been used to coordinate the various funding sources pertinent to the development of various projects, including those in PDAs and TOD locations. As new programs are developed at the regional level, STA will continue to update the funding strategy to coordinate the funding to most efficiently support the planning and construction of projects under the alternative modes element.
- 3) Assist local jurisdictions in identifying and obtaining funds to support planning documents for Priority Development Areas (PDAs)s and Transit Oriented Development(TOD). This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning. **This goal has achieved Significant Progress.** This goal is new and is continuing to evolve, but steps already taken to support Transportation for Livable Communities projects help support PDAs. STA staff regularly prepares a "Funding Opportunities" summary of grants and funding available to STA member agencies. STA also works with its legislative advocacy group for identifying legislation relevant to projects and funding for various community transportation-related improvement categories. In the past, STA has also secured federal earmarks and state funding to support local agency projects at any point in the project development process (i.e. planning, design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning). STA has developed a program for the regional T-Plus program.
- 4) Maintain and update the Napa-Solano Travel Demand Model so that it can be used to support analysis of the implementation of Transit Oriented Development projects. **This goal has achieved Significant Progress.** The Napa-Solano Travel Demand Model was approved in July 2008, and is used as the basis for regional travel modeling in all STA documents and by jurisdictions and consultants analyzing projects with regional impacts. In 2009, a new structure for monitoring the development and updating of the model was created: the Model Technical Advisory Committee and the Model Land Use Committee. The STA is now

working to update the model's utility for arterial Routes of Regional Significance, and to prepare for new information from the 2010 census.

Alternative Modes Element

Purpose Statement and Goals Gap Analysis

COMPREHENSIVE TRANSPORTATION PLAN PURPOSE STATEMENT

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

Alternative Modes Element Purpose Statement

Purpose Statement: One County, Many Choices for Mobility – Identify and implement programs and projects that will expand safe transportation options that do not require the use of single occupant vehicles or public transit, improve safety for users of alternative modes, and reduce the environmental impact of all forms of transportation used in Solano County.

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

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

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are established under the three (3) categories of Bicycle and Pedestrian Transportation, Alternative Fuels, and Transit-Oriented Development:

Bicycle and Pedestrian Transportation

- 1) Plan and construct a county-wide bicycle system with the following features:
 - a) A system of links consisting of Class I, II and III facilities, appropriate to their location that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other

counties.

This goal has been Completed. The Solano Countywide Bicycle Program identifies a countywide bikeway network that consists of a planned network of Class I, II, and III facilities specific to each of the cities and the County. According to the State of the System – Alternative Modes report, 43% of the identified county-de bicycle system has been constructed. Although the countywide bikeway network has not yet been completed, STA and its member agency staff continuously work together toward constructing the planned facilities.

- b) For projects requesting STA administered funding, require facilities such as lighting, shade, water, and bike lockers at regionally significant transit centers and specified activity centers.

This sub- goal is a Preliminary Proposal. There are some existing locations within each agency that provide adequate support facilities or one type of amenity, many lack complementary facilities (for example, bike lockers are present but drinking water is not). An inventory of support facilities for identified key system nodes, activity or transit facilities such as park-and-ride lots centers has not yet been undertaken exist.

- c) Consistent signage to identify system segments and provide wayfinding information.

- i) Signage to identify system segments. **This sub- goal has been Completed.** The STA currently publishes the Yolo-Solano BikeLinks Map showing regional routes between Solano and Yolo counties. STA has also created a regional bicycle route sign to designate a bicycle route as a regional connection. These signs are added to the bike routes as they are constructed or improved. An inventory of the sign locations does not exist. These signs are agreed to as part of the bicycle funding agreement; however, STA has no formal policy requiring be installed.

- ii) Signage to provide wayfinding information. **This sub- goal is a Preliminary Proposal.** A “wayfinding signage plan,” is a document that does not exist. This plan would identify key locations, standards for placement, map templates, uniform pavement markings, and uniform sign specifications scaled for regional bike routes and major activity centers to assist bicyclists and pedestrians navigate their travel routes within Solano County (i.e. transit information, distance to key activity centers/attractions, etc).

- 2) Plan and construct a county-wide pedestrian program.

- a) Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs). **This sub- goal is a Preliminary Proposal.** The pedestrian plan in Solano County has evolved from a trails study completed in 1999. Today, a complete countywide pedestrian program includes the coordination of developing regional trails, paths, and access to regional transit. STA publishes the Transportation for Livable Communities (TLC) Plan and TLC Toolkit. However, a key subject area in need of development and coordination with the TLC program is Priority

Development Areas (PDA). PDAs are new to the CTP. The STA is working with its partner agencies as well as MTC staff to develop an appropriate planning and funding strategy to complete connections to transit and within activity centers (e.g., employment/shopping /transit/etc.) through the Solano Countywide Pedestrian Plan and the Solano Bicycle and Pedestrian Program (SBPP). The Solano Countywide Pedestrian Plan is the planning document and the SBPP is the funding program.

- b) Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail. Seek out opportunities to use the same facility for both local and regional trails. **This sub- goal is a Preliminary Proposal.** STA is already working on projects such as the Jameson Canyon trail study to help implement this goal.
- 3) Provide a system to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian master plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian master plans. **This goal has been Completed.** With the 2009/2010 update to the Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan, criteria have been developed to identify projects to achieve the goals of their respective plans. A separate set of criteria for prioritizing planned projects has also been developed. Priority projects will be reviewed annually.
- 4) Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained. **This goal is a Preliminary Proposal.** This policy initiative is new to the CTP, and no steps have been taken to implement it.
- 5) Implement the California Department of Transportation and the Metropolitan Transportation Commission's *Complete Streets* policies for projects involving STA administered funds. **This goal has achieved Significant Progress.** This policy initiative is new to the CTP. Currently, STA staff requires that a complete streets checklist be filled out and submitted by member agencies when applying for funds administered by STA. A link to submitted checklists has also been placed on the STA website to enable access by the BAC and PAC as well as the general public. A policy recommendation is pending approval by the STA Board as a part of the 2010 Solano Countywide Bicycle Plan and Solano Countywide Pedestrian Plan updates. This is consistent with Caltrans and MTC's Complete Streets policies. Note: not yet in the CTP/bike/ped plans. Policy needs to go through STA Board first. STA step is to go beyond disclosure and present to the BAC/PAC. Developing a policy is next. Bring examples of what other agencies think Complete Streets is. Identify good complete streets

candidate projects.

- 6) Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities. **This goal has been Completed.** STA staff participates on the Caltrans D4 Pedestrian advisory committee, MTC Regional Bicycle Working Group, MTC Regional Pedestrian Committee, and attends various regional meetings to coordinate and stay current with transportation news and industry developments.
- 7) Encourage end-user focused bicycle and pedestrian facilities planning. **This goal has been Completed.** The STA Bicycle and Pedestrian advisory committees consist primarily of system users. STA and member agency staff attends and participate as *ex officio* members of these committees. STA staff also seeks the advice and guidance from experienced cyclists and walking commuters from local bicycle clubs, pedestrian interest groups, and members of the BAC and PAC. STA staff works closely to coordinate the needs of the public with projects identified by project sponsors. In addition, external resources including blogs, internet websites, magazines, and newspapers are frequently used to identify current best-practices as a tool for bicycle and pedestrian facilities planning.
- 8) Improve travel safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).
 - a) Safe Routes to School (SR2S) Program. **This sub-goal has been Completed.** STA has adopted a Safe Routes to Schools plan, and is now implementing a SR2S program. Additional funds are being sought to expand the number of schools involved in the SR2S program. The Safe Routes to Transit plan has not been initiated
 - b) Safe Routes to Transit (SR2T) Program. **This sub- goal is a Preliminary Proposal.** The STA Fiscal Year (FY) 2009-10 budget identifies funds for the development of a SR2T plan.
- 9) Maintain separate Bicycle and Pedestrian Advisory Committees to provide advice to the STA Board.

This goal has been Completed. STA staff coordinates and prepares agendas for a Bicycle Advisory Committee (BAC) and a Pedestrian Advisory Committee (PAC). Each committee meets at least once quarterly per calendar year. STA works with appointing agencies to ensure that each Committee position is filled with a qualified candidate. With the two committees, STA can maintain the unique perspective of each group.

- 10) Develop and implement a methodology to rate the safety, pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a program to correct deficiencies. **This sub- goal is a Preliminary Proposal.** An index for bikability and walkability currently does not exist. This policy initiative is new to the CTP, and no steps have been taken to implement it. STA staff will need to develop a method to inventory the condition of travel surfaces for bicyclists and pedestrians through the Pavement Condition Index (PCI) as a starting point for each city.
- 11) Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map; provide near real-time information on travel times of public transit. **This goal has been Completed.** The Solano Napa Commuter Information (SNCI) program currently provides transit trip planning information. Callers to SNCI can also request trip planning assistance for bicycling and walking also. The 511.org Trip Planner also provides an online system for identifying preferred routes of travel with connections to transit as a resource for bicyclists and pedestrians. Through the SNCI program, STA will continue to market the 511.org Trip Planner more to improve its benefit to the bicycling and walking people in Solano County.
- 12) Continue to provide financial incentive for the purchase of bicycles to be used for commuting.
This goal has been Completed. SNCI administers the program and works with participants to log their bicycle miles travelled. The Solano Napa Commuter Information (SNCI) posts flyers to attract interested residents and workers of Solano County. The program provides a reimbursement of 60% of cost of the bicycle, up to \$100.

Alternative Fuels

- 1) Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.
 - a) Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet providers) to identify and implement alternative fuels technologies for transit fleets serving Solano County. **This goal has achieved Significant Progress.** STA staff holds regular meetings with the SolanoExpress Transit Consortium once a month. As technology advances, a series of agenda items to identify and implement alternative fuels technologies at future meetings is planned. In addition, STA has sought and received approval for two congressional earmarks for the purchase of alternative fuel buses for intercity transit. At this time, however, the majority of intercity transit vehicles are not alternative clean fuel buses.

- b) Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles. **This goal has achieved Significant Progress.** Some agencies own and operate compressed natural gas (CNG) fueled buses and Electric Vehicle fleet. STA has promoted alternative fuels vehicles on an ad-hoc basis, and has adopted neither an analysis of which fuels would be most effective for Solano County nor a strategy to advance the use of that/those fuel(s). The City of Vacaville’s City Coach bus service is comprised of 15 CNG buses. The City of Vallejo is currently taking steps toward transitioning their fleet vehicles to diesel or diesel-electric buses. Vallejo Transit bus service is currently comprised of a combination of 60 gasoline or diesel buses. STA has assisted with securing funding for projects related to procurement of alternative fueled vehicles and also provides funding opportunity updates to project sponsors in the Consortium, TAC, and STA Board meeting agenda packets.
- 2) Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use. Support development of infrastructure to support privately-operated alternative fuel vehicles. **This goal has achieved Significant Progress.** STA staff supports programs and projects submitted by member agencies interested in sponsoring alternative fuel vehicles for on-road use. The City of Vacaville has operated a successful Electric Vehicle (EV) program for lease or purchase of EVs and to offset the cost of owning an EV for its residents and workers of eastern Solano County and the cities of Dixon, Rio Vista and Vacaville. The City of Vacaville runs a similar program to cover the marginal cost of acquisition of CNG cars for residents of these areas. Funding for the program has been largely from the Yolo Solano Air Quality Management District – Clean Air Funds program (administered by the YSAQMD with funding advice provided through STA, The City of Vacaville also maintains an Electric Vehicle fleet for City staff use. Funding for the program is not adequate to cover the number of interested participants, and no funding is available for residents in the BAAQMD jurisdiction.

Transit-Oriented Development

- 1) Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all modes of transit. Support designation of appropriate locations such as Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs. **This goal has achieved Significant Progress.** The Metropolitan Transportation Commission (MTC) is working with the Association of Bay Area Governments (ABAG) to implement the Bay Area FOCUS initiative which identifies PDAs and provides TLC funding for eligible projects within the PDAs. Approximately \$1.8 million dollars will be allocated to Solano County through MTC’s Transportation of Livable Communities (TLC) funding program to construct

projects in PDAs. STA is working with each member agency to developing an implementation strategy to administer the programmed funds. Because PDAs are a relatively new concept, STA has a limited ability to track the success of funds it manages in supporting PDAs. STA's allocation of TLC funds in past years has supported development of projects that support PDA-type development, but not all TLC funds have been expended in areas that have received PDA designations. Note: address need to improve higher density development strategy.

- 2) Coordinate funding from various sources, including Transportation for Livable Communities, Transportation Planning and Land Use Solutions (T-PLUS), clean air funds, state bonds, and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations. **This goal has achieved Significant Progress.** STA developed an Alternative Modes funding strategy that has been used to coordinate the various funding sources pertinent to the development of various projects, including those in PDAs and TOD locations. As new programs are developed at the regional level, STA will continue to update the funding strategy to coordinate the funding to most efficiently support the planning and construction of projects under the alternative modes element.
- 3) Assist local jurisdictions in identifying and obtaining funds to support planning documents for Priority Development Areas (PDAs)s and Transit Oriented Development(TOD). This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning. **This goal has achieved Significant Progress.** This goal is new and is continuing to evolve, but steps already taken to support Transportation for Livable Communities projects help support PDAs. STA staff regularly prepares a "Funding Opportunities" summary of grants and funding available to STA member agencies. STA also works with its legislative advocacy group for identifying legislation relevant to projects and funding for various community transportation-related improvement categories. In the past, STA has also secured federal earmarks and state funding to support local agency projects at any point in the project development process (i.e. planning, design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning). STA has developed a program for the regional T-Plus program.
- 4) Maintain and update the Napa-Solano Travel Demand Model so that it can be used to support analysis of the implementation of Transit Oriented Development projects. **This goal has achieved Significant Progress.** The Napa-Solano Travel Demand Model was approved in July 2008, and is used as the basis for regional travel modeling in all STA documents and by jurisdictions and consultants analyzing projects with regional impacts. In 2009, a new structure for monitoring the development and updating of the model was created: the Model Technical Advisory Committee and the Model Land Use Committee. The STA is now

working to update the model's utility for arterial Routes of Regional Significance, and to prepare for new information from the 2010 census.

Arterials, Highways, and Freeways Element

DRAFT Purpose Statement and Goals Gap Analysis

OVERALL COMPREHENSIVE TRANSPORTATION PLAN

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

Arterials, Highways, and Freeways Element Purpose Statement: Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

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

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

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Arterials, Highways, and Freeways Element of the overall purpose of the Solano CTP, the following goals are established:

- 1) Invest available funds in maintaining a minimum Pavement Conditions Index (PCI) of **63** on the STA's Routes of Regional Significance.
 - a. ~~Advocate Caltrans to maintain a similar standard on state highways and interstate system.~~

Preliminary Proposal. The STA currently allocates federal Surface Transportation Program funds for Local Streets and Roads projects through a funding distribution formula. Funding amounts are determined based on a percentage of population, lane mileage, arterial and collector

shortfall, and preventative maintenance. The formula includes PCI scores of 60 to 70 points and above as part of preventative maintenance analysis.

Note that the goal of 63 was established to be consistent with MTC’s goal for the region to keep the PCI scores at a “Fair” rating. Pavement conditions are rated by their PCI score with the following ranks:

Score	Rating
80-89	Very Good
70-79	Good
60-69	Fair
50-59	At-Risk
25-49	Poor

The STA has not adopted a policy that mandates the formula only consider a PCI score of 63 and above. In addition, the city or county agency has discretion for which roads receive Local Streets and Roads funding. Agencies do not have to use the funds to maintain or achieve PCI of 63 on the Routes of Regional Significance.

- 1.a. Caltrans uses a “Distressed Lane Miles” for pavement conditions for resource allocation and maintenance on the freeway and highway network.
- 2) Identify, prioritize, and implement safety improvements on Solano County’s highway and freeways to reduce vehicle collisions and severe accidents below the statewide average for similar types of facilities.

Significant Progress. STA adopted the Solano Travel Safety Plan in 1998. The 2001 SR 12 MIS contained a significant segment on accident data; in 2006, the STA reactivated the SR 12 committee, and made a major investment in SR 12 safety, including sponsoring an Office of Traffic Safety grant, designation of a double fine zone and dedication of the Officer David Frank Lamoree memorial highway, and the dedication of \$150,000 of STIP PPM funds for FY 09-10 and 10-11 to help produce a new SR 12 MIS. Safety and accident data was collected and analyzed as a part of the SR 113 MIS. However, there is not an overarching schedule of safety data gathering and analysis, and not all plans use the same safety statistics in analyzing roadway safety.

- 3) Develop performance measures for funding and prioritizing arterials, highways, and freeway projects in Solano County.

Significant Progress. STA has developed performance measures for highways, freeways and roadway corridors through Major Investment Studies (MIS) and other similar documents. Performance measures are not developed or monitored for local roads. Typical performance measures include:

1. Level of Service (LOS)
2. Vehicle Hours Delayed (VHD)
3. Accidents rates compared to statewide average for similar types of facilities

Other Performance Measures exist and incorporated in separate plans and documents; however, the STA currently does not have standardized performance measurement for funding and prioritizing arterials, highways, and freeway projects in Solano County.

- 4) Support funding improvements identified in the STA’s Routes of Regional Significance to accommodate transit routes and bicycle and pedestrian facilities included in the Solano Countywide Bicycle and Pedestrian Plans that is consistent with MTC’s Routine Accommodations for Non-Motorized Vehicles.
 - a. Encourage local agencies to adopt similar standards for local road systems not included in the STA’s Routes of Regional Significance

Preliminary Proposal. MTC created Routine Accommodations as part of resolution 3765 and calls for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design. Solano County’s Routes of Regional Significance and Transit Facilities of Regional Significance were developed as part of the current CTP update. The STA needs to determine what MTC’s Routine Accommodations (also known as Complete Streets) means for Solano County. STA has planned complete streets/multimodal corridors including the Jepson Parkway and the North Connector. Complete Streets concepts will be developed as part of the Alternative Modes Element of the STA’s Comprehensive Transportation Plan.

- 4a. **Preliminary Proposal.** Local agencies, along with the STA, will need to determine what complete streets means for their jurisdiction.

- 5) Develop and maintain an arterials, highways and freeways system that facilitate and encourage carpool, vanpools and multi-modal transportation through the use of seamless High Occupancy Vehicle (HOV) lane network, connections to regionally significant transit facilities, and park and ride lots.

Significant Progress. A complete HOV Lane Network for I-80 and I-680 is planned for Solano County. HOV lanes were recently constructed on I-80 between Fairfield from Red Top Road to Air Base Parkway. The STA is currently working with MTC to help fund an extension of the current HOV network through Express Lanes.

- 6) Update Solano County’s Routes of Regional Significance to implement the STA’s 50/50 policy*.

Preliminary Proposal. Eligible projects on Solano County’s Routes of Regional Significance are being considered. The 50/50 policy will be updated once the project’s list is completed.

*50/50 Funding Policy commits STA to fund 50% of local interchange improvements and significant roadways that provide a local alternative to using state highway for travel between two cities.

- 7) Prioritize roadway projects for available and future funding with the following criteria:
- a. Project Deliverability
 - b. Safety improvements
 - c. Increased system efficiency
 - d. Capacity improvements
 - e. Goods movement enhancements
 - f. Climate change policies
 - g. Routes of Regional Significance
 - h. Economic Development

Significant Progress. STA has begun to develop a process for prioritization of roadway project funds, including identifying priority projects by community, determining project readiness and needs, and comparing project putting projects in the context of adopted studies such as the I-80/I-680/I-780 Operations Plan. This draft funding strategy does not use all of the criteria identified in this CTP Goal. In addition, the STA has developed criteria through the Regional Transportation Impact Fee (RTIF) study to rate potential RTIF-recipient projects.

- 8) Prepare and maintain an up-to-date travel demand model for Solano and Napa counties. The model should have the following characteristics:
- a. Consistent with MTC requirements, including use of ABAG projections.
 - b. Use a future year adequate to meet Caltrans requirements.
 - c. Substantially revised after each decennial census, and updated with new ABAG projections.
 - d. Ensure traffic model provides information relevant to traffic congestion and air pollution reduction strategies.

Significant Progress. Current model was originally adopted in 2005 and was recently updated in 2008. The model continues (and will continue) to have ongoing refinements. Over the last two years, the model was refined to include updated land use information and forecasted traffic counts for the years 2010 and 2030. A broader update of the model is expected to occur relative to the 2010 census. The STA has taken steps to formalize the Model Technical Advisory Committee to include a land use subcommittee.

- 9) Anticipate and **fully** mitigate arterial, highway, and freeway project's environmental impacts
- a. Special emphasis should be given to air emission and greenhouse gas reduction.
Significant progress. Individual environmental documents will need to meet requirements of SB 375 and AB 32. The STA is currently working on a climate change strategy in partnership with the local agencies. In addition, STA is working with MTC and ABAG on the Sustainable Communities Strategy.
 - b. Where appropriate, be consistent with the Solano County Habitat Conservation Plan's (HCP) avoidance and mitigation measures.

Significant progress. The HCP standards were used in the development in the Jepson Parkway and North Connector Environmental Documents.

- 10) Identify and prioritize Right of Way (ROW) needed to preserve to meet long-term traffic demands.

Preliminary Proposal. An inventory of ROW needs has not been completed.

- 11) Identify and obtain potential funding sources to implement the Arterials, Highways and Freeways Element of the Solano Comprehensive Transportation Plan.

Significant progress. STA continues to identify and monitor Federal, State, and Regional funding opportunities. This will continue to be an ongoing activity. In addition, STA is exploring local funding opportunities such as a Regional Traffic Impact Fee and Express Lanes

Criteria for Transit Facilities of Regional Significance
Adopted December 10, 2008
Modified _____, 2010

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

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

Transit Facilities of Regional Significance are:

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

Recommended Transit Facilities of Regional Significance Additions

09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road These facilities are recommended for designation as Transit Facilities of Regional Significance.	Planned
--------------	-------	--------------------------------------	-------------------------------	---	---------

Criteria for Transit Facilities of Regional Significance
Adopted December 10, 2008
Modified _____, 2010

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

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

Transit Facilities of Regional Significance are:

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

Recommended Transit Facilities of Regional Significance Additions

09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road These facilities are recommended for designation as Transit Facilities of Regional Significance.	Planned
--------------	-------	--------------------------------------	-------------------------------	---	---------

THIS PAGE LEFT INTENTIONALLY BLANK.

Project Status key:

Permitted and Ready to Construct – all permits and funding secured

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

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

Planned – less than 10% PS&E

Agenda Item VII.A

January 27, 2010

ATTACHMENT E

DRAFT CTP PROJECT LIST
(Last Updated: ~~January 20~~February 18, 2010)

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - Freeway	Construct one additional mixed flow lane in each direction. <i>This project is not identified in I 680 Freeway Performance Initiative.</i> <u>an HOV lane in the northbound direction of I-680 per the draft I-80/I-680/I-780 Corridor Operations Improvement Plan.</u> This is a Route of Regional Significance.	Planned
09CTP 005	Benicia	I-780 (E. 2nd to E. 5th) Lanes	Arterials, Highways and Freeways - Freeway	Construct a mixed flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan. This is a Route of Regional Significance.	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - Freeway	Construct a mixed flow lane and interchange improvements for each direction of I-780 <u>an eastbound auxiliary lane</u> per the <u>draft I-80/I-680/I-780 Corridor Operations Improvement Plan.</u> This is a Route of Regional Significance.	Planned
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - Arterial	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 007	Benicia	I-680/Bayshore/Industrial Interchange Connections	Arterials, Highways and Freeways - Arterial	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Planned
09CTP 008	Benicia	I-780/Southhampton/West 7th Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand . This is a Route of Regional Significance.	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - Arterial	Upgrade ramps to meet current standards and traffic demand . This is a Route of Regional Significance.	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - Arterial	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance.	Planned
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Alt Modes – Bike/Ped	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned
09CTP 012	Benicia	First Street Streetscape Project	Alt Modes – Bike/Ped	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street. This is a Route of Regional Significance.	Planned
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Alt Modes – Bike/Ped	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Alt Modes – Bike/Ped	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing	Alt Modes – Bike/Ped	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	<u>Under Construction</u>
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Transit - Rideshare	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). This <u>These is aare Transit</u> Facilities of Regional Significance. May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 021	Benicia	Improve or replace bus shelters	Transit – Bus	Upgrade or replace 12 bus shelters. Project is funded with ARRA funds.	<i>Permitted and Ready to Construct</i>
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – Bus	Construct new Capitol Corridor train station at Lake Herman Road. This is a Facility of Regional Significance.	Planned
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – Bus	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. This is a Facility of Regional Significance. This project was also submitted by the County of Solano.	Planned
09CTP 020	Benicia	Provide more joint bus operations	Transit – Bus	Provide more intercity bus service. Possible consolidation with Vallejo into South County Transit Authority	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 120	Benicia	First Street and Waterfront	Transit – Rail or Ferry	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal. <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
	<u>Benicia</u>		<u>Transit – Bus</u>	<u>Improve Transit Schedule</u> <u>Improve Transit Marketing</u> <u>Improve Transit Services and Routes</u>	<u>Planned</u>
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 213	Dixon	I-80/SR 113 Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 215	Dixon	I-80/West A St. Interchange	Arterials, Highways and Freeways - Freeway	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Planned
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Arterials, Highways and Freeways - Highway	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. <i>This project is an option identified in the SR 113 MIS.</i>	Study

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - Arterial	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Facility of Regional Significance.	Designed
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - Arterial	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This is a Facility of Regional Significance.	Planned
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – Bike/Ped	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Pedestrian Under-Crossing Project). Tunnel undercrossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station. This is a Facility of Regional Significance.	Preliminary Design
09CTP 222	Dixon	Pedrick Road Overcrossing	Alt Modes – Bike/Ped	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 224	Dixon	Alternative vehicle partnerships	Alt Modes – Alt Fuel	Develop a program to assist private drivers and fleets acquire and operate alternative fuel vehicles; acquire funding to implement the program.	Planned Program
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Alt Modes – Land Use	Complete landscaping and pedestrian improvements in A Street/1 st Street/Railroad track area in downtown Dixon. This is a Route of Regional Significance.	Planned
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - Rideshare	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 227	Dixon	SolanoExpress	Transit – Bus	Modify Route 30 to support direct transit connections to Davis, and to improve connectivity to west-bound buses that serve the Bay Area.	Planned
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – Rail or Ferry	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. This is a Facility of Regional Significance. This project was also submitted by the County of Solano.	Preliminary Design
09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - Freeway	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. This is a Route of Regional Significance.	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - Freeway	Construct mixed-flow lane in each direction. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Arterials, Highways and Freeways - Freeway	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. This is a Route of Regional Significance.	Planned
09CTP 185	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - Arterial	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. This is a Route of Regional Significance. <u>See Project 09CTP 185</u>	Preliminary Design
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways - Arterial	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. This is a Route of Regional Significance.	Preliminary Design
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - Arterial	Construct a new interchange linking the North Connector, Red Top Road and SR 12. This is a Route of Regional Significance.	Planned
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes This is a Route of Regional Significance.	Planned
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - Arterial	Widen from 2-lanes to 4-lanes. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - Arterial	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Planned
09CTP 169	Fairfield	Improve I-80/N. Texas St. Interchange	Arterials, Highways and Freeways - Arterial	Construct interchange improvements. This project is a City of Fairfield project. This is a Route of Regional Significance. <i>Completion Scheduled for 2010.</i>	<u>Under Construction</u>
09CTP 173	Fairfield	Manuel Campos Pkwy from I-80 to Dover Ave.	Arterials, Highways and Freeways - Arterial	Construct a 4-lane arterial to close gap in Manuel Campos Parkway. This is a Route of Regional Significance. <i>Completion scheduled for 2009/2010</i>	<u>Under Construction</u>
09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – Bike/Ped	Construct new grade-separated road overcrossing of UPRR tracks for Blossom Ave, from Fairfield into Suisun City. May want to delete this project because it is not being actively pursued at this time and funding is unlikely to be available for many years.	Planned
09CTP 184	Fairfield	Linear Park Path	Alt Modes – Bike/Ped	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 187	Fairfield	Laurel & Ledgewood Creek Bike Paths	Alt Modes – Bike/Ped	Extension of the Ledgewood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned
09CTP 188	Fairfield	I-80/Red Top Park-and-Ride lot	Transit - Rideshare	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. This is a Facility of Regional Significance.	Preliminary Design
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - Rideshare	Construct 200 space park and ride lot Gold Hill Road at I-680.	Planned
09CTP 195	Fairfield	ADA Access at bus facilities	Transit – Bus	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	<i>Permitted and Ready to Construct</i>
09CTP 191	Fairfield	Central Transfer Center	Transit – Bus	Construct Bus Transfer Facility off of North Texas Street	Planned
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – Bus	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. This is a Facility of Regional Significance.	Planned
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – Rail or Ferry	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. This is a Transit Facility of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 999	Rio Vista	SR 12 from I-80 to Rio Vista	Arterials, Highways and Freeways - Highway	Implement SR 12 Major Investment Study . This study was completed in 2001. STA and other regional agencies are working to develop an I-80 to I-5 SR 12 MIS. This is a Route of Regional Significance.	Complete
09CTP 900	Rio Vista	Rio Vista Bridge across the Sacramento River	Arterials, Highways and Freeways - Highway	Conduct a study of options for existing bridge, including rebuilding in place or relocating the bridge and connecting roadways. This study is underway and will be completed in the fall of 2009. This is a Route of Regional Significance.	Study
09CTP 199	Rio Vista	SR 12/Church Street <u>Road</u> and Amerada Intersections	Arterials, Highways and Freeways - Arterial	<u>Improve the SR 12 and Church Road intersection. .. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection.</u> Improve the intersection of SR 12 and Church Street, with the option of including a 40 space park and ride lot at the southeast corner. —A PSR is being prepared for the project. This is a Route of Regional Significance.	Preliminary Design
09CTP 204	Rio Vista	Sacramento River Waterfront	Alt Modes – Bike/Ped	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
09CTP 205	Rio Vista	Citywide Trail System	Alt Modes – Bike/Ped	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossings	Alt Modes – Bike/Ped	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. SR 12 is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
	Rio Vista	SR 12/Waterfront Streetscape Project	Alt Modes – Land Use	<i>See Project 09CTP 204</i>	Planned
09CTP 162	Rio Vista	<u>Rio Vista Delta Breeze Intercity and Local Bus Service</u> <u>Intra-city shuttle bus</u>	Transit – Bus	<u>Continue to provide transit services connect to intercity routes for travel on BART, Capitol Corridor, Greyhound, Tri Delta, SCT/LINK, FAST and Vallejo Transit</u> Provide regular bus service to regional transit providers (BART, Capitol Corridor, San Joaquin transit).	Planned
09CTP 201	Rio Vista	Sacramento River Waterfront	Transit – Rail or Ferry	Construct a facility to support passenger ferry service to either Sacramento or the San Francisco Ferry Building, <u>and/or water taxi service between various locations in Rio Vista and Isleton.</u> <u>See Project 09CTP 100 (STA)</u> STA Water Transportation Plan must proceed project(s)	Planned
09CTP 202	Rio Vista	Provide intermodal transit centers for regional connections.	Transit – Rail or Ferry	Construct a multi-modal transit center, including facilities for express bus service routes to <u>SCT/LINK, FAST, Vallejo Transit, Tri Delta BART and Rail.</u> Location options are Main and Front streets (downtown) or SR 12 and Church Street <u>Road.</u>	Planned
09CTP 050	Solano County	Support Solano County's paratransit operations	Transit – Paratransit	Provide paratransit transportation to ADA qualified riders. Solano County paratransit service is ongoing	Existing Program
09CTP 900	Solano County	Consolidate paratransit operations	Transit – Paratransit	Study consolidation of paratransit operations among the cities and County to provide more effective service to riders.	Study
09CTP 025	Solano County	Improve the surface condition of areas with deficient pavement on I-80	Arterials, Highways and Freeways - Freeway	Pavement conditions on sections of I-80 need significant rehabilitation. Construction complete on some segments. Other segments are planned. This is a Route of Regional Significance.	Planned
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - Freeway	Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - Freeway	Improve traffic flow and safety through Vallejo, including consolidating ramps. This is a Route of Regional Significance.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - Highway	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. This is a Route of Regional Significance.	Planned
09CTP 038	Solano County	McGary Road	Arterials, Highways and Freeways - Arterial	Reconstruct McGary Road, including a Class II Bike Lane, from Red Top Road to Lynch Canyon in order to open it to through traffic and enhance the existing roadway. Construction is scheduled for Spring of 2010. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield.	<i>Permitted and Ready to Construct</i>
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Arterials, Highways and Freeways - Arterial	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Existing Program
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - Arterial	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance. <u>See Projects 09CTP 148 and 09CTP 146 (Vallejo)</u>	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - Arterial	Construct improvements to Petersen Road, Canon Road, and North Gate Road. This is a Route of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - Arterial	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Planned
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - Arterial	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road. This is a Route of Regional Significance.	Planned
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - Arterial	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Planned
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Arterials, Highways and Freeways - Arterial	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Planned Program
09CTP 055	Solano County	Old Town Cordelia	Alt Modes – Bike/Ped	Construct pedestrian facilities and enhancements in the Old Town Cordelia area. This is a Route of Regional Significance.	Permitted and Ready to Construct
09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Alt Modes – Bike/Ped	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Alt Modes – Bike/Ped	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed. This project was also submitted by the City of Dixon.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 057	Solano County	Green Valley	Alt Modes – Bike/Ped	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project	Alt Modes – Bike/Ped	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Planned
09CTP 052	Solano County	Support Solano County paying its fair share for transit services provided to unincorporated residents by others	Transit – Bus	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing Program
09CTP 044	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit – Bus	Improve County-to-County public transit connections to better serve the County’s growing commute population.	Planned Program
09CTP 045	Solano County	Expand regional express bus service in conjunction with HOV lane improvements	Transit – Bus	Address regional commute needs as the County’s population grows by expanding public transit capabilities.	Planned Program
09CTP 046	Solano County	Integrate transit services, including express buses, with multi-modal rail stations	Transit – Bus	Ensure that transit operations are planned to provide efficient service to multi-modal rail stations.	Planned Program
09CTP 048	Solano County	Support more joint bus operations	Transit – Bus	Support more effective coordination of existing bus operations to better provide for the transportation needs of riders.	Planned Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 051	Solano County	Support the provision of wireless internet connections on public transit	Transit – Bus	Provide wireless internet service on public transit to better serve the needs of riders.	Planned Program
09CTP 900	Solano County	Countywide	Transit – Bus	Implement study recommendations to consolidate intercity transit services for local and express bus services to provide more effective public transit performance. A Solano Transit Consolidation Study has been undertaken. Benicia and Vallejo are discussing potential consolidation	Study
09CTP 047	Solano County	Support light rail commuter service	Transit – Rail or Ferry	Support options for potential light rail service in Solano County.	Planned Program
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - Arterial	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Designed
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - Arterial	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Planned
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Arterials, Highways and Freeways - Arterial	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.	Planned
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Arterials, Highways and Freeways - Arterial	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Arterials, Highways and Freeways - Arterial	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.	Planned
09CTP 053	Suisun City	Grizzly Island Trail	Alt Modes – Bike/Ped	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design
09CTP 066	Suisun City	Petersen Road Bike Path	Alt Modes – Bike/Ped	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements. This is a Route of Regional Significance.	Planned
09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – Bike/Ped	General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area. This is a Transit Facility of Regional Significance.	Planned
09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned
09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – Bike/Ped	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to Suisun City city limits. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 065	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path	Alt Modes – Bike/Ped	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	<u>Under Construction</u>
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Alt Modes – Land Use	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area. Local Project	Planned
09CTP 068	Suisun City	Park-and-ride lot Landscape Project	Transit - Rideshare	Periodic replacement of landscaping at existing Suisun City Park-and-ride lot.	Planned
09CTP 062	Suisun City	Improve and provide additional bus shelters	Transit – Bus	Install solar bus shelters to bus stops as needed. Managed by FAST.	Planned
09CTP 064	Suisun City	Provide direct bus connections to rail station	Transit – Bus	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Planned Program
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Transit – Rail or Ferry	Construct sound walls along railroad tracks between tracks and future developments as needed.	Planned
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - Freeway	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. This is a Route of Regional Significance.	Planned
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - Arterial	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 078	Vacaville	I-80 WB/Alamo Dr.-Merchant St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/Hickory St. On-Ramp	Arterials, Highways and Freeways - Arterial	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - Arterial	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance.	Planned
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - Arterial	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This is a Facility of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - Arterial	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance.	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - Arterial	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Planned
09CTP 109	Vacaville	Ulatris Creek Bike Facilites	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatris Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 110	Vacaville	Alamo Creek Bike Facilites	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 111	Vacaville	Elmira Road Bike Path	Alt Modes – Bike/Ped	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
09CTP 112	Vacaville	Alternative Fuel Vehicle (AFV) Incentive Program	Alt Modes – Alt Fuel	The Alternative Fuel Vehicle (AFV) Incentive Program to provide buy-down incentive for alternative fuel vehicles. Available to Vacaville, Dixon, Rio Vista and eastern County residents.	Existing Program
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Alt Modes – Land Use	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area o Vacaville. This area is designated as a Priority Development Area.	Planned
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Transit – Bus	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.	Existing Program

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 104	Vacaville	Interagency coordination of regional bus services	Transit – Bus	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.	Existing Program
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – Bus	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Preliminary Design
09CTP 105	Vacaville	Real-time bus tracking systems	Transit – Bus	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.	Planned Program
09CTP 097	Vacaville	Phase 1 Vacaville Transportation Center	Transit – Bus	Phase 1 to include a 10 bus bay carousel, commuter parking for 200 cars and commuter vans, a large clock tower, five large passenger bus shelters, public restroom, bike lockers, low maintenance landscaping, solar photovoltaic systems and LED lighting throughout. Project is fully funded. This is a Transit Facility of Regional Significance.	<u>Under Construction</u>
09CTP 106	Vacaville	Accessible taxi vehicles (capital)	Transit – Paratransit	Procure accessible mini-van type vehicles equipped with rear wheelchair loading ramps to be used by local taxi companies in support of senior and disabled transportation programs within Solano County.	Planned
09CTP 107	Vacaville	Accessible Taxi Program (operations)	Transit – Paratransit	Provide a taxi style transportation alternative to seniors and disabled persons within Solano County.	Planned Program
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - Freeway	Improve on/off ramp circulation from I-80. This is a Route of Regional Significance.	Planned
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - Freeway	Increase capacity of roadway segment. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - Highway	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. This is a Route of Regional Significance. Portions of this project are not in Solano County.	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - Highway	Pedestrian and landscaping improvements. This is a Route of Regional Significance.	Planned
09CTP 113	Vallejo	Improve I-80/American Canyon Rd. interchange including park & ride lot	Arterials, Highways and Freeways - Arterial	Construct interchange improvements, including ramp roundabouts. Examine potential of construction formal Park and Ride lot to replace casual lot currently in use.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - Arterial	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.	Planned
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - Arterial	Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. This is a Route of Regional Significance.	Planned
09CTP 138	Vallejo	I-80/Turner Overcrossing	Arterials, Highways and Freeways - Arterial	Add additional east-west connection to local streets; may provide bike/ped access across I-80.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - Arterial	Replace existing causeway bridge. This is a Route of Regional Significance.	Planned
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - Arterial	Improve on/off ramp circulation to SR 37. This is a Route of Regional Significance.	Planned
09CTP 137	Vallejo	Bay Trail Completion	Alt Modes – Bike/Ped	Complete segments of the Bay Trail.	Planned
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.	Planned
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Alt Modes – Bike/Ped	Replace existing structure	Planned
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Alt Modes – Bike/Ped	Construct a bike/ped path along Broadway.	Planned
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Alt Modes – Bike/Ped	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Alt Modes – Bike/Ped	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.	Study
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Alt Modes – Land Use	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Alt Modes – Land Use	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).	Study
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - Rideshare	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project. This is a Transit Facility of Regional Significance.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – Bus	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned. This is a Transit Facility of Regional Significance.	<i>Permitted and Ready to Construct</i>
	Vallejo	Vallejo Station bus transit center	Transit – Bus	Covered bus bays, transit operations center offices, pedestrian enhancements <i><u>This is a portion of Project 09CTP119</u></i>	<i>Under Construction</i>
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i><u>This is a portion of the previous project, 09CTP119</u></i>	Designed
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – Rail or Ferry	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i><u>This is a portion of the previous project, 09CTP119</u></i>	Preliminary Design

CTP ID	Agency	Location / Title	Element	Description	Project Status
	Vallejo	Vallejo Station City Hall parking structure	Transit – Rail or Ferry	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i>This is a portion of the previous project, 09CTP119</i>	Planned
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Transit – Bus	Replacement/Upgrade only applies to buses operating on intercity routes.	Planned
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Transit – Bus	Expand taxi program, call center and interface with Social Services Agencies.	Planned
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – Bus	Improve efficiency and provide parking for new buses. This is a Transit Facility of Regional Significance.	<u>Under Construction</u>
09CTP 123	Vallejo	Vallejo Ferry Terminal	Transit – Rail or Ferry	Acquire new ferries (5 th and 6 th vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical. This is a Transit Facility of Regional Significance.	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – Rail or Ferry	Construct Phases I and II of the Mare Island Ferry Maintenance Facility. This is a Transit Facility of Regional Significance.	Planned
09CTP 132	Vallejo	Connect to regional rail service	Transit – Rail or Ferry	Reactivate rail lines and establish passenger rail service connections to regional carriers.	Planned
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Transit – Rail or Ferry	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Transit – Rail or Ferry	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 145	Vallejo	Light rail service to Contra Costa County	Transit – Rail or Ferry	Light rail service to connect with BART	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – Rail or Ferry	Construct 1000-space multi-level parking structure with transit connections.	Planned
09CTP 152	Vallejo	Citywide rail lines	Transit – Rail or Ferry	Acquisition and re-use of railroad right-of-way throughout Vallejo; re-activate rail service	Planned
09CTP 153	Vallejo	Mare Island Rail Service	Transit – Rail or Ferry	Improvements to at-grade railroad crossings on Mare Island	Planned
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Transit – Rail or Ferry	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.	Planned
09CTP 158	Vallejo	Mare Island Water Taxi Service	Transit – Rail or Ferry	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)	Planned
09CTP 127	Vallejo	Expand paratransit	Transit – Paratransit	Expand paratransit program over different modalities	Planned Program
09CTP 030	STA	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - Freeway	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, and the City of Suisun City.	Permitted and Ready to Construct
09CTP 234	STA	I-80 EB Cordelia Truck Scales Relocation	Arterials, Highways and Freeways - Freeway	Construct new truck scales approximately ½ mile east of current location on I-80 EB, with braided ramps between I-80 and SR 12 East. Construction to start in FY 2011-12. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield.	Designed

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - Freeway	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east. This is a Route of Regional Significance.	Planned
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - Freeway	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. This is a Route of Regional Significance. This project was also submitted by the City of Benicia, the City of Fairfield, the County of Solano, and the City of Suisun City.	Preliminary Design
09CTP 016	STA	Countywide Gateways	Arterials, Highways and Freeways - Freeway	Develop gateway landscape and hardscape treatments for locations identified in the Solano Highway Improvement Program (SOHIP).	Planned
09CTP 093	STA	I-80 and I-680 ITS	Arterials, Highways and Freeways - Freeway	Install and activate Intelligent Transportation System (ITS) elements, including ramp metering, along I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This is a Route of Regional Significance.	Planned
09CTP 101	STA	I-80Auxiliary Lanes	Arterials, Highways and Freeways - Freeway	Construct Auxiliary Lanes on I-80 and I-680 per the <i>I-80/I-680 /I-780 Corridor Operations Improvement Plan</i> . This project was also submitted by the City of Vallejo. This is a Route of Regional Significance.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - Freeway	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the County of Solano, the City of Vacaville and the City of Vallejo.	Planned
09CTP 237	STA	I-80 and I-680 Express Lanes	Arterials, Highways and Freeways - Freeway	Convert existing and planned HOV lanes to Express (aka HOT) Lanes; operate as a part of regional Express Lane network. This is a Route of Regional Significance. This project was also submitted by the City of Benicia.	Planned
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - Highway	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield, the City of Rio Vista, the County of Solano, and the City of Suisun City.	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - Highway	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study. This is a Route of Regional Significance.	Planned

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

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - Arterial	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is currently unfunded. This is a Route of Regional Significance. This project was also submitted by the City of Fairfield and the County of Solano.	<u><i>Under Construction</i></u>
09CTP 210	STA	Solano Bike and Ped Wayfinding Signage	Alt Modes – Bike/Ped	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	<i>Permitted and Ready to Construct</i>
09CTP 229	STA	Safe Routes to School Projects and Programs	Alt Modes – Bike/Ped	Identify, design and construct individual projects per the STA’s Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
09CTP 900	STA	Safe Routes to Transit Plan	Alt Modes – Bike/Ped	Conduct a study and develop a Solano Safe Routes to Transit Plan. Develop and implement a subsequent Safe Routes to Transit Program.	Planned
09CTP 232	STA	Solano Bicycle Master Plan Projects	Alt Modes – Bike/Ped	Construct priority projects identified in the Solano Bicycle Master Plan	Planned
09CTP 233	STA	Solano Pedestrian Master Plan Projects	Alt Modes – Bike/Ped	Construct priority projects identified in the Solano Pedestrian Master Plan	Planned
09CTP 230	STA	SNCI Rideshare and Vanpool Services	Transit - Rideshare	Sustain and expand the existing Solano Napa Commuter Information (SNCI) ride matching program and STA’s vanpool incentive program.	Existing Program
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - Rideshare	Construct park-and-ride facilities identified in the <i>I-80/I-680/I-780 Corridor Study</i> ; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. This project was also submitted by the City of Suisun City.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 042	STA	SolanoExpress	Transit – Bus	Continue to operate and support the SolanoExpress intercity bus system, including providing marketing, schedule coordination and, where appropriate, expanded service. Seek funds to replace vehicles with clean fuel vehicles, and/or to replace vehicles at the appropriate phase of their useful life.	Existing Program
09CTP 100	STA	Real-time bus tracking systems	Transit – Bus	Acquire and install Bus and Ferry Boat enhancements allowing real-time tracking of location of transit vehicles, and automated collection of vehicle performance and maintenance needs. Allows location reporting to dispatch centers, browsers and message boards. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 017	STA	SR 12 Transit Corridor Study	Transit – Bus	Implement the 2006 State Route 12 Transit Corridor study.	Planned
09CTP 018	STA	I-80/I-680/I-780 Transit Corridor Study	Transit – Bus	Implement the 2004 I-80/I-680/I-780 Transit Corridor study.	Planned
09CTP 019	STA	Community Based Transit Studies	Transit – Bus	Conduct new Community Based Transit studies in Vacaville and Fairfield.	Planned
09CTP 196	STA	Develop standard bus shelters	Transit – Bus	Develop a standard bus shelter for express bus stops that are not part of a larger station. Include standardized wayfinding signage. Assist local jurisdictions in upgrading bus shelters to the common standard. This project was also submitted by the City of Vacaville and the City of Vallejo.	Planned
09CTP 900	STA	Countywide Water Transportation Study	Transit – Rail or Ferry	Solano Water Transportation Study – conduct a countywide study of water-based transportation resources and demands, including existing and potential new ferry and water taxi services, use of the Port of Benicia and the Mare Island Naval Shipyard, and commercial traffic on the Sacramento river.	Planned
09CTP 900	STA	Senior and Disabled Transit Study	Transit – Paratransit	Update the 2004 Solano Senior and Disabled Transit Study.	Planned

CTP ID	Agency	Location / Title	Element	Description	Project Status
09CTP 197	STA	Countywide Climate Program	All	Solano Climate Change Program. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	Planned Program

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: February 17, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Transportation Development Act (TDA) and State Transit Assistance Funds (STAF) Fiscal Year (FY) 2010-11 Fund Estimates

Background:

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

For a number of years, TDA funds had been modestly increasing. TDA is generated from a percentage of countywide sales tax. With the economic downturn of the last couple years, TDA has been decreasing.

In FY2007-08 and FY2008-09, Solano’s share of all types of STAF funds (revenue-based; population-based/Northern Counties-Solano; Regional Paratransit-Solano; Lifeline STAF) was about \$3 million per year. STAF funds had been used for a wide range of activities, including providing funds for STA transit programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses, providing and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

Discussion:

The new TDA and STAF FY 2010-11 revenue projections are in the process of being approved by the Metropolitan Transportation Commission (MTC). The estimates have been approved by MTC’s Programming and Allocations Committee (PAC) and are scheduled for Commission approval on February 24th. It would be highly unusual for the estimate to change at this point.

TDA:

After multiple years of growth, Solano TDA revenue has begun to decline. The original TDA revenue estimate for FY 2008-09 was adjusted downward approximately 2% for a new countywide total of \$15,687,940 for local jurisdictions. The initial projection for FY 2009-10 Solano TDA (\$14,585,193) was 7% lower than the lowered FY2008-09 TDA estimate. The proposed FY2009-2010 Solano TDA estimate is 10.5% lower than the original estimate bringing the countywide total to \$13,058,424. The initial projection for FY2010-11 is that

there will be no increase in TDA from this new lowered FY2009-10 estimate. See Attachment A for draft Solano FY 2010-11 TDA fund estimate.

The attached FY2010-11 TDA fund estimate includes FY2009-10 commitments through December 31, 2009. For jurisdictions that had claims processed toward the end of the calendar year or in early 2010 should be cautious in using the 'available for allocation' without further an in-depth review of the allocations that may or may not have been taken into account. STA staff has some of this information to share.

MTC is required to use County Auditor estimates for TDA revenues. TDA is generated from a percentage of countywide sales tax and distributed to local jurisdictions based on population share. Given the economic downturn, sales tax and TDA have decreased and will remain suppressed until the economy improves. Staff reemphasizes that these TDA figures are revenue *estimates*. Especially with all the existing uncertainty, the amounts are not guaranteed and should not be 100% claimed to avoid fiscal difficulties if the actual revenues are lower than the projections.

STAF

The FY2009-10 State budget eliminated the funding of STAF. This decision was contested in court and a ruling was made in favor of restoring STAF. However, the recently released FY2010-11 State Budget by the Governor proposes the elimination of the PTA which would in turn result in no funding of STAF. Only balance remains from previous years.

Recommendation:

Informational.

Attachments:

- A. Draft FY 2010-11 TDA Solano fund estimate (Feb 24, 2010)
- B. FY2010-11 STAF Solano fund estimate (Jan 2010) Revenue-based (Feb 24, 2010)
- C. FY2010-11 STAF Solano fund estimate Population-based (Feb 24, 2010)

FY 2010-11 FUND ESTIMATE
 TRANSPORTATION DEVELOPMENT ACT FUNDS
 SOLANO COUNTY

Column	A	B	C	D	E	F	G	H=Sum(C:G)	I	J=H-I
FY 2009-10 TDA Revenue Estimate Adjustment										
FY 2009-10 Generation Estimates Adjustment										
1. Original County Auditor Estimate (Feb, 09)	15,502,969									13,880,128
2. Revised County Auditor Estimate (Feb, 10)	13,880,128									
3. Revenue Adjustment (Line 2-1)	(1,622,841)									
FY 2009-10 Planning and Administration Charges Adjustment										
4. MTC Administration (0.5% of line 3)	(8,114)									69,401
5. County Administration (0.5% of line 3)	(8,114)									69,401
6. MTC Planning (3.0% of line 3)	(48,685)									416,404
7. Total Charges (Lines 4+5+6)	(64,914)									555,205
8. Adjusted Generations Less Charges (Line 3-7)	(1,557,927)									13,324,923
FY 2009-10 TDA Adjustment By Article										
9. Article 3 Adjustment (2.0% of line 8)	(31,159)									266,498
10. Funds Remaining (Line 8-9)	-									-
11. Article 4.5 Adjustment (5.0% of line 10)	(1,526,769)									13,058,424
12. Article 4 Adjustment (Line 10-11)	(1,526,769)									13,058,424

TDA APPORTIONMENT BY JURISDICTIONS

Column	A	B	C	D	E	F	G	H=Sum(C:G)	I	J=H-I
Apportionment Jurisdictions	Balance (w/o interest) ¹	FY 2008-09 Interest	6/30/09 Balance (w/ interest) ¹	FY 2008-10 Outstanding Commitments ²	FY 2009-10 Transfers/ Refunds	FY 2009-10 Original Estimate	FY 2009-10 Revenue Adjustment	6/30/10 Projected Carryover	FY 2010-11 Revenue Estimate	Total Available For Allocation
Article 3	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
Article 4.5	533,182	15,134	548,316	(748,229)	-	297,657	(31,159)	66,585	266,498	333,084
SUBTOTAL										
Article 4/8										
Benicia	4,077	-	4,077	(38,828)	-	956,199	(100,094)	821,354	856,130	1,677,484
Dixon	-	-	-	(492,555)	-	600,726	(62,884)	45,287	537,755	583,042
Fairfield	5,062,649	85,182	5,147,831	(5,431,976)	-	3,648,477	(381,920)	2,982,412	3,257,193	6,239,605
Rio Vista	206,445	7,170	213,615	(238,598)	-	275,841	(28,875)	221,983	251,603	473,586
Suisun City	1	-	1	(911,634)	-	963,547	(100,863)	(48,950)	883,029	834,079
Vacaville	3,917,117	81,124	3,998,241	(6,353,039)	-	3,311,904	(346,688)	610,418	2,951,487	3,561,905
Vallejo	1	-	1	(1,758,044)	-	4,138,709	(433,237)	1,947,429	3,704,430	5,651,858
Solano County	9,190,290	173,476	9,363,766	(15,375,115)	-	689,791	(72,207)	467,143	616,798	1,083,941
SUBTOTAL										
GRAND TOTAL	9,723,471	188,611	9,912,082	(16,123,344)	-	14,882,850	(1,557,927)	7,113,661	13,391,508	20,438,584

1. Balance as of 6/30/09 is from MTC FY 2008-09 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2009, and FY 2009-10 allocations as of December 31, 2009.

FY 2010-11 FUND ESTIMATE
 STATE TRANSIT ASSISTANCE
 POPULATION-BASED FUNDS (FUC 99313)

	A		B		D		E		G		H		I=Sum(G:H) Total
	6/30/09	FY 2009-10	FY 2009-10	FY 2009-10	FY 2009-10	FY 2009-10	FY 2009-10	FY 2009-10	FY 2010-11	FY 2010-11	FY 2010-11	FY 2010-11	
	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Revenue Estimate ⁴	Res. 3814 Spillover Transfer ⁵	Projected Carryover	Revenue Estimate ⁶	Projected Carryover	Res. 3814 Augmentation Transfer	Available For Allocation			
0 FY 2009-10 Projected Carryover FY 2009-10 Original Base Revenue Estimates (Includes Augmentation) - - - - - 21,984,577 FY 2009-10 Original Prop 42 Revenue Estimates - - - - - FY 2009-10 Original Spillover Estimates - - - - - FY 2009-10 Actual Base Revenue (Includes Augmentation) - - - - - 13,320,000 FY 2009-10 Proposition 42 Revenue - - - - - FY 2009-10 Total Revenue - - - - - 13,320,000 FY 2009-10 Revenue Adjustment - - - - - Total Funds Available - - - - - 21,984,577													
Colman													
Apportionment Jurisdictions													
Northern Counties/Small Operators													
Marin	141	(400,122)	400,122	400,122	-	141	-	141	-	-	141	-	
Napa	419,630	(414,104)	212,498	212,498	-	212,498	-	212,498	-	212,498	-	218,024	
Solano ⁷	934,531	(458,396)	663,367	663,367	-	663,367	-	663,367	-	663,367	-	1,139,322	
Sonoma	948,553	(990,183)	746,020	746,020	-	746,020	-	746,020	-	746,020	-	1,190,322	
CCCTA	270	-	770,157	770,157	-	770,157	-	770,157	-	770,157	-	770,427	
ECCTA	569,302	(538,263)	450,449	450,449	-	450,449	-	450,449	-	450,449	-	461,488	
LAVTA	667,586	(652,661)	312,428	312,428	-	312,428	-	312,428	-	312,428	-	327,353	
Union City	44	-	114,112	114,112	-	114,112	-	114,112	-	114,112	-	114,156	
WestCAT	45	-	108,568	108,568	-	108,568	-	108,568	-	108,568	-	108,613	
Vallejo ⁸	104,482	-	3,777,721	3,777,721	-	3,777,721	-	3,777,721	-	3,777,721	-	104,482	
SUBTOTAL	3,644,484	(3,433,729)	483,378	483,378	-	483,378	-	483,378	-	483,378	-	3,948,396	
Regional Paratransit													
Alameda	164	-	249,798	249,798	-	249,798	-	249,798	-	249,798	-	249,833	
Contra Costa	85	(55,807)	55,807	55,807	-	55,807	-	55,807	-	55,807	-	18	
Marin	14	-	36,445	36,445	-	36,445	-	36,445	-	36,445	-	36,459	
Napa	134	-	381,640	381,640	-	381,640	-	381,640	-	381,640	-	381,774	
San Francisco	77	(211,315)	211,315	211,315	-	211,315	-	211,315	-	211,315	-	77	
San Mateo	113,783	-	437,822	437,822	-	437,822	-	437,822	-	437,822	-	551,605	
Santa Clara	90,902	-	103,962	103,962	-	103,962	-	103,962	-	103,962	-	194,864	
Solano	40	(54,834)	115,587	115,587	-	115,587	-	115,587	-	115,587	-	60,793	
Sonoma	205,217	(321,956)	2,075,754	2,075,754	-	2,075,754	-	2,075,754	-	2,075,754	-	1,959,015	
SUBTOTAL	5,116,627	(5,297,210)	570,831	570,831	-	570,831	-	570,831	-	570,831	-	395,006	
Lifeline													
Alameda	2,335,141	(2,206,355)	570,831	570,831	-	570,831	-	570,831	-	570,831	-	699,617	
Contra Costa	504,391	(512,890)	123,300	123,300	-	123,300	-	123,300	-	123,300	-	114,801	
Marin	317,579	(322,931)	77,633	77,633	-	77,633	-	77,633	-	77,633	-	72,281	
Napa	2,820,850	(2,115,946)	689,565	689,565	-	689,565	-	689,565	-	689,565	-	1,394,470	
San Francisco	1,326,360	(266,510)	324,233	324,233	-	324,233	-	324,233	-	324,233	-	1,384,083	
San Mateo	4,053,805	(3,187,780)	990,964	990,964	-	990,964	-	990,964	-	990,964	-	1,856,989	
Santa Clara	1,027,460	(749,492)	251,166	251,166	-	251,166	-	251,166	-	251,166	-	529,134	
Solano	1,176,912	(135,042)	287,699	287,699	-	287,699	-	287,699	-	287,699	-	1,329,569	
Sonoma	18,681,125	(14,794,155)	3,888,980	3,888,980	-	3,888,980	-	3,888,980	-	3,888,980	-	7,715,980	
SUBTOTAL	320,373	-	320,373	320,373	-	320,373	-	320,373	-	320,373	-	320,373	
BART to Warm Springs													
BART	320,373	-	-	-	-	-	-	-	-	-	-	-	
SUBTOTAL	320,373	-	-	-	-	-	-	-	-	-	-	320,373	
SanJtrans													
SanJtrans	37,765	-	-	-	-	-	-	-	-	-	-	-	
SUBTOTAL	37,765	-	-	-	-	-	-	-	-	-	-	37,765	
MTC Regional Coordination Program⁹													
MTC Regional Coordination Program ⁹	8,243,353	(4,202,193)	3,577,545	3,577,545	-	3,577,545	-	3,577,545	-	3,577,545	-	7,622,705	
Res. 3814 Augmentation Fund													
Res. 3814 Augmentation Fund	13,320,000	(13,320,000)	-	-	-	-	-	-	-	-	-	-	
Res. 3814 Regional Spillover Distribution⁵													
Res. 3814 Regional Spillover Distribution ⁵	-	-	-	-	-	-	-	-	-	-	-	-	
GRAND TOTAL	44,176,610	(36,112,033)	13,320,000	13,320,000	-	13,320,000	-	13,320,000	-	13,320,000	-	21,984,577	

1. Balances as of 6/30/09 is from MTC FY 2008-09 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
 2. The outstanding commitments figure includes all unpaid allocations as of June 30, 2009, and FY 2009-10 allocations as of December 31, 2009.
 3. These figures reflect MTC's distribution of \$13.3 million to operators from the MTC Augmentation Fund
 4. The FY 2009-10 STA Fund Estimate is based on \$0 in STA revenue per the enacted FY 2009-10 budget, of which \$0 is adjusted base revenue and \$0 is FY 2010-11 Prop 42 funds.
 5. STA Population-based spillover revenue available to the region is used to satisfy the terms of MTC Resolution 1814. Details of the Proposition 1B Regional Spillover Distribution is provided on page 16 of 16.
 6. The FY 2010-11 STA Fund Estimate reflects the Governor's proposed budget for the STA program, which is \$0.
 7. Beginning in FY 2008-09, the Vallejo revenue apportionment is combined with Solano, as per MTC Resolution 1817.
 8. Committed to TransLink® and other MTC Customer Service projects.

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: February 17, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Discussion of FY 2010-11 Intercity Transit Funding Agreement

Background:

In June 2006, the Solano Transportation Authority Board authorized the development of an Intercity Transit Funding Agreement for Fiscal Year (FY) 2006-07. This agreement was the result of the work of the Intercity Transit Funding (ITF) Working Group comprised of representatives from STA, Solano County, and each city in Solano County.

Initially the ITF Working Group focused on development of a uniform methodology for shared funding of intercity transit services. However, rising costs and potential service changes broadened the scope of the ITF Working Group to include service coordination and streamlining services along parallel routes. Service changes to the intercity route structure and operation were agreed upon and implemented in early FY 2006-07. In the FY 2007-08 ITF agreement, further service changes were proposed and the implementation of these changes were completed in FY2008-09.

The FY 2007-08, FY 2008-09, and FY2009-10 ITF agreements addressed funding for seven major intercity routes. It is the time of year to begin working on the FY 2010-11 ITF agreement in order to have it in place prior to the beginning of the fiscal year.

In 2006, the first countywide ridership survey was conducted primarily to collect data to support the Intercity Transit Funding agreement. The ITF cost-sharing formula includes a factor based on the residence of the riders on each intercity route. To determine this, a ridership survey is to be conducted every three years. The Fall of 2009 was the first ridership survey update. STA secured a consultant to collect this data which has been completed on the seven major intercity routes. The reports are under review and the riders' residence data will be available shortly.

Discussion:

The first step in developing the FY 2010-11 agreement is to determine how the intercity routes funded through the FY 2009-10 ITF agreement are performing at mid-year. In the FY 2009-10 ITF agreement, monitoring of intercity route performance is required by the intercity operators. Their mid-year data is being requested. The mid-year data provides the first glimpse of how the current array of intercity services is performing and how their actual costs are tracking.

A draft schedule for the development of the FY 2010-11 ITF agreement is attached. This schedule includes a discussion at the February Consortium meeting of any initially proposed changes to the routes in terms of service and/or fare by the operators that would affect FY2010-11.

Fiscal Impact:

The Intercity Transit Funding agreement will identify funding for major intercity services in FY 2010-11.

Recommendation:

Informational.

Attachments:

- A. STA Intercity Transit Funding Agreement Core Concepts
- B. FY 2010-11 ITF Agreement Development Schedule

Intercity Transit Funding

Core Concepts

GUIDING PRINCIPLES

Principle 1:

To provide certainty to intercity transit operators and funding partners, and to establish a consistent method and an agreement for sharing subsidies for all intercity transit routes by Solano intercity transit operators beginning in FY 2006-07 and continuing in future years based on a consensus of the participating jurisdictions.

Principle 2:

To focus limited financial resources and deliver productive intercity transit service as soon as possible, and to develop a cost effective and affordable revised intercity route structure that will: 1) be implemented with the new subsidy sharing agreement; 2) meet the policy/coverage requirements agreed upon; 3) be marketed jointly.

Principle 3:

To focus limited financial resources and deliver productive intercity transit services on an on-going basis while meeting the policy/coverage requirements agreed upon, and to develop strategies to consistently evaluate, modify, and market intercity transit services after this Agreement is implemented.

THIS PAGE LEFT INTENTIONALLY BLANK.

**SOLANO TRANSPORTATION AUTHORITY
FY 2009-10 & FY 2010-11
INTERCITY TRANSIT FUNDING
TASK SCHEDULE**
(February 17, 2010)

TASK	TIME FRAME	STATUS	
1	Operators report on July – December FY10 performance	Jan/Feb 2010	Requested
2	Operators identify any potential FY 10-11 service, fare, and budget amendments	Feb/Mar 2010	Discuss at Feb/March 2010 Consortium
3	Discuss potential service and fare changes for FY 09-10	Feb/Mar 2010	Discuss at Feb 2010 Consortium
4	FY 10-11 fund estimates (TDA, STAF) available from MTC	February 2010	Received
5	Update population data	March 2010	
6	Update residence of riders data	March 2010	
7	Jurisdictions draft FY 10-11 budgets	March 2010	
8	Operators prepare FY 10-11 CAM	March 2010	
9	Discuss FY 10-11 cost sharing formula	March 2010	
10	Approve cost sharing formula and inputs	April/May 2010	
11	Draft and finalize FY 10-11 agreement	May 2010	
12	Prepare TDA matrix	May 2010	
13	Operators submit final FY 09-10 performance report	August 2010	
14	Operators submit data for reconciling FY 09-10 budget vs. actual costs	November 2010	

THIS PAGE LEFT INTENTIONALLY BLANK.



DATE: February 17, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Elizabeth Richards, Director of Transit and Rideshare Programs
RE: 10-Year Transit Fleet and Minor Transit Capital Investment Plan Update

Background:

Various regional and State capital transit funding opportunities have become available and will continue over the next several years. These include Proposition 1B, Lifeline, STIP, and Federal Economic Stimulus funds also known as ARRA. In 2007 and 2008, STA and the transit operators worked together to create a countywide transit capital list to clearly identify the needs so as to be better prepared and positioned for new funding as it becomes available.

With the passage of Proposition 1B by the voters in November 2006, the Solano County's transit operators received additional funds for transit projects. The Metropolitan Transportation Commission (MTC) passed Resolution 3814 regarding the distribution and use of the \$347 million of Bay Area share of Proposition 1B Regional Transit capital funds. In addition, the Solano County was expected to receive funding from Prop 1B/Lifeline Funding for Transit Operators. Until this fiscal year, State Transit Assistance funds were also anticipated.

MTC Resolution 3814 may bring to Solano County as much as \$600,000 per year over the next ten years for a total of \$6 million from the \$35 million for Small Operators/North Counties - Capital Improvements category. The first Call for Projects for Prop. 1B capital was issued in October 2008 and resulted in \$944,000 being allocated to three transit projects in Solano.

MTC's Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. 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 Community Based Transportation Planning priority projects. In June 2006, the STA Board allocated the first Lifeline Funds for the County. The regional commitment to this program provided for in MTC's Resolution 3814 will provide additional resources for this program. Based on staff discussions with MTC it is estimated that Solano County will receive \$8 million over the ten year period for eligible recipients. Through the first call for Prop. 1B/Lifeline projects in 2008, \$1,457,000 in Lifeline funds were distributed.

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for not only programming decisions over the next decade but also to be a document that provides detailed information about capital priority needs in the County. In 2007, STA staff met with project sponsors for the transit fleet needs. Sponsors submitted requested information relating to transit fleets including unfunded capital needs. The STA Board approved the Plan and directed it be updated every two years. Updating the Transit Capital Plan is underway.

Discussion:

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan has two main components: Highway and Major Transit Facilities and Minor Transit Capital/Transit Fleet. Separating the 10-Year Investment Plan into these components is prudent given the different procurement processes for transit fleet and minor capital versus major transit highway and transit facilities. This report will focus on Minor Transit Capital and Transit Fleet needs.

Tier One projects are projected to be procured in the next five years. Tier Two projects are projected to be procured in the next five to ten years. Based on the data collected from transit operators, transit fleet needs were prioritized into Tier 1 and Tier 2 categories in 2007.

This prioritization was used as the basis of submitted projects for MTC’s 2007 initial Call for Projects for the Proposition 1B Transit Capital which resulted in the award of the following:

Fairfield-Suisun Transit (5 vehicles)	\$400,000
Vacaville Transit (5 vehicles)	\$240,000
Vallejo Transit (20 vehicles)	\$304,082
TOTAL	\$944,082

In March 2009, a revised estimated Prop 1B was released with an additional \$531,829. MTC strongly encouraged programming these funds. The funds were allocated to Vallejo to assist in their hybrid bus procurement.

The Prop. 1B funding secured made a considerable reduction in the Tier 1 transit fleet needs.

Prop 1B/Lifeline funds have also been allocated and this has taken care of some further capital needs. Transit vehicles and bus stop improvement projects will be funded with the allocation of \$1,466,502 of Prop 1B/Lifeline funds and JARC/Lifeline funds. From the Lifeline funding, Dixon and FAST secured funding for two transit vehicles each, FAST secured funding to place bicycle racks on all the intercity MCI buses that have been leased from Vallejo Transit, and bus shelter and stop improvements will be added or improved in Fairfield/Suisun City, Vacaville and Vallejo.

In addition to transit fleet and transit facilities needs, there were also Minor Transit Capital needs identified; the latest version of the lists were emailed by STA staff to the operators on February 11 for review and updating (see Attachments A and B). Updated information was requested by Tuesday, February 23 or to bring the lists for discussion at the February 24 Consortium meeting. Over the next few months, STA staff will work with transit operator staff to update these lists and priorities in preparation for upcoming funding opportunities.

Fiscal Impact:

The 10-Year Transit Fleet and Minor Transit Capital Investment Plan is intended to be a guide for future programming actions by the STA Board of ARRA , STIP funds, Prop. 1B Transit Capital, and other transit capital funds.

Recommendation:

Informational.

Attachments:

- A. Preliminary Minor Transit Capital Project List (2/11/10)
- B. Preliminary Transit Fleet List (2/11/10)

STA TRANSIT CAPITAL PLAN - Minor Capital
Preliminary Project List -2010 Update
 11-Feb-10

Near Term

Jurisdiction	Project	Year	Total Cost	Unfunded	Funded Projects Update		Unfunded Projects Update			Comments
					Status-2010		Status-2010			
					Purchased, Procured, or Funded	Fund Source(s)	Year	Total Cost	Unfunded	
Status December 2007										
Benicia	Bus Stop Amenities	FY 07-08 - Future	\$53,654	\$22,000						
Benicia	Bus Stop Improvement at 1st St	FY 08-09	\$500,000	\$500,000						
Benicia	Office Equipment	FY 08-09	\$25,000	\$25,000						
Benicia	Replace Admin Sedan	FY 11-12	\$30,000	\$30,000						
Dixon	New Dispatch System	FY2007-08	\$15,000	\$15,000						
Fairfield	AVL System	FY 07-08- FY 08-09	\$1,532,940	\$766,470						
Fairfield	Bus Stop Improvements	FY2007-08;FY2008-09	\$151,800							
Fairfield	Transit Equipment (Exterior Graphics; bike racks)	FY2007-08;FY2008-09	\$53,500							
Fairfield	FTC Capital Facilities	FY2007-08;FY2008-09	\$340,000							
Fairfield	Maintenance Equipment	FY2007-08	\$104,100							
Fairfield	Misc.	FY2007-08;FY2008-09	\$100,000							
Rio Vista	Dispatch Software, Office Equip	FY 08-09- FY 10-11	\$50,000	\$50,000						
Rio Vista	Bus Bench	FY2007-08	\$5,119	\$0						
Rio Vista	Particulate Trap	FY2007-08	\$25,000	\$0						
Rio Vista	Radio Base Station & 10 Mobile Units	FY2007-08	\$4,440	\$0						
Rio Vista	Computer Equipment	FY2007-08	\$3,600	\$0						
Rio Vista	Bus Stop Sings & Benches	FY2008-09	\$10,000	\$10,000						
Rio Vista	Administrative Vehicle	FY2008-09	\$25,000	\$25,000						
Rio Vista	Office Equipment	FY2008-09	\$2,500	\$2,500						
Vacaville	Transit Maintenance Tools	FY09/10; FY10/11;FY12/13	\$150,000							
Vacaville	Transit Amenities: Bus Shelters, Benches etc.	FY08/09; FY09/10; FY10/11	\$240,000							
Vallejo	Systemwide Bus Shelter Repl.	FY 06-07	\$250,000	\$150,000						
Vallejo	Misc Support Equipment	FY 06-07	\$50,000	\$10,000						
Vallejo	Port Security FMF	FY 06-07	\$281,250	\$56,250						
Vallejo	Tire Machine	FY 07-08	\$10,000	\$10,000						
Vallejo	Close Monitoring Wells	FY 07-08	\$25,000	\$25,000						
Vallejo	Replace DPF Mufflers	FY 07-08	\$190,000	\$190,000						
Vallejo	Replace Shop Truck	FY 07-08	\$60,000	\$60,000						
Vallejo	9 Computers for Transit Facility	FY 07-08	\$27,000	\$27,000						
Vallejo	Install new DECS for MCI buses	FY 08-09	\$700,000	\$700,000						
Vallejo	Exhaust fan for DPF Cleaner	FY 08-09	\$30,000	\$30,000						
Vallejo	Major Ferry Components Rehab	FY 08-09	\$848,140	\$169,628						
Vallejo	Surveillance Cameras for 60 buses	FY 08-09	\$250,000	\$250,000						
Vallejo	Paratransit Scheduling Software	FY 08-09	\$50,000	\$50,000						
Vallejo	5 Computers for Paratransit Sched	FY 08-09	\$26,000	\$26,000						
Vallejo	Bus Stop Maint/Inventory Software	FY 08-09	\$25,000	\$25,000						
Vallejo	Paving Bus Maintenance Facility	FY 08-09	\$500,000	\$500,000						
Vallejo	Replace Bus Wash	FY 08-09	\$300,000	\$300,000						
Vallejo	Replace Gillig Transmissions	FY 08-09	\$80,000	\$80,000						
Vallejo	Replace Gillig Engines	FY 08-09	\$140,000	\$140,000						
Vallejo	Replace Maint Facility HVAC	FY 08-09	\$100,000	\$100,000						
Vallejo	Renovate Driver Break Room	FY 08-09	\$5,000	\$5,000						
Vallejo	Bus Facility Security Surveillance	FY 08-09	\$50,000	\$50,000						
Vallejo	Replace 10 Computers for Transit	FY 08-09	\$40,000	\$40,000						
Vallejo	Upgrade Base Radio Equipment	FY 08-09	\$150,000	\$150,000						
Vallejo	PT Maint Support Equip - Battery	FY 08-09	\$10,000	\$10,000						
Vallejo	Transit Misc Support Equip	FY 08-09	\$72,000	\$72,000						
Vallejo	Surveillance Cameras for Sereno TC	FY 09-10	\$75,000	\$75,000						
Vallejo	Support Vehicles	FY 09-10	\$85,000	\$85,000						
Vallejo	Seal Shop Floor	FY 09-10	\$100,000	\$100,000						
Vallejo	Security Enhance. O&M Facility	FY 09-10	\$300,000	\$300,000						
Vallejo	Replace 6 Computers for Ferry	FY 09-10	\$25,000	\$25,000						
Vallejo	Replace Misc Office Equipment	FY 09-10	\$50,000	\$50,000						
Vallejo	Expand Dispatch in Bus Ops Fac	FY 10-11	\$700,000	\$700,000						
Vallejo	Systemwide AVL	FY 10-11								
Vallejo	Engine Repower	FY 08-09	\$6,500,000	\$1,300,000						
Vallejo	Engine Repower	FY 09-10	\$6,500,000	\$1,300,000						
5 YEAR TOTAL, MINOR CAPITAL			\$22,026,043	\$8,606,848						

Longer-term

Benicia	AVL System	Future	\$475,000	\$475,000						
Rio Vista	Bus Stop and Amenities	Future	\$25,119	\$5,000						
Rio Vista	AVL for Transit Buses	Future	\$150,000	\$150,000						
TOTAL, FUTURE MINOR CAPITAL			\$650,119	\$630,000						

THIS PAGE LEFT INTENTIONALLY BLANK.

RIO VISTA															
Rio Vista	15	Supreme	Champion	Diesel	1993	2007	1	146,133	9/30/2006	8	0	1	Spare	Local	Poor
Rio Vista	16	Supreme	Champion	Diesel	2001	2010	1	73,928	9/30/2006	8	5	1	In Service	Local	Good
Rio Vista	17	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	18	El Dorado National	Aerotech	Diesel	2006	2015	2	0	9/30/2006	16	10	2	In Service	Local	Excellent
Rio Vista	124	Diamond Coach	Ford E450	Diesel	2005	2007	1	50,043	9/30/2006	20	10	2	Spare	Local	Excellent

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



DATE: February 16, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2009-10 Mid-Year Report

Background:

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2009-10 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2009 (Attachment A). The Work Program included ten (10) major elements.

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. California Bike to Work/Bike to School Campaign
8. Solano Commute Challenge
9. General Marketing
10. Partnerships

Discussion:

The SNCI Program has had an active and productive first six months of FY 2009-10. Highlights of accomplishments during that time include:

- 43 major employers totaling 599 employees participated in the third annual countywide Solano Commute Challenge. 363 participants became Commute Champions by using a commute alternative more than 30 times during a three month period. Employer participation increased by 25% and employee participation increased by over 20% over last year's results.
- SNCI provides ridership maintenance and support for over 174 vanpools that come from or go to Solano, Napa, Yolo and Sacramento Counties.

- A new vanpool incentive, the New Vanpool Driver Incentive, which will encourage new vanpool formation by providing an incentive to individuals who volunteer to drive vanpools, was approved by the STA Board. Vanpools starting after January 1, 2010 are eligible for this incentive.
- SNCI staff assisted over 1,650 individuals who called in requesting rideshare, transit, and other information. A total of 38 events were staffed throughout Solano and Napa Counties. 387 carpool/vanpool matchlists were processed. Over 35,750 pieces of public transit schedules and commute information brochures were distributed via phone and internet requests, events, and 126 display racks that were maintained throughout Solano and Napa Counties.

Fiscal Impact:

None. SNCI activities are funded as part of the STA FY 2009-10 budget.

Recommendation:

Informational.

Attachment:

- A. SNCI Work Program FY 2009-10

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2009-10**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 20 vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, and transit through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers. Leverage the current concern for climate change to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2010 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Include working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.

9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans, Children's Network and other efforts.



DATE: February 18, 2010
TO: SolanoExpress Intercity Transit Consortium
FROM: Judy Leaks, SNCI Program Manager/Analyst
RE: SNCI Monthly Issues

Background:

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

Discussion:

Transit Schedules:

Vallejo Transit's York and Marin Bus Transfer Center will close February 22, 2010 in preparation for Downtown Streetscape improvements. The Transfer Center is being relocated to Mare Island Way between Maine and Georgia Streets, near the ferry terminal, until the opening of the new Bus Transfer Center (now under construction) and scheduled for completion by March 2011.

At their February 17 Board meeting, the Napa County Transportation and Planning Agency (NCTPA) staff proposed a service modification to the VINE Route 29 RM2 funded commuter bus service. VINE Route 29 operates weekday, peak periods only. The proposal was to extend VINE Route 29 to El Cerrito del Norte BART station so that Napa passengers do not have to transfer in Vallejo starting Monday, April 5, 2010. Final NCTPA Board action is scheduled for March 17. NCTPA staff discussed the coordination of this service with Vallejo Transit prior to the initial presentation to the NCTPA Board in February. This coordination led to a staff agreement that the VINE Route 29 would be closed-door operation in Vallejo with the dropping off/picking up of Napa passengers only. The schedule would be coordinated with the Baylink Ferry schedule and the only stop would be at the Ferry Terminal. After that, the bus would travel non-stop to El Cerrito del Norte BART station.

The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of February 15. Based on the response received, an updated transit matrix will be provided at the meeting.

Marketing/Promotions:

Staff worked with Solano Community College-Vallejo Campus to provide transit schedules and to distribute matchlist request forms to assist students and staff find alternative ways to get to school. A mailing was sent to all Solano and Napa county employers with 50+ employees, introducing the "New Vanpool Driver Incentive." This program encourages the start-up of new vanpools by providing an incentive of up to \$300 to the volunteer driver. SNCI continues to resupply the commuter info display racks throughout Solano and Napa counties with current SolanoExpress brochures and transit schedules.

Events:

SNCI staffs information booths at events where transit information is distributed along with a range of other commute options information. In the past month, staff participated in two events with NorthBay Medical Center, one at VacaValley Hospital in Vacaville and another at NorthBay's Fairfield facility on B. Gale Wilson Drive.

Recommendation:

Informational.



DATE: February 12, 2010
 TO: SolanoExpress Intercity Transit Consortium
 FROM: Sara Woo, Planning Assistant
 RE: STA Funding Opportunities Report

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months. Attachment A provides further details for each program. Please distribute this information to the appropriate departments within your jurisdiction.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
1.	TIGER Grants for Surface Transportation	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis	N/A ¹
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Application Due On First-Come, First-Served Basis
3.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$20 million	Application Due On First-Come, First Served Basis
4.	Urban Greening for Sustainable Communities Planning Program	Requests for funding limited to maximum amount of \$250,000	Application Available (tentative) March 2010
5.	Caltrans Transportation Planning Grant Program 2010/11: <i>Partnership Planning</i>	Requests for funding limited to maximum amount of \$300,000	March 1, 2010
6.	Caltrans Transportation Planning Grant Program 2010/11: <i>Transit Planning</i>	Requests for funding limited to maximum amount of \$300,000	March 1, 2010
7.	The Carl Moyer Program: 2009-2010 Multidistrict Solicitation*	\$6 million to \$9 million	March 2, 2010
8.	Caltrans Transportation Planning Grant Program: <i>Environmental Justice Transportation Planning (EJ)</i>	Requests for funding limited to maximum amount of \$250,000	April 1, 2010

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

FUND SOURCE		AMOUNT AVAILABLE	APPLICATION DEADLINE
9.	Caltrans Transportation Planning Grant Program: <i>Community-Based Transportation Planning (CBTP)</i>	Requests for funding limited to maximum amount of \$300,000	April 1, 2010

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Detailed Funding Opportunities Summary

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
TIGER Grants for Surface Transportation	All questions must be submitted via e-mail to: TigerTeam@dot.gov Mr. Leslie T. Rogers Regional Administrator U.S. Department of Transportation Region 9 (415) 744-3133	N/A ¹ Eligible Project Sponsors: Public Transportation Agencies	\$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects.	This program will provide grants to public transportation agencies for capital investments that will assist in surface transportation and infrastructure projects	Eligible projects: highway or bridge projects, public transit projects, passenger and freight rail transportation projects, and port infrastructure investments. http://www.dot.gov/recovery/ost/
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (415) 749-4961 gbailey@airquality.org	Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$10 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/movererp/index.shtml

¹ Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.

*New Funding Opportunity

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

Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approximately \$20 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx
Fund Source	Application/Program Contact Person**	Application Deadline/Eligibility	Amount Available	Program Description	Additional Information
Urban Greening for Sustainable Communities Planning Program	N/A; please feel free to contact STA staff, Sara Woo for more information, (707) 399-3214 swoo@sta-snci.com	Application Available (tentative) March 2010 Eligible Project Sponsors: cities and counties	Requests for funding limited to maximum amount of \$250,000	The Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan.	Eligible projects: development of an urban greening plan http://www.sgc.ca.gov/
Caltrans Transportation Planning Grant Program 2010/11: Partnership Planning			Requests for funding limited to maximum amount of \$300,000		http://www.dot.ca.gov/hq/pp/grants.html
Caltrans Transportation Planning Grant Program 2010/11: Transit Planning			Requests for funding limited to maximum amount of \$3000,000		http://www.dot.ca.gov/hq/pp/grants.html
The Carl Moyer Program: 2009-2010 Multidistrict Solicitation*	Lynsay Carmichael Air Resources Board (916) 322-0407 lcarmich@arb.ca.gov	March 2, 2010 Eligible Project Sponsors: This year the only eligible applicants for the 2009-2010 Multidistrict Project	\$6 million to \$9 million	The Carl Moyer Program provides monetary grants for the incremental cost of cleaner than required technology.	Eligible Projects: This year the only eligible project for the 2009-2010 multidistrict funds is the On-Road Voucher Incentive Program (VIP). http://www.arb.ca.gov/msp

*New Funding Opportunity

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

		Solicitation are Air Quality Management Districts and Air Pollution Control Districts that are willing and able to administer the On-Road Voucher Incentive Program (VIP)			rog/moyer/multidistrict.htm
--	--	---	--	--	---

*New Funding Opportunity

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