



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
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**TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA**

Members:

Benicia  
Dixon  
Fairfield  
Rio Vista  
Solano County  
Suisun City  
Vacaville  
Vallejo

**1:30 p.m., Wednesday, November 19, 2008  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585**

**ITEM**

**STAFF PERSON**

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**  
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF**  
(1:35 -1:45 p.m.)
  - 1. Presentation of Transit Capital Regional Measure 2 (RM 2) Implementation
- V. CONSENT CALENDAR**  
*Recommendation: Approve the following consent items in one motion.*  
(1:45 – 1:50 p.m.)

Daryl Halls, Chair

Gene Cortright,  
Gary Leach, and  
Dan Schiada

- A. Minutes of the TAC Meeting of September 24, 2008**  
*Recommendation:*  
*Approve TAC Meeting Minutes of September 24, 2008.*  
**Pg. 1**

Johanna Masiclat

- B. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Article 3 Bike Project**  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the attached FY 2008-09 TDA Article 3 Resolution.*  
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Robert Guerrero

**TAC MEMBERS**

Dan Schiada	Royce Cunningham	Gene Cortright	Vacant	Vacant	Rod Moresco	Gary Leach	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

The complete STA TAC packet is available on STA's website: [www.solanolinks.com](http://www.solanolinks.com)

## VII. ACTION NON-FINANCIAL ITEMS

- A. Comprehensive Transportation Plan (CTP) Update – State of the Transit System Report and Transit Element Introduction Chapter** Robert Macaulay  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the following:*
- 1. The Draft “State of the System – Transit and Rideshare” Report included as Attachment A; and*
  - 2. The Introduction Chapter to the Transit Element of the Solano CTP included as Attachment B.*
- (1:50 – 2:00 p.m.)  
**Pg. 11**
- B. Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work** Sam Shelton  
*Recommendation:*  
*Forward a recommendation to the STA Board to approve the RTIF Nexus Study Scope of Work as specified in Attachment A.*  
(2:00 – 2:10 p.m.)  
**Pg. 35**

## VIII. INFORMATIONAL ITEMS

- A. Status of Regional Measure 2 (RM 2) Funded Projects** Janet Adams  
*Informational*  
(2:10 – 2:15 p.m.)  
**Pg. 37**
- B. Regional Transportation Plan (RTP) T2035 Update** Robert Macaulay  
*Informational*  
(2:15 – 2:20 p.m.)  
**Pg. 39**
- C. State Route (SR) 12 Status Update** Robert Macaulay  
*Informational*  
(2:20 – 2:25 p.m.)  
**Pg. 77**
- D. Lifeline State Transit Assistance Funds (STAF) and Proposition 1B Call for Projects** Liz Niedziela  
*Informational*  
(2:25– 2:30 p.m.)  
**Pg. 79**

- E. **Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10** Liz Niedziela  
*Informational*  
(2:30 – 2:35 p.m.)  
**Pg. 84**
- NO DISCUSSION ITEMS**
- F. **Project Delivery Update** Sam Shelton  
*Informational*  
**Pg. 90**
- G. **Funding Opportunities Summary** Sara Woo  
*Informational*  
**Pg. 91**
- H. **STA Board Meeting Highlights of September 10, 2008** Johanna Masielat  
*Informational*  
**Pg. 95**
- I. **STA Board and Advisory Committee Meeting Schedule for 2008** Johanna Masielat  
*Informational*  
**Pg. 100**

**IX. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, December 17, 2008.**

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**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**September 24, 2008**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:40 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

**TAC Members Present:** Gene Cortright City of Fairfield  
Dan Kasperson City of Suisun City  
Rod Moresco City of Vacaville  
Gary Leach City of Vallejo  
Paul Wiese County of Solano

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

**Others Present:** *(In Alphabetical Order by Last Name)*  
Ed Huestis City of Vacaville  
Jeff Knowles City of Vacaville  
Wayne Lewis City of Fairfield  
Alysa Majer City of Suisun City  
Matt Tuggle County of Solano

**II. APPROVAL OF THE AGENDA**

On a motion by Paul Wiese, and a second by Gary Leach, the STA TAC unanimously approved the agenda.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### **IV. REPORTS FROM CALTRANS, MTC AND STA STAFF**

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** None presented.

#### **V. CONSENT CALENDAR**

On a motion by Dan Kasperson, and a second by Paul Wiese, the STA TAC approved Consent Calendar Item A. At the request of the County of Solano, Item B was pulled for discussion.

##### **A. Minutes of the TAC Meeting of August 27, 2008**

Recommendation:

Approve TAC Meeting Minutes of August 27, 2008.

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

Paul Wiese, County of Solano, requested clarification to the matrix.

Recommendation:

Forward a recommendation to the STA Board to approve the September 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.

On a motion by Paul Wiese, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation.

#### **VI. ACTION FINANCIAL ITEMS**

##### **A. Comprehensive Transportation Plan (CTP) Update – Transit Facilities of Regional Significance Criteria and Facilities**

Robert Macaulay reviewed the draft Criteria and List of Candidates for the Transit Facilities of Regional Significance. He indicated that the candidate sites consists mostly of existing facilities such as future train and ferry facilities, but not future bus and park-and-ride facilities.

In addition, Robert Macaulay distributed and reviewed the letter submitted by the City of Benicia dated September 19, 2008 requesting to include modifications to the List of Transit Facilities and Roadway Routes of Regional Significance. The modifications are as follows:

1. Under the Passenger Transfer Sites (bus) list, include the Benicia Downtown Intermodal Transfer Center (at First and Military) which includes a new regional bus stop and park-n-ride facility for Route 78 to be funded with RM 2 monies.
2. Under the Park and Ride Lots list, modify the proposed Park-n-Ride lots to Benicia to read: Military/Southampton Road and Benicia Industrial Park. Also list the Downtown Intermodal Transfer Center.

Staff noted that at an earlier meeting, the Consortium approved adding to the list the City of Rio Vista's Front and Main St. Park and Ride.

Recommendation:

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

1. The Transit Facilities of Regional Significance criteria as shown in Attachment A; and
2. The Transit Facilities of Regional Significance project list as shown in Attachments B and C.

On a motion by Rod Moresco, and a second by Dan Kasperson, the STA TAC unanimously approved the recommendation including the modifications requested by the Cities of Benicia and Rio Vista as listed above.

**B. Solano Routes of Regional Significance Criteria and Network**

Robert Macaulay distributed and reviewed an updated list of the Routes of Regional Significance Criteria.

Based on input, the TAC requested modifications to the comprehensive list of Routes of Regional Significance Criteria.

Recommendation:

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

1. Solano Routes of Regional Significance Criteria as shown in Attachment B; and
2. The revised Routes of Regional Significance as shown in Attachment C.

On a motion by Paul Wiese, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation to include the requested changes as well as providing a revised draft to the TAC to include any additional changes requested by the TAC this week.

**C. Regional Transportation Impact Fee (RTIF) Feasibility Study Update**

Janet Adams outlined the list of tasks and issues that are to be considered as part of the feasibility study. She listed them as 1.) Form two RTIF Committees; 2.) Problems and Existing Conditions; 3.) Identify Solutions: Potentially Funded Projects; and Impact Fee Structure & Policy Options. She identified the potential Regional Transportation Impact Fee (RTIF) Areas & Participating Agencies.

Recommendation:

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

1. Authorize the formation of three multi-agency working groups for the purpose of developing the scope of work for a Regional Transportation Impact (RTIF) nexus study, including project selection and fee options, as listed in Attachment A; and
2. Authorize the formation of a South Solano Transit Working Group to conduct an assessment for funding transit operations and capital.

On a motion by Rod Moresco, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation.

## **VIII. INFORMATIONAL ITEMS**

### **DISCUSSION**

#### **A. Regional Measure 2 (RM 2) Regional Implementation Update**

Janet Adams reviewed the specific status and next steps for the Solano County projects. The Solano County funded RM 2 projects are: 1.) Vallejo Ferry Intermodal Station, 2.) Vallejo Curtola Transit Center, 3.) Benicia Intermodal Facility, 4.) Benicia Park and Ride, 5.) Fairfield Transportation Center, 6.) Fairfield/Vacaville Intermodal Rail Station and Track Improvements, 7.) Vacaville Intermodal Station Phase 1, 8.) I-80/I-680/SR 12 Interchange/North Connector and 9.) I-80 HOV Lanes (Red Top to Air Base Pkwy).

### **NO DISCUSSION**

#### **B. State Route (SR) 12 Jameson Canyon Road – Bay Area Ridge Trail Bicycle and Pedestrian Connections Plan Update**

#### **C. Capitol Corridor - Quarterly Report**

#### **D. Legislative Update**

#### **E. STA Annual Awards Nominations**

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

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

#### **H. State Route (SR) 12 Status Update**

#### **I. Project Delivery Update**

#### **J. Abandoned Vehicle Abatement (AVA) Annual Report Fiscal Year (FY) 2007-08**

#### **K. Funding Opportunities Summary**

#### **L. STA Board Meeting Highlights of September 10, 2008**

#### **M. STA Board and Advisory Committee Meeting Schedule for 2008**

## **IX. ADJOURNMENT**

The meeting was adjourned at 2:30 p.m. The next meeting of the STA TAC is scheduled at 1:30 p.m. on Wednesday, November 19, 2008.



DATE: November 7, 2008  
TO: STA TAC  
FROM: Robert Guerrero, Senior Planner  
RE: Fiscal Year (FY) 2008-09 Transportation Development Act (TDA)  
Article 3 Bike Projects

**Background:**

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

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

FY 2008-09 TDA Article 3 Approved Projects			
Mode	Agency	Project	Approved Funding
Bike/Ped	City of Benicia	State Park Road Bike/Ped Bridge	\$271,000
Bike	City of Fairfield	McGary Road Bike Route	\$185,000
Total Approved:			\$456,000

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

**Discussion:**

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

**Recommendation:**

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

**Attachment:**

- A. Solano Transportation Authority FY 2008-09 TDA Article 3 Resolution.

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## RESOLUTION 2008-\_\_

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

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

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

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

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

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

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

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

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Jim Spering, Chair  
Solano Transportation Authority

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

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Daryl K. Halls, Executive Director  
Solano Transportation Authority

**DRAFT**

Resolution No. 2008-

Attachment A

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

**DRAFT**

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DATE: November 6, 2008  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) Update – State of the Transit System Report and Transit Element Introduction Chapter

**Background:**

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

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

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

**Discussion:**

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

**Vehicles and Facilities**

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

**System Operations**

Capitol Corridor ridership and rider-generated revenues have been on a steady and record breaking increase, and have set records almost every month in 2008. The Capitol Corridor, Baylink Ferry

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

#### Intercity Paratransit

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

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

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

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

#### Transit Committee Review:

The CTP Transit Committee met on October 29 to review the State of the System – Transit and Rideshare Report and the Introduction Chapter to the Transit Element. The Transit Committee recommended that the STA Board adopt both documents with minor changes.

#### Fiscal Impact:

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

#### Recommendation:

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

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

**Attachments:**

- A. Draft “State of the System – Transit and Rideshare” Report**
- B. Introduction Chapter to the Transit Element**

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## STATE OF THE SYSTEM – TRANSIT AND RIDE SHARE

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

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

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

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

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

### **Capital Assets**

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

The railroad is crossed in numerous locations by public roads. There are no major switching yards or storage or maintenance facilities for trains in Solano County. A single-track rail line running through Jameson Canyon and connecting with the main UPRR line near Suisun City does not carry passenger trains. Likewise, a single track rail line from Napa through Vallejo (currently inactive) does not provide passenger service. Rail lines no longer connect to Mare Island in Vallejo.

The Capitol Corridor operates 8 train sets. A train set consists of 1 locomotive and 4 to 5 passenger cars (1 of which also serves as a food service car). A train set has the capacity to carry from 320 to 350 passengers. The Capitol Corridor has received funding and authorization to acquire 5 new passenger cars; no new locomotives are on order. The train sets are owned by the State of California. If the Capitol Corridor wishes to add passenger cars to existing train sets or to expand the number of train sets operated, the equipment must be purchased by the State. Each passenger car meets the accessibility requirements of the Americans with Disabilities Act. Each car also has room for several bicycles to be stored inside. Both the ADA accessible seats and the bicycle storage areas are on the downstairs deck of the car.

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

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

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

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

Ship	Capacity	Year Built	Comments
<i>Solano</i>	300	2004	Newest boat in system, based on design for <i>Intintoli</i> and <i>Mare Island</i> . The <i>Solano</i> uses a catalytic exhaust treatment system that makes her the cleanest ferry of her type operating anywhere in the world.
<i>Intintoli</i>	300	1997	This boat was designed and built specifically for the Vallejo ferry service. The <i>Intintoli</i> operates at 34 knots and has a crew of 5.
<i>Mare Island</i>	300	1997	Sister ship to <i>Intintoli</i>
<i>Vallejo</i>		1994	Back-up boat to the three main fleet boats. <i>Vallejo</i> was lengthened and repowered in 2001.

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

A new maintenance and fueling facility is planned to be located across the Mare Island strait from the Vallejo ferry terminal. The maintenance facility is a three-phase project. Phase 1 would consist of a fueling facility with 40,000 gallons of storage capacity which is a significant expansion over the existing fuel storage capacity. Phase 2 would construct dock and float facilities to allow maintenance activities to be conducted. Phase 1 and 2 are funded and are scheduled to be constructed [fill in the blank]. Phase 3 would consist of conversion of a building to shop, storage and office space.

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

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

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

a congressional earmark. The remainder of the ferry-related waterfront buildings will be funded and owned by the City of Vallejo.

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

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

Vallejo Transit has 28 over-the-road coaches that serve intercity routes. FAST has 19 over-the-road coaches that serve intercity routes; ten of these buses are leased from Vallejo Transit since 2006. Of these 10 Vallejo Transit buses, one was purchased in 2001, and 9 were purchased in 2003. The remaining 9 buses are owned by FAST, and were acquired in 2003. In Fall 2008, FAST will acquire two additional buses that Samtrans made available at no cost for intercity bus service.

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

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

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

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

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

- Fairfield Transportation Center, owned by the City of Fairfield, is an off-street facility with dedicated bus bays and covered passenger waiting and boarding/alighting areas. Bus, pedestrian and auto traffic are separated. Bus drivers have access to break area. The center includes 640 parking spaces (combination of a parking structure and surface parking).
- Curtola Park and Ride, owned by the City of Vallejo, is an off-street facility. There is an off-street carpool/vanpool pick-up/drop-off area as well as bus shelters along the street front used by casual carpooling. Bus and auto traffic are not separated.
- Sereno and York/Marin Transfer Stations in Vallejo are owned by the City of Vallejo. The Sereno station is has off-street bus-only facilities, with no auto parking. The York/Marin facility is currently on-street, but future improvements will create a bus-only plaza. Both facilities weather protection for passenger waiting and boarding/alighting areas.
- Vallejo Ferry Terminal bus passengers have a bus shelter along the street. Bus traffic is not separate from auto traffic. The passenger waiting area is across the street from a 900-space Park and Ride lot.
- Suisun City Amtrak station has bus parking bays within the station and a bus shelter across Main Street, next to the 250 surface space Park and Ride lot. Passengers can wait under a shelter or in the Amtrak ticket station.
- Park and Ride Lots have mixed auto and bus traffic. Passengers have sheltered waiting areas.

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

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

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

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

There are 14 Paratransit vehicles in the system. Nine are owned by Solano Paratransit, with the remaining 5 owned by Vallejo RunAbout.

Park and Ride Lots. There are 18 Park and Ride lots in Solano County; and, one in Napa County that is on the Solano County border at Hiddenbrooke Parkway and I-80. Most of these lots are owned and operated by the jurisdiction in which they are located, but several are owned and operated by Caltrans.

These Park and Ride lots provide a total of 3,304 parking spaces for transit users, van pools and car pools. Some of these lots are co-located with other transit facilities described above. The Park and Ride lots and their capacity are shown in the table below.

<b>City</b>	<b>Location</b>	<b>Capacity</b>	<b>City</b>	<b>Location</b>	<b>Capacity</b>
<b>Vallejo</b>	Vallejo Ferry Terminal	900	<b>Benicia</b>	Lake Herman Road *	48
	Curtola Street	419		E Street	15
	Lemon Street	64			
	Benicia Road	13			
	Magazine Street	19			
<b>Fairfield</b>	Green Valley Road	59	<b>Vacaville</b>	Davis Street	250
	Red Top Road *	12 **		Bella Vista Road	200
	Fairfield Transportation Center	640		Cliffside Drive	125
				Leisure Town Road	45
<b>Dixon</b>	Downtown Train Depot	114	<b>Suisun City</b>	AMTRAK Station	250
	Market Lane/ Pitt School Road	89			

<b>Rio Vista</b>	Front and Main Streets	20	<b>Napa County</b>	Hiddenbrooke Parkway and I-80 *	22
<p>* Not officially designated by Caltrans or any City as a Park and Ride lot, but continuously functions as such.</p> <p>** This site has recently been posted with No Parking signs, and no longer functions as a park and ride location.</p>					

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

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

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

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

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

### Operations

Capitol Corridor. The Capitol Corridor trains make 16 daily round trips. All of these trips cover the Sacramento-Oakland Jack London Square corridor. Service to Colfax and Auburn to the east and San Jose to the southwest is provided on a less frequent schedule. Thirty-two trips per day stop at the Suisun City station (16 westbound and 16 eastbound). Subject to a future agreement between the Capital Corridor and UPRR, the maximum number of passenger train round trips would be 18; UPRR freight service does not allow room in its schedule for any more than 18 daily passenger train round trips. As new stations are added to the system, either in Solano County or in other counties, they will also have full service by each train.

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

- System-wide Ridership – The July 2008 system-wide ridership was 161,731. This was the highest monthly ridership in the system’s history, and is part of a steady trend in increased ridership. System-wide ridership for July 2007 was 121,991. In July 2008, week-day train ridership was approximately 6,000 passengers; weekend ridership was approximately 2,750 riders.

For Fiscal Year (FY) 2006-07, the Capitol Corridor system carried 1,450,069 riders, an increase of 213% above the 1998 ridership of 463,000 passengers.

- Solano County Ridership – The Suisun City station is the 8<sup>th</sup> busiest of the 16 Capitol Corridor train stations. In July 2008, there were 7,481 trips to or from the Suisun City station. The majority (59%) of those trips were on west-bound trains towards the Bay Area. However, the single station with the most trip destinations from Suisun City was the Sacramento station.
- Revenue – The July 2008 system revenue was \$2.2 million. This was \$0.33 million higher than projected in the Capitol Corridor business plan. Total calendar year-to-date revenues were \$19.3 million, \$3.4 million greater than anticipated in the business plan. The system operating ratio (also known as the farebox recovery), a comparison of revenue to operating costs, was 64.9% in July 2008. Transit systems are generally considered financially successful if their system operating ratio exceeds 50%. Total revenues have increased 210%, from \$6.25 million in 1998 to \$19.45 million in FY 06-07.
- On-time Performance – The Capitol Corridor business plan has set an on-time performance goal of 90%. On-time performance means that each train arrives at and departs each station at the time published in the train schedule. Over the 13 month period of August 2007 through August 2008, the Capitol Corridor on-time performance has improved from 76.6% to 91.8%. This was the result of steady month-after-month improvements in on-time performance, with the exception of June 2008, when performance dropped to 72.9% while track repair and maintenance work was performed between Suisun City and Martinez. Previous year's on-time performance had also hovered in the 70% range.  
The Capitol Corridor staff attributes the improved on time performance to improved performance by Union Pacific Rail Road freight trains (which have system priority); improved reliability of Capitol Corridor rolling stock; and, construction of additional tracks, sidings and cross-overs.

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

Operating funds not provided by passenger fares are provided by the State of California.

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

The ferry schedule provides 12 round trips to San Francisco each week day, and 9 trips on weekend days. (For select Giants games, the ferry will deliver passengers directly to the stadium used by the San Francisco Giants baseball team.) There is a slight reduction in service in the winter months. The

ferryboat service is supplemented by an express non-stop bus service directly connecting the Vallejo Ferry Terminal and the San Francisco Ferry Building. There are 13 daily roundtrips on weekdays and three roundtrips on Saturday and Sunday.

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

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

Total fare revenue has increased 84% in the four years from \$4.4 million in FY 03-04 to \$8 million in FY 07-08.
- Ferry Reliability – Unlike the Capitol Corridor train system and the intercity bus lines, the Vallejo Ferry route is not impacted by service delays due to system repair, accidents or congestion. The ferry is reliably on-time when it runs. The ferry on occasion does not operate due to weather/sea conditions, or due to mechanical failures of the ferry boats. The ferry system has a 99% reliability rate over the FY 00-01 to FY 06-07 time period. The lowest reliability year was FY 03-04, when the ferry operated at a 97.6% reliability rate.
- Ridership Characteristics – The STA conducted a survey of ferry riders in November 2006. The survey found that more than 60% of the riders take the ferry multiple times per week. However, almost 30% ride the ferry once per month or less. Ferry riders are typically not as long-term as bus riders, with more than half of surveyed passengers having used the ferry service for less than 2 years. Almost 40% of ferry riders had the option to take a single-occupant vehicle if they did not use the ferry; 12% had no private transportation option.

Operating revenues other than passenger fares include revenue from bridge tolls (RM1 and RM2), Transportation Development Act (TDA) and State Transit Assistance funds (STAF) the City of Vallejo receives. Some, but not all, of these revenue sources will transfer to WETA.

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

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

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

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

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

Twenty percent (20%) of the cost for fixed-route transit must be paid for through passenger fare. Operating expenses not provided by passenger fares come primarily from TDA funds and STAF (State Transit Assistance Funds) and to some degree from grants. TDA is distributed directly to each City through a formula. TDA is primarily generated by a portion of the countywide sales tax and distributed

by population share. Given the state of the economy and lower sales tax generation, TDA funds have begun to decrease for the first time since the 1990s.

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

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

Paratransit. Solano Paratransit is operated in conjunction with Fairfield's local paratransit service (DART). STA manages Solano Paratransit through a contract with Fairfield and owns the paratransit vehicles but the vehicles are maintained and operated as part of the DART fleet. STA and the funding partners developed the current funding methodology and updates the cost-sharing subsidies annually and monitors the service. Day-to-day operations such as eligibility determinations, dispatching, and vehicle usage are integrated with DART. Solano Paratransit owns nine wheel chair accessible vehicles.

Solano Paratransit currently provides weekday and limited weekend service. Vallejo RunAbout operates seven days a week to match their fixed-route service. There are currently no plans to increase the days or hours of operation. Service is provided origin to destination, and registration can be taken up to seven days in advance (though same-day service can be provided if the system has available capacity).

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

combined intercity and local Vallejo RunAbout service is \$1.4 million and it provides approximately 40,000 passenger trips annually.

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

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

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

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

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

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

The van pool vehicle is owned or leased by the primary driver, who then arranges to pick up and drop off a group of 7 to 15 passengers on a regular schedule. (The driver needs to be a regular commuter to qualify as a vanpool. Otherwise, the vehicle is classified as a shuttle.) The passengers typically pay a monthly fee to the driver. SNCI helps vanpool passengers and operators connect, but the final arrangements are the responsibility of the driver and passengers.

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

vanpools are able to use High Occupant Vehicle (HOV) lanes, carpool lanes that bypass bridge toll collection, and in some places receive preferential parking spaces or avoid parking fees.

*Carpools* are casual arrangements for a group to use a private car for commuting. There is no federal or state subsidy for creation or operation of a carpool. STA does help match carpool drivers and passengers. As with vanpools, carpools can (depending on the number of occupants of the car) make use of HOV lanes, bypass toll collection on bridges, and receive preferential parking treatment.

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

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

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

MTC published additional commute information based upon the 2000 Census and the 2007 American Community Survey. According to the MTC data, the percentage of Solano County residents using carpools dropped between 2000 and 2007, from 17.8% to 14.4%. The Bay Area average also dropped, from 12.8% to 10.2%. While the proportion of Solano County commuters using carpools is significantly different between the two reports (possibly due to different definitions of 'carpool'), the trend towards lower carpool usage is common to both data sets. One possible explanation for this trend is the proportion of Solano residents who also work within the county. This increased from 56.8% in 2000 to

59.5% in 2007. In general, carpools and vanpools are formed for longer commutes, and shorter in-county commutes are less attractive for ride share activities.

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

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

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

*Private and Airport Shuttles.* A number of private corporations provide employee shuttle services. For example, Genentech has a shuttle bus from the Fairfield Transportation Center to their Vacaville manufacturing plant; it is expected that when their Dixon research facility opens, a similar shuttle service will be provided. Shuttles out of Solano County are also provided, such as so the UCSF Medical Center and San Francisco Airport. Finally, private call-for-service shuttles provide connections to Sacramento, Oakland and San Francisco airports.

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

### **Conclusion**

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

While the rail system is performing well from an operational revenue point of view, the ferry system, and especially the bus system, are under significant stress. Local transit providers need to have a stable stream of operating revenue in order to be able to provide a reliable service that will attract additional riders.

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

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## TRANSIT ELEMENT INTRODUCTION

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

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

### The System

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

### Relationship to Other Elements

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

## **Challenges and Opportunities**

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

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

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

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

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

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

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

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

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

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

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

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

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



DATE: November 13, 2008  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director and Director of Projects  
RE: Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work

This staff report will be provided under separate cover.

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DATE: November 13, 2008  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director and Director of Projects  
RE: Status of Regional Measure 2 (RM 2) Funded Projects

This staff report will be provided under separate cover.

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DATE: November 7, 2008  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan (RTP) T2035 Update

**Background:**

The Metropolitan Planning Commission (MTC) is updating the Regional Transportation Plan (RTP). This plan sets the transportation priorities for the 9 Bay Area counties for the next 25 years.

**Discussion:**

On July 23<sup>rd</sup>, the MTC approved the draft fiscally constrained Regional Transportation Plan (RTP). This is the document that will undergo environmental analysis, including air emission modeling and conformity analysis.

As MTC has further refined their fiscal projections, they have identified trends for both Local Streets and Roads (LS&R) and Transit maintenance, as on Page 14 of the attached presentation prepared by MTC.

**LS&R Maintenance.** MTC has established a goal of a regional Pavement Condition Index (PCI) of 76. In order to effectively measure success, MTC is proposing to use a proxy measure of miles of roadway in poor condition. MTC has calculated that a PCI of 76 is equivalent to no more than 13% of the roadway mileage being in poor condition. Currently, approximately 23% of roadway miles are in poor condition. The current trend would result in the miles of roadway in poor condition increasing to 40% by 2035. The funding for LS&R maintenance proposed in the RTP would maintain the current percentage. In order to reduce the roadway condition and achieve the desired PCI, additional LS&R maintenance funds are needed.

**Transit Maintenance.** The transit system does not have a readily agreed-upon measure of health equivalent to the PCI. MTC is proposing to use the 'average age of transit assets' as a measure at this time. The goal MTC has established is to have the average age of all transit assets to be 50% of the asset's useful life. The current age is 75%. The current trend would result in an average age of 120% in 2035. The funding proposed in the RTP would achieve an average age of 100% of the asset's useful life in 2035.

A summary of MTC's discussion of the next steps in the implementation of the RTP is attached. In addition, the Bay Area CMA Directors have prepared a set of draft principles to guide the near-term implementation of the RTP.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. MTC "Change In Motion" Presentation to the Bay Area Partnership Board
- B. Copy of CMA's RTP Implementation Principles



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Bay Area Partnership

DATE: November 3, 2008

FR: Ashley Nguyen

W. I.

RE: Transportation 2035: Building the Momentum for Change

*Change is all us.* If the Bay Area is to effectively advocate for and respond to change in motion in the areas of climate protection, transport pricing and focused growth (just to name a few), we must be bold in our thinking and our actions. To this end, as we enter into the third and final phase of the Transportation 2035 planning effort, staff has initiated discussions with the MTC advisory committees, Bay Area Partnership, and MTC Commissioners to identify discrete, bold actions that the region ought to pursue. These bold actions would take us beyond the financially constrained plan and help us to build the momentum for change in order to meet our targets and to facilitate the kinds of changes we want to see happen in the years ahead.

At your meeting, staff will present and seek comments on the following:

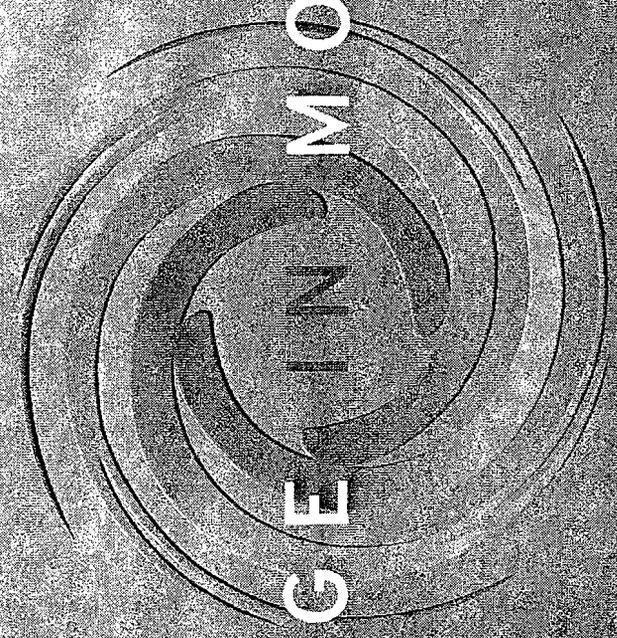
- Discuss “change in motion” in terms of changes that are occurring around us and the changes that we want to advocate;
- Present the performance results of the Draft Transportation 2035 Plan against the performance objectives adopted by the Commission; and
- Seek your input on the questions below, and report on the key messages we heard from stakeholder discussion forums held during the month of October. We also would like to solicit your input on other potential bold actions for our advocacy platform.
  - Fix It Finally: How can we eliminate the \$40 billion maintenance backlog?
  - Transit Performance Initiative: Should transit agencies study/implement measures to increase ridership and service productivity and cost efficiencies?
  - Green Commute/Green Parking Pilot: Should the region launch a “Green Commute/Green Parking” pilot for employers and multi-unit residential developers?
  - Zero Emission Vehicles: Should the Bay Area’s local governments lead the way by moving to green vehicles?
  - Shape New Federal Transportation Bill: How can our region influence the debate on new federal transportation policies to further Transportation 2035 goals?

The attached PowerPoint presentation includes what we’ve heard so far on the topics from stakeholders, MTC citizen advisors and Partnership meetings over the past few weeks. Our goal is to develop a preferred regional strategy based on all the input received, and incorporate it into the Final Transportation 2035 Plan that is slated for Commission adoption in March 2009.

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# **Building the Momentum For Change**

CHANGING IN MOTION



Partnership Board  
November 10, 2008

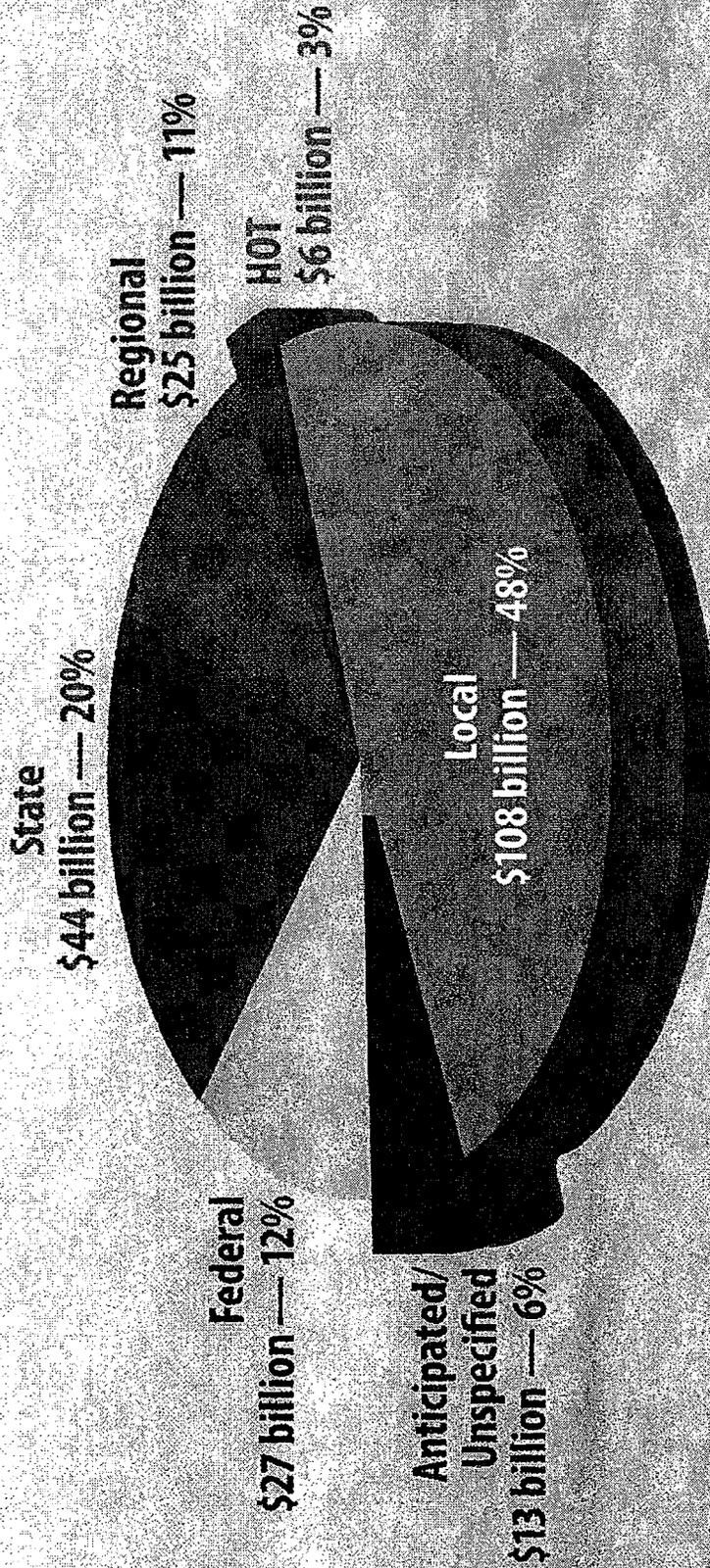


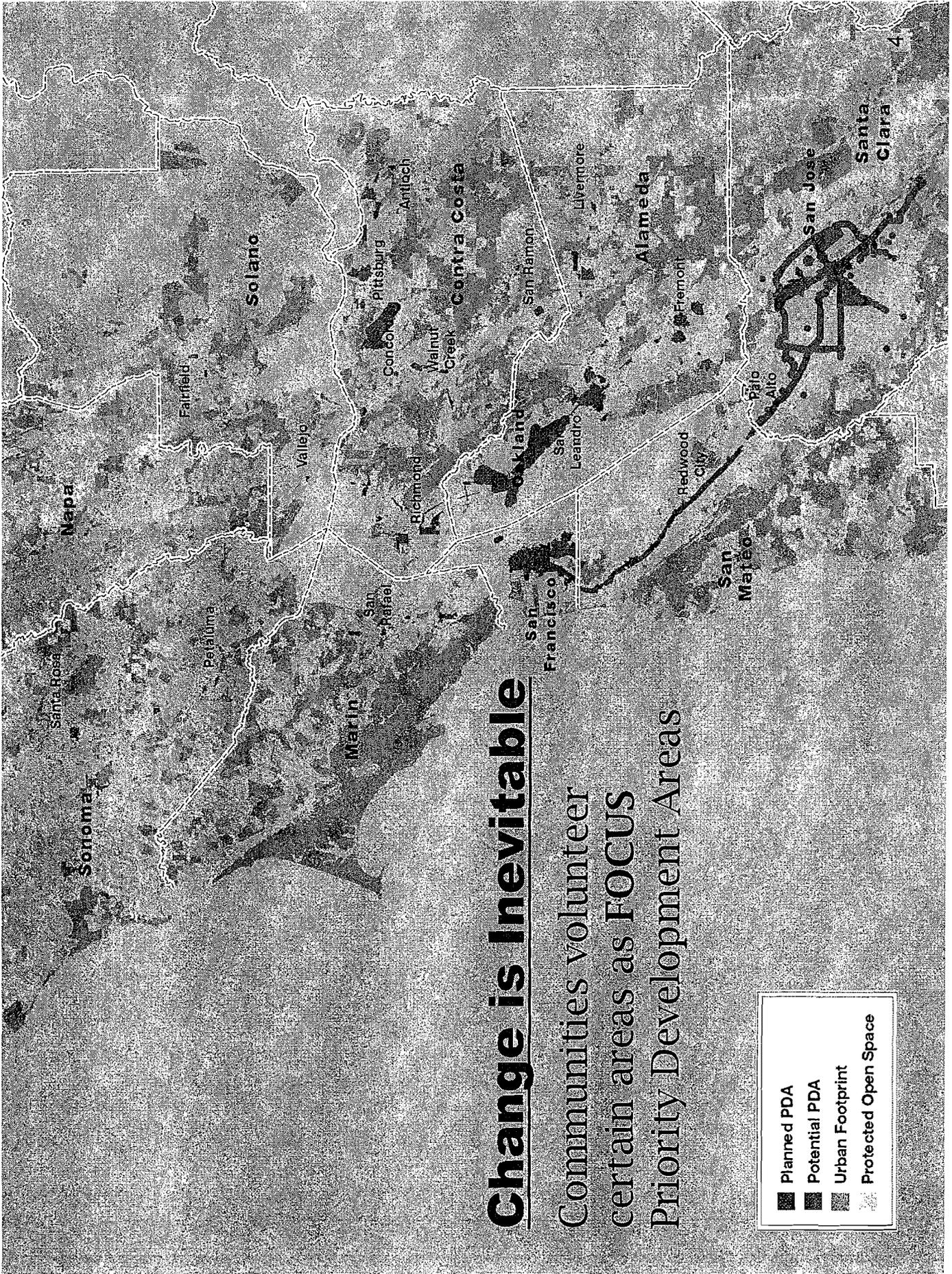
***“Change is  
inevitable in a  
progressive country.  
Change is constant.”***

***– Benjamin Disraeli***

# Change is Confident

Financial Outlook Includes Anticipated/Unspecified  
and HOT Revenues





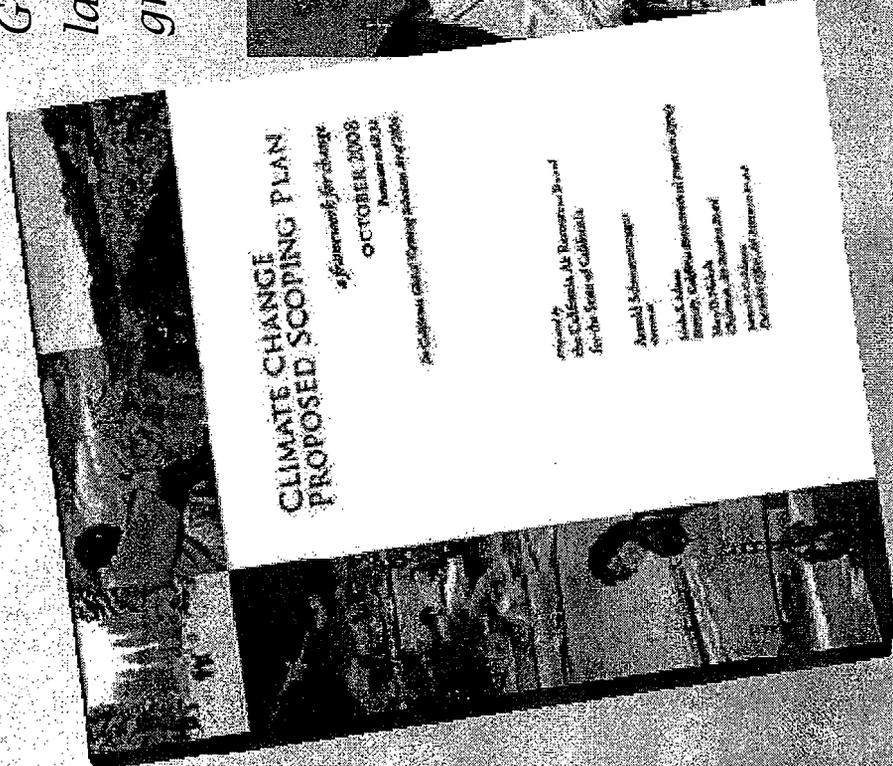
# Change is Inevitable

Communities volunteer certain areas as FOCUS Priority Development Areas



# Change is Required

*Gov. Schwarzenegger signs landmark legislation to reduce greenhouse gas emissions*



# Change is Unpredictable

## San Francisco Chronicle

FRIDAY, OCTOBER 10, 2008

### OPEC to discuss global crisis, crude prices

Stevenson Jacobs, Associated Press

OPEC said Thursday it will hold an extraordinary meeting Nov. 18 to discuss the global financial

use the meeting to announce a price cut in a bid to keep prices from falling further.

## San Jose Mercury News

TUESDAY, MARCH 4, 2008

### Gas prices set records in California; oil hits all-time high

By Gary Richards

From San Francisco to San Jose to San Luis Obispo to San Diego, single-day gas price records tumbled across the state again today — and the nation appears next.

The ongoing run-up comes months before the peak driving season, and just as crude oil hit its highest figure ever — even adjusting for inflation — at \$103.95 a barrel on Monday.

The statewide average for a gallon of self-serve unleaded hit \$3.499, eclipsing the single-day mark of \$3.490 set last May, according to the state auto club. The South Bay stood at \$3.591, another record.

And San Francisco, hitting a new high at \$3.643, led 19 of two dozen cities surveyed by AAA in setting new marks either Monday or today.

Campbell. "It seems to be affecting how much people are driving. I'm betting on \$4 per gallon by summer's end."

The U.S. average of \$3.168 is six cents shy of an all-time nationwide mark, and climbing.

Today's gas prices are around 60 cents higher than last year. And oil prices haven't been this high, relatively, since 1980. Some analysts, however, predict oil will fall to \$70 a barrel as supplies grow and if demand eases amid a bad economy. But others say oil could rise to \$120 a barrel as financial managers, troubled by the weak dollar, send money into oil markets from overseas.

So which is it? Up or down? Who knows, says Tom Robinson of Robinson Oil, operator of the Rotten Robbie chain. "It doesn't make

## Los Angeles Times

TUESDAY, JULY 8, 2008

### Gas prices rise to another record high

Ronald D. White

The average U.S. pump price reaches \$4.114 a gallon, up 1.9 cents from last week. In California, the price drops 2.3 cents to \$4.550.

The average U.S. pump price hit another record today, reaching \$4.114 for a gallon of self-serve regular gasoline, up 1.9 cents from June 30, according to the Energy Department's weekly survey of filling stations.

California, where motorists are driving a lot less these days, continued to be the biggest counterweight, falling 2.3 cents to \$4.550 a gallon.

Oil dropped because the dollar showed new strength against other currencies, the rhetoric on Iran's nuclear program cooled and the first hurricane of the Atlantic season turned north and appeared likely to miss the U.S. East Coast entirely. That shattered what one analyst called the "weekend worry premium."

Crude oil for August delivery fell \$3.92 to close at \$141.37 a barrel today on the New York Mercan-

But analysts warned that the down day could mean the end of the oil run-up.

"In the old days, this would have been a drop of about a dollar or less. With those bigger numbers on oil, it just looks like a large pullback," said Tom Kloza, chief oil analyst for the Oil Price Information Service, a markets-tracking company in Wall, N.J.

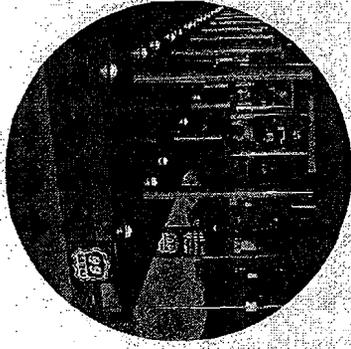
"We might drift a little lower this week, but we'll be higher a month from now and oil will be above \$150 before the end of the year," Kloza said.

Drivers, meanwhile, continue to look for new ways to cope.

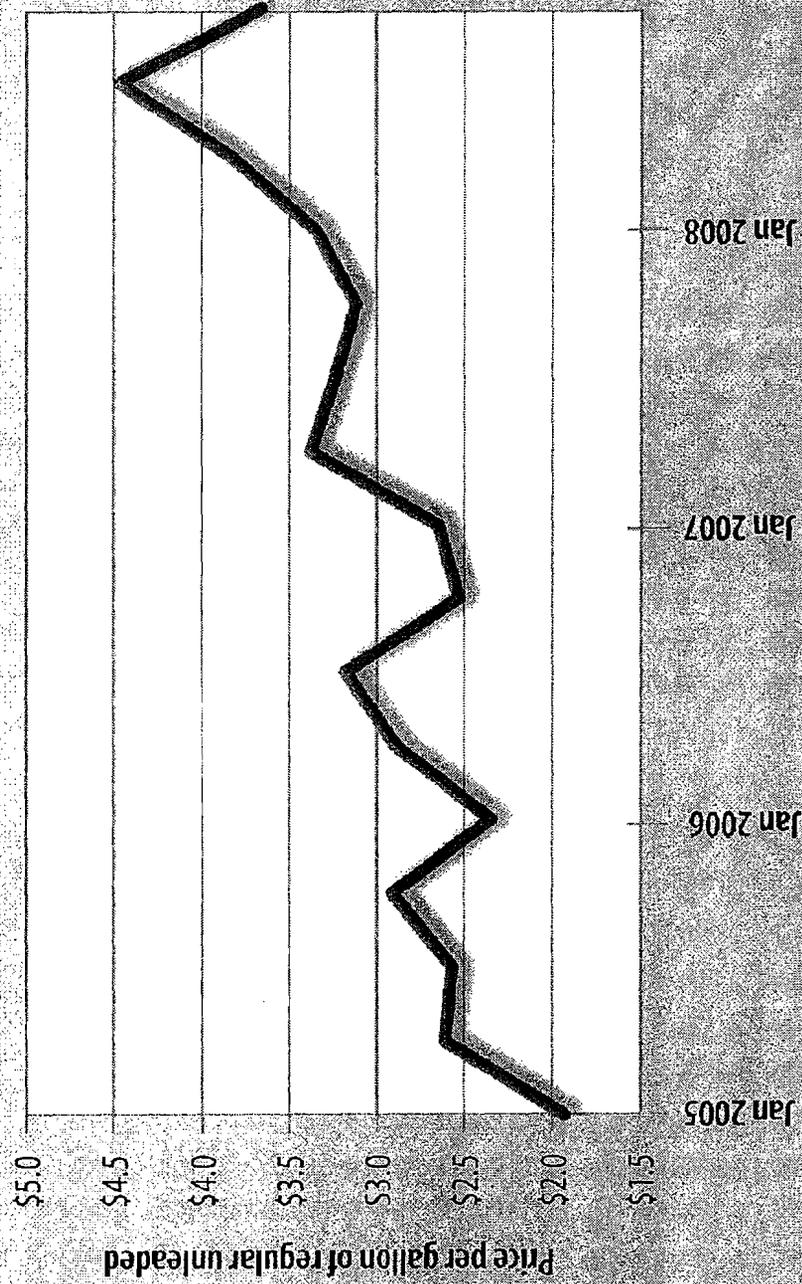
San Jose resident Mike Atkins, 50, loves his 1984 Volkswagen Gti so much that he put the letters "Gti" in his e-mail address. Atkins, who is out of work, hasn't driven the car in more than a month.



# Change is Unpredictable

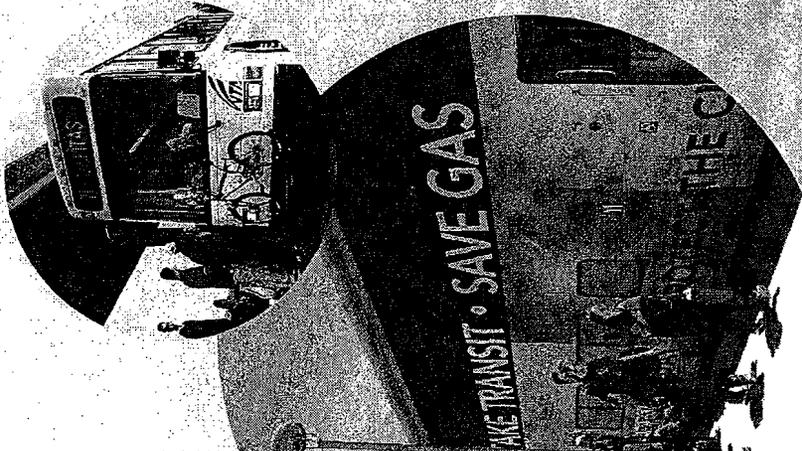
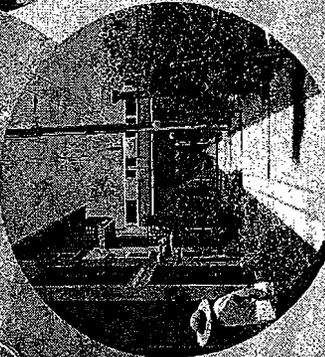
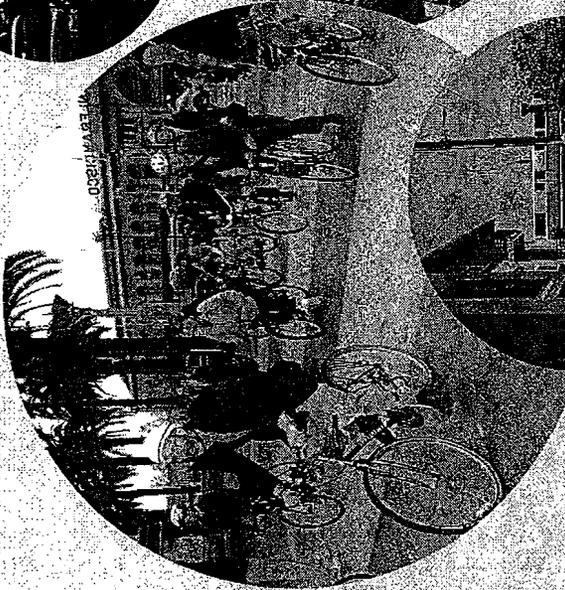
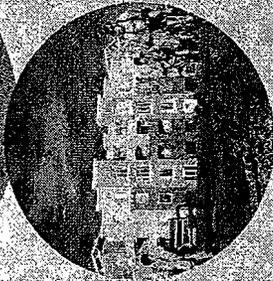
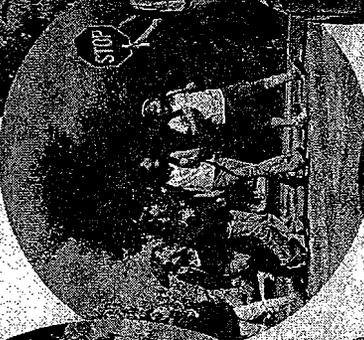
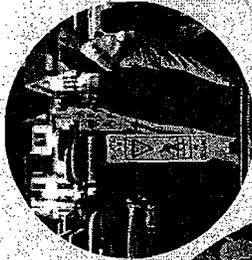
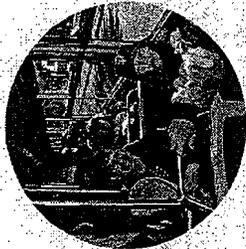


Average Gasoline Prices, San Francisco, 2005 – 2008



Source: U.S. Department of Energy

# Change is All of Us



# Defining the Vision

## GOALS

**Economy**

- REDUCE CONGESTION
- IMPROVE MAINTENANCE & SAFETY

**Environment**

## TARGETS

REDUCE EMISSIONS & VMT

**Equity**

IMPROVE AFFORDABILITY

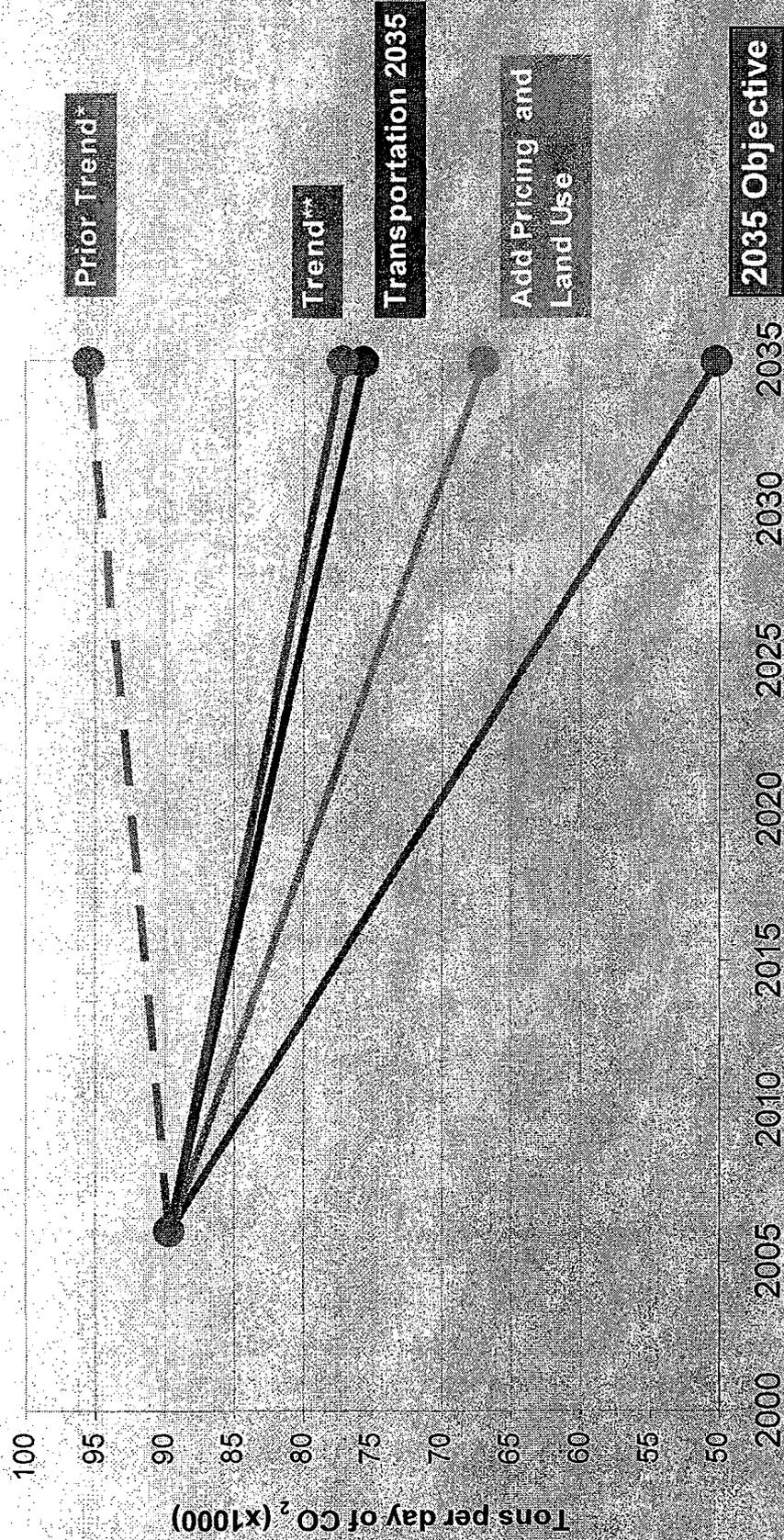
## STRATEGIES

**Infrastructure**

**Pricing & Focused Growth**

# Assessing the Difference

Reduce CO<sub>2</sub> 40% below 1990 levels

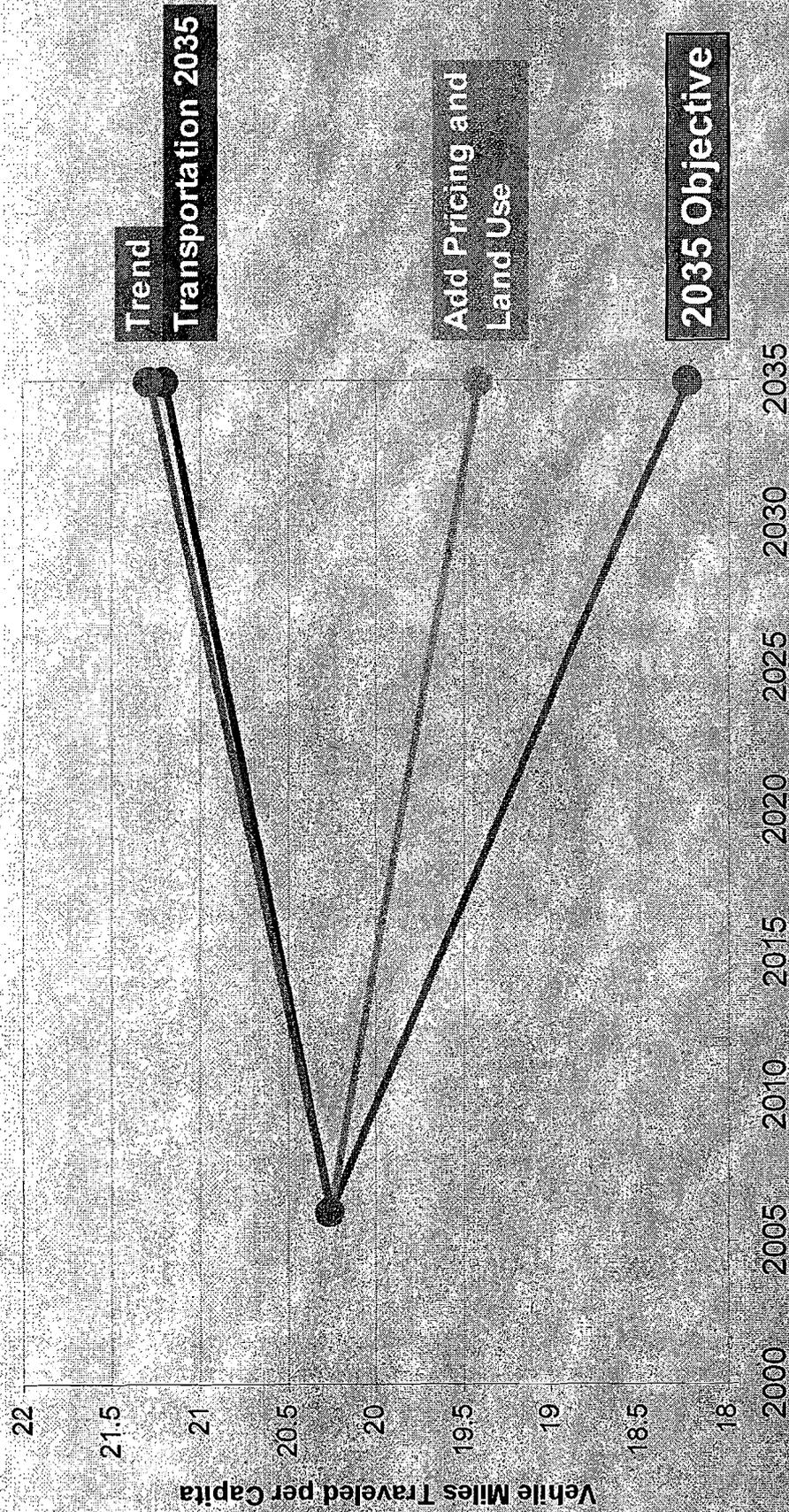


\* Assumes lower fuel economy

\*\* Assumes higher fuel economy

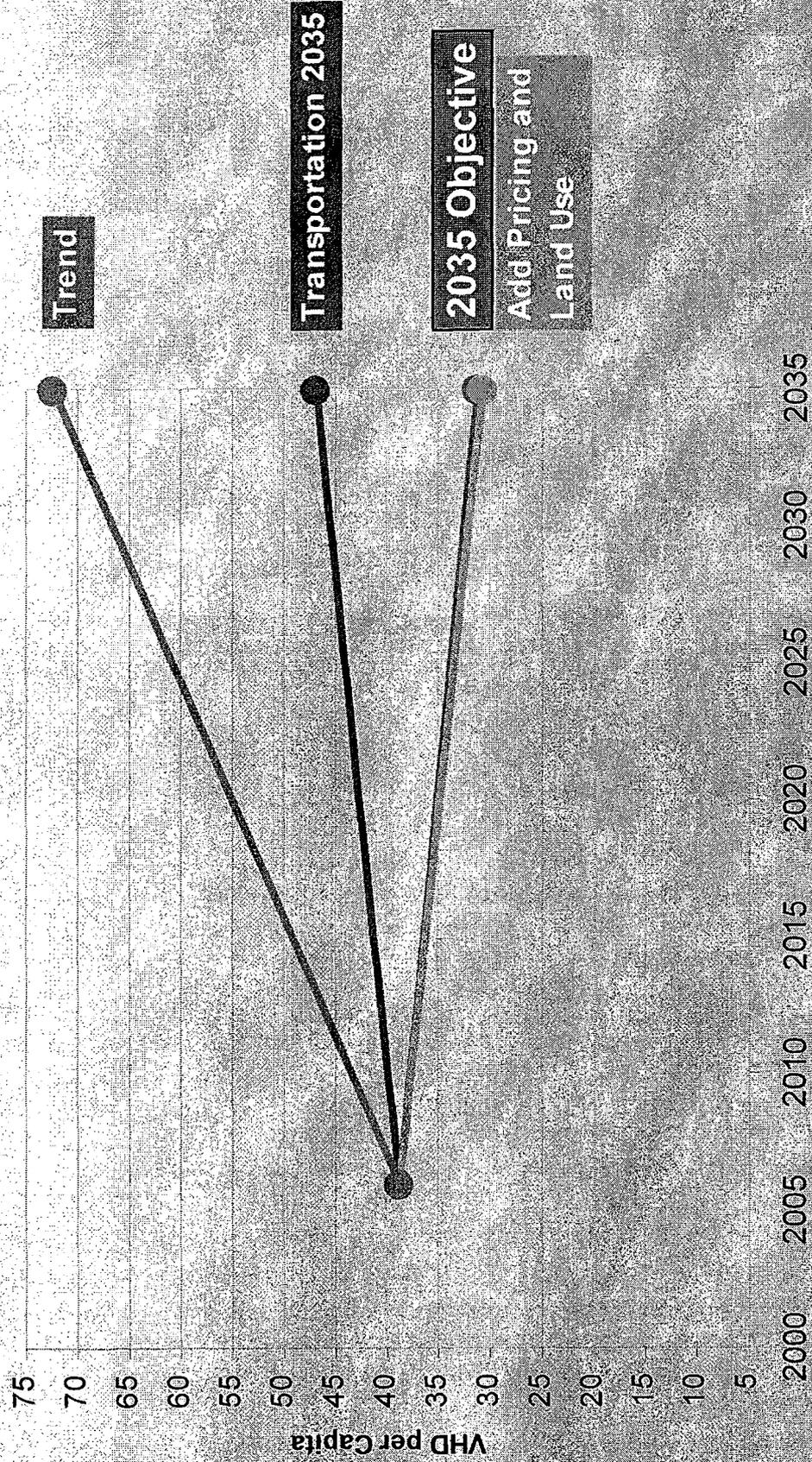
# Assessing the Difference

Reduce VMT per person 10% below today's levels



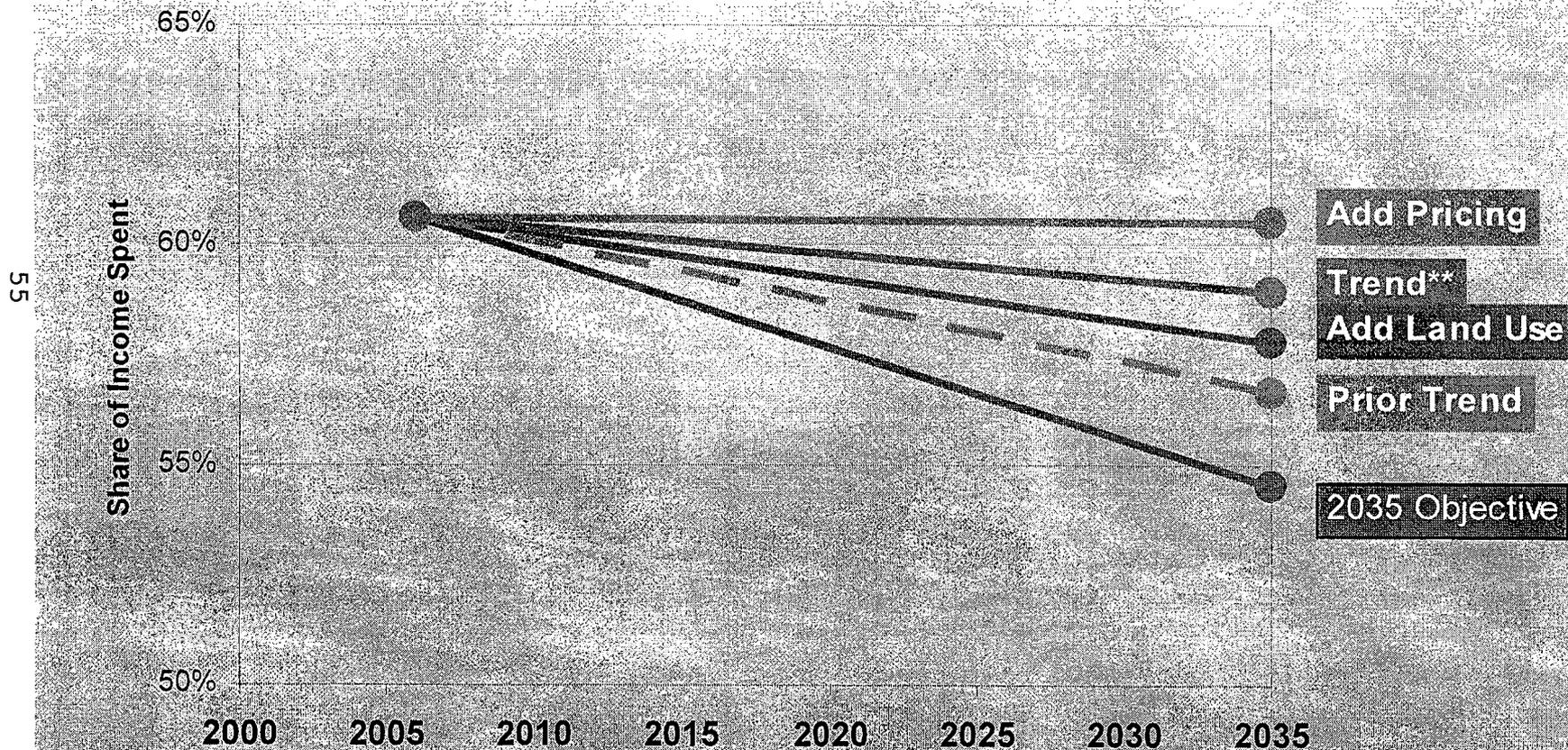
# Assessing the Difference

Reduce congestion 20% below today's levels



# Assessing the Difference

Reduce by 10% the share of income spent by lower- and moderate-low-income households on transportation and housing combined\*



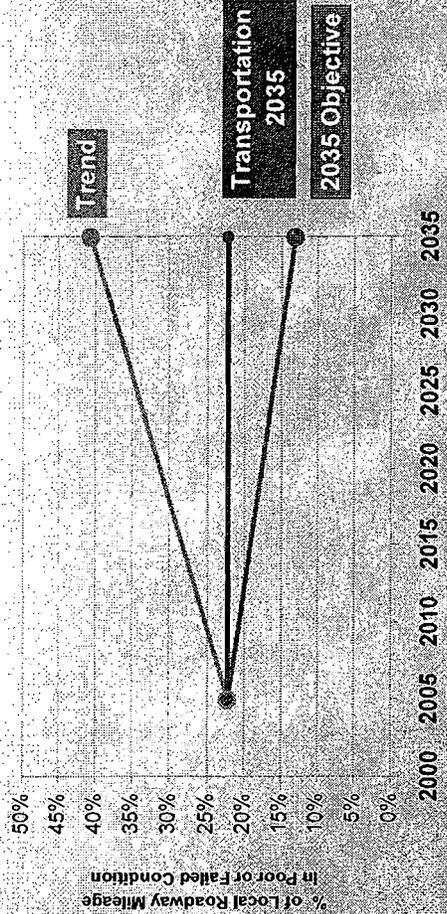
\* Includes households with annual income less than \$70,000

\*\* Reflects updated gas prices

# Assessing the Difference

## Local Streets and Roads Maintenance

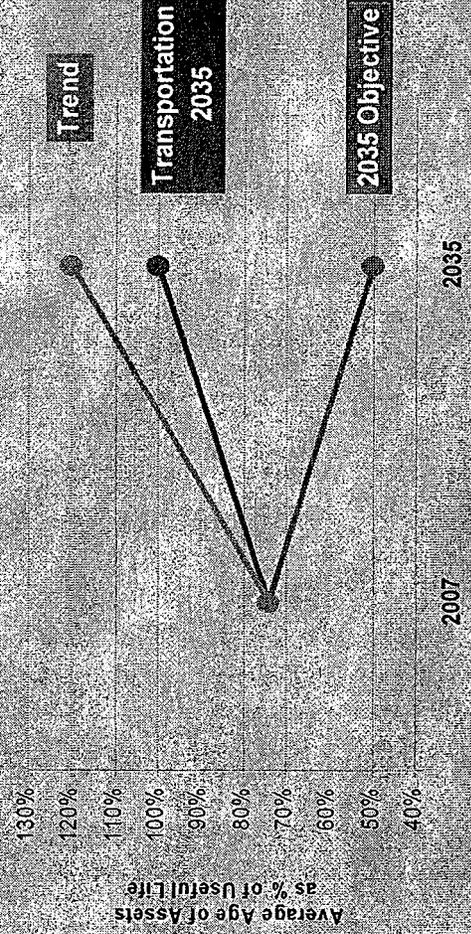
Decrease mileage in poor condition to no more than 13%\*



\* This is equivalent to the adopted objective to increase the average pavement condition index to 76

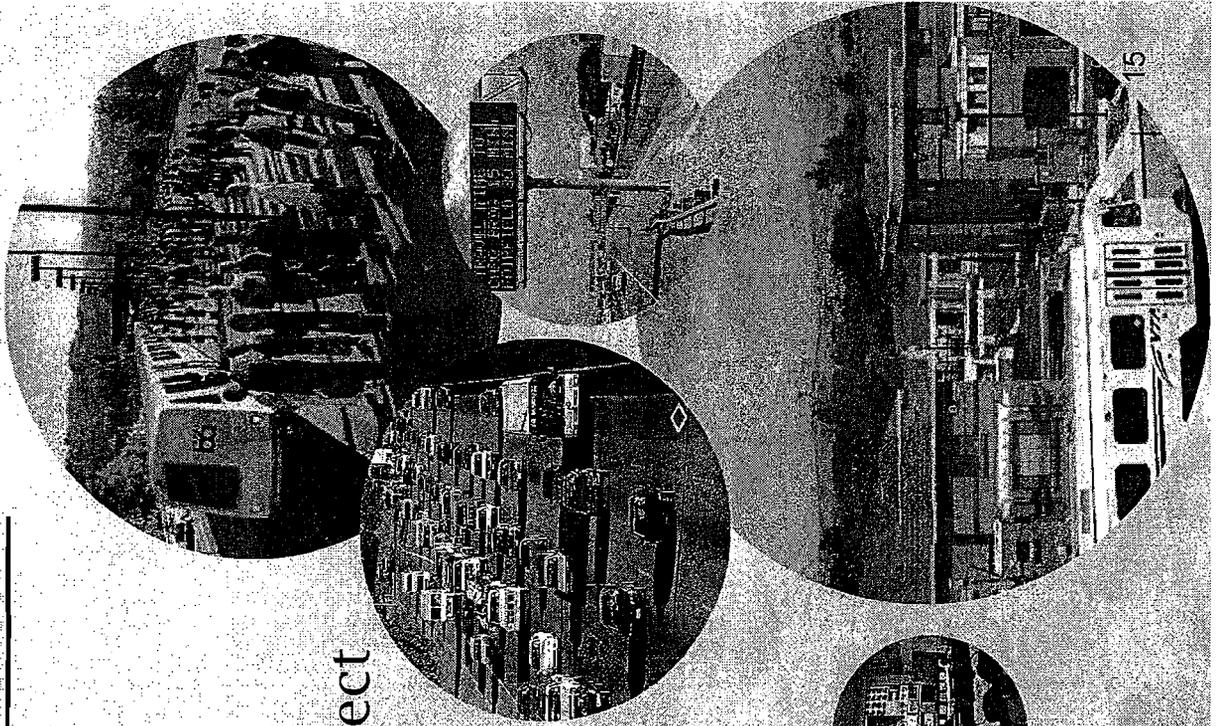
## Transit Maintenance

Decrease average age of all assets to 50% of useful life



# What Did We Learn?

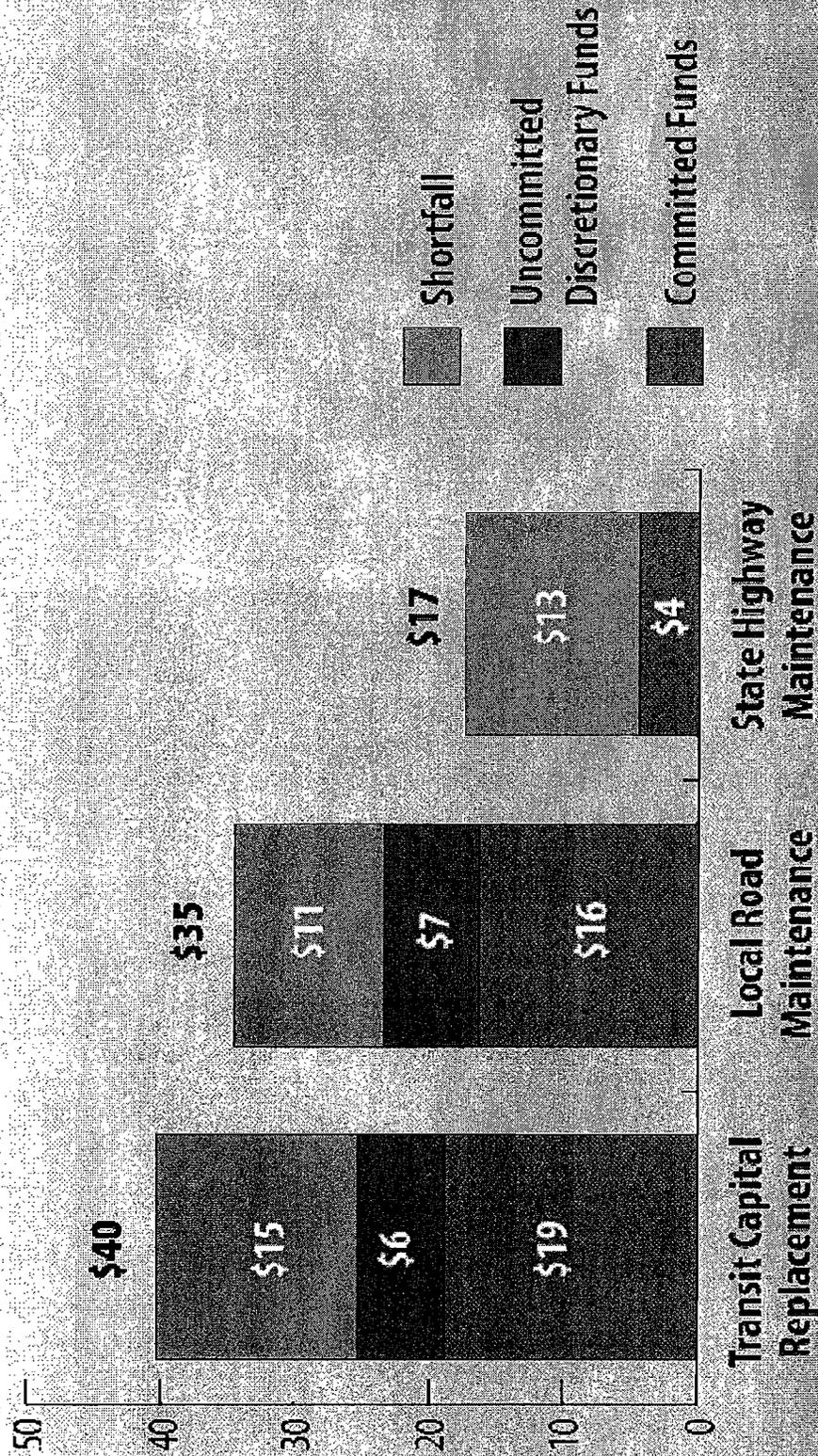
- Infrastructure projects alone are not nearly enough
- Road pricing has a much bigger effect in the short-term
- Focused growth helps us reach targets in the longer term
- Technology innovations gets us even closer to closing the gap
- Shifts in individual behavior ultimately drive change



# Building Our Momentum:

## Maintenance Needs, Funding, Shortfalls

(In billions of escalated dollars)



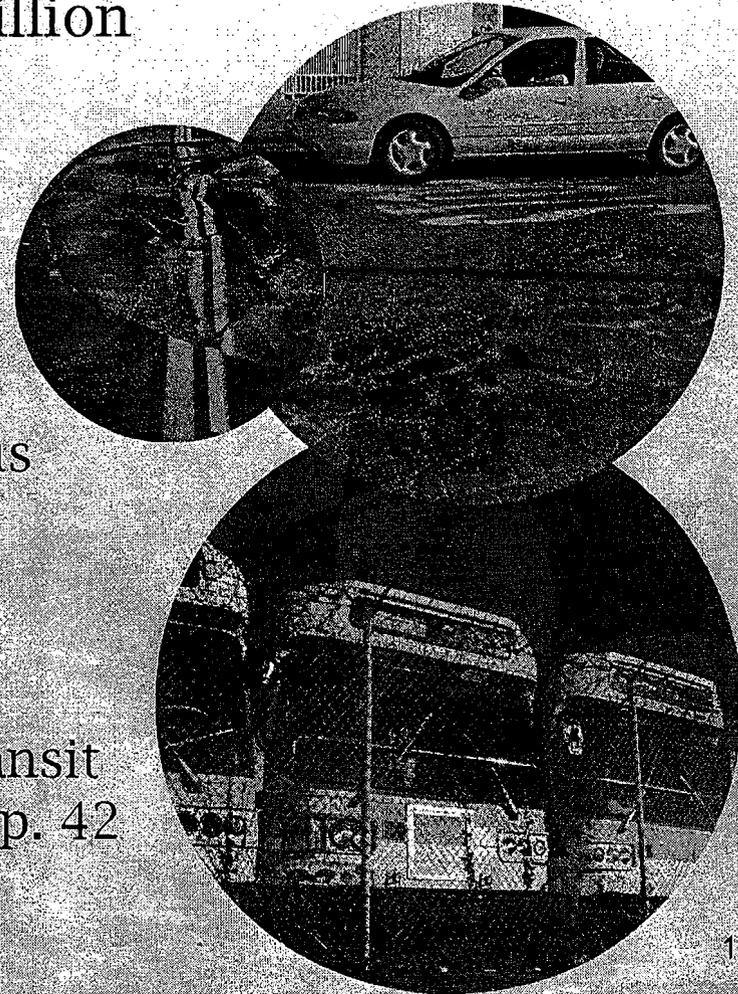
# Building Our Momentum:

## #1 Fix it, Finally?

- How can we eliminate the \$40 billion funding shortfall that keeps our roads, transit systems and highways from being first rate?

### Potential Strategies

- Seek rehabilitation funds in any infrastructure economic stimulus package
- Consider “Pennies for Potholes” regional gas fee
- Protect “spill over” funds for transit from raids by folding it into Prop. 42



## #1 Fix it First, Finally?

# Key Messages Heard

- Regional self-help may be better strategy rather than relying on Sacramento
  - Maybe it's time to consider a regional gas fee
  - Take active role to lower the 2/3rds voter threshold for approving transportation sales tax measures
- Consider putting the onus back on localities to fund local roads; use regional funds for roadways with regional impacts
- Consider user-based fees:
  - Toll roads to fund our transportation system
  - Give the region authority to raise bridge tolls
- Consider new revenue strategies
  - Transit assessment districts
  - Regional fees for every parking space provided by businesses
  - Consider port fees to subsidize transportation

## #1 Fix it First, Finally?

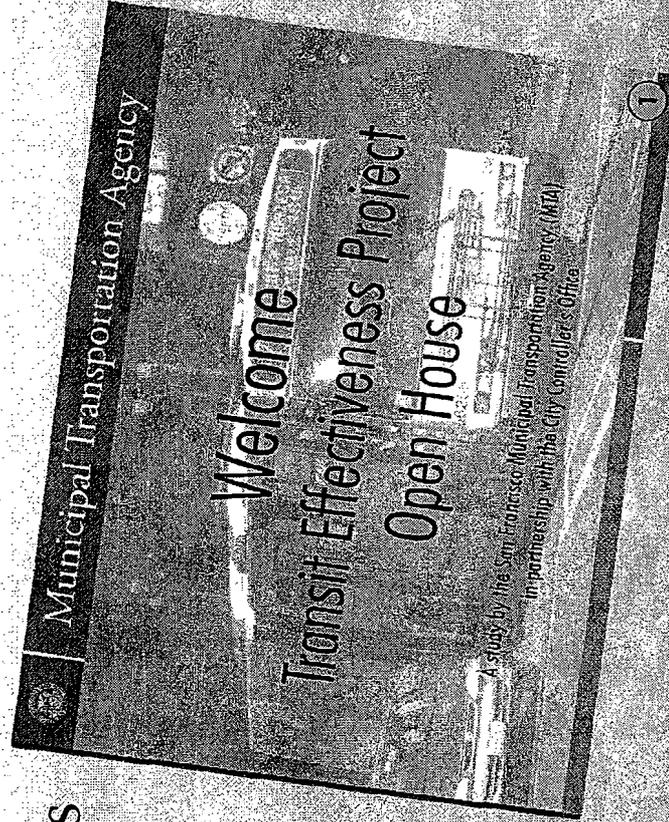
# Key Messages Heard

- Prop. 42 has a big target on it -- Sacramento will continue to raid it to fill holes in the General Fund
  - The LS&R Committee is open to working with transit agencies to evaluate the benefits of seeking a legislative fix to the spillover issue by folding it in to Prop 42.
  - Expect resistance from groups like the League of California Cities & State Association of Counties to changing Prop 42 splits or doing away with spillover
- Yes, we need “Pennies for Potholes” but it is difficult to get politicians to sponsor this in the current environment
- Get communities involved in advocacy efforts to increase revenue for transportation

# **Building Our Momentum:**

## **#2 Transit Performance Initiative**

- Should major transit operators undertake a transit efficiency study and implement recommendations to increase ridership, service productivity and cost efficiency?
- SFTA's *Transit Efficiency Study* slated for adoption fall of 2008
- VTA's comprehensive redesign of its bus network (2008) focused on serving transit dependent riders



## **#2 Transit Performance Initiative**

# **Key Messages Heard**

- The region has to decide: efficiency or social services? Maintaining efficiency and expanding service can sometimes be at odds
- When there's talk of transit efficiency, it often means cutting services and quality of life for seniors, disabled and low-income riders
- Transit service is an effective tool to combat climate change; we may need to accept that there will be some level of inefficiencies
- MTC should lead the charge on conducting a transit effectiveness study - the study should consider consolidation and the potential for private contracting

## #2 Transit Performance Initiative

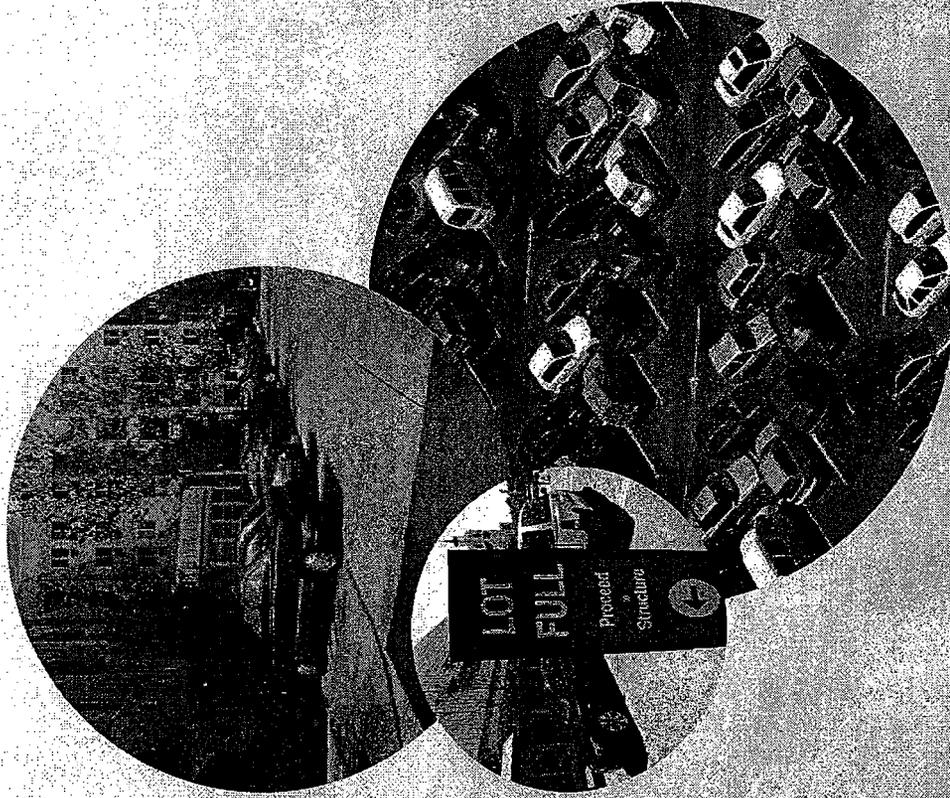
# Key Messages Heard

- Consolidation does not necessarily mean lower costs. Administrative costs for large operators are higher than for smaller ones
- MTC should get serious about instituting performance standards for all transit operators
  - The standards need not be identical across agencies
  - Give transit operators planning funds
- The single most effective tool for local public works agencies is a pavement management program. Transit operators need technological tools to track performance
- Studies are helpful, but the bottom line is transit needs more funding

# Building Our Momentum:

## **#3 Green Commute/ Green Parking Pilot**

- Should the region develop a “Green Commute/Green Parking” Pilot for employers and multi-family residential developers?
  - San Francisco’s *Commuter Benefit Ordinance*, and MTC’s “*TransLink for T.O.D.*” are potential models.



## **#3: Green Commute/Green Parking Pilot**

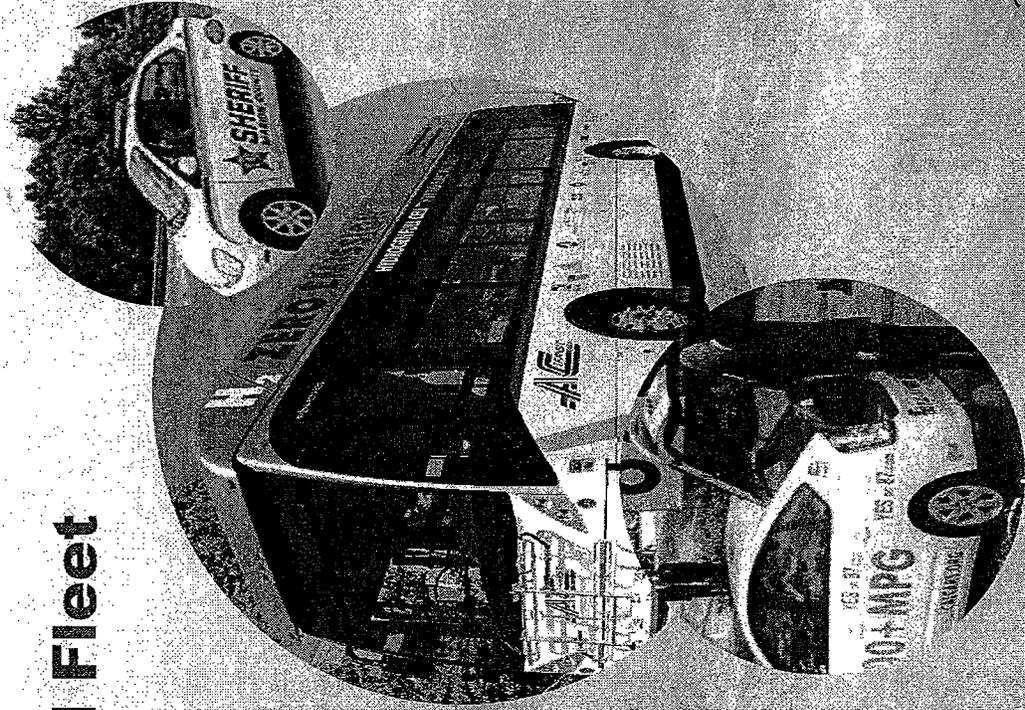
# **Key Messages Heard**

- Yes, implement green commute/parking strategies; differing views about how much of a carrot, how much of a stick to use
- Parking restrictions must be done on a regional scale or else residential and commercial properties with no restrictions will be more attractive to developers and buyers
- Implement pilot programs tailored to both urban and suburban areas
- A toolkit of options for localities is best because different jurisdictions have different ways to deal with parking
- Green commute/green parking has been around a long time -- look to models in San Jose and Berkeley

# **Building Our Momentum:**

## **#4 Zero Emission Municipal Fleet**

- Should the Bay Area's local governments lead the way by moving to green vehicle fleets to zero-out greenhouse gas emissions?
  - Some 25,000 vehicles currently in region's municipal fleet (unknown number of zero-emission vehicles)
  - What percentage of the fleet should we seek to convert?



## **#4: Zero Emissions Municipal Fleets**

# **Key Messages Heard**

- Given that technology isn't quite there yet for the general public, a good start is to focus on municipal fleets
- Municipalities should consider use of car-sharing organizations as viable options to reduce their fleet size
- Focus not just on passenger cars, but also other vehicles, such as dump trucks, garbage trucks, etc.
- Need a big regional push to make this happen

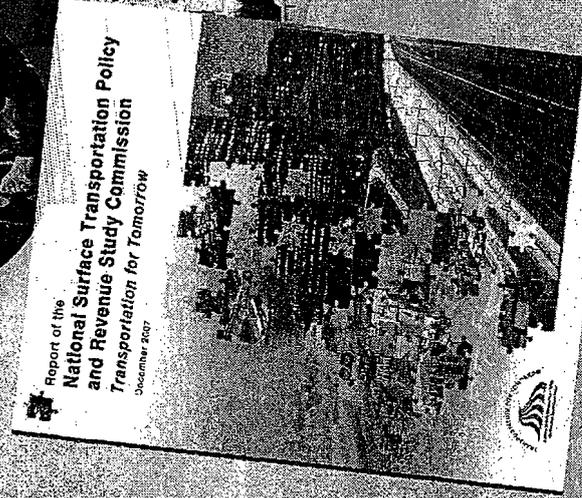
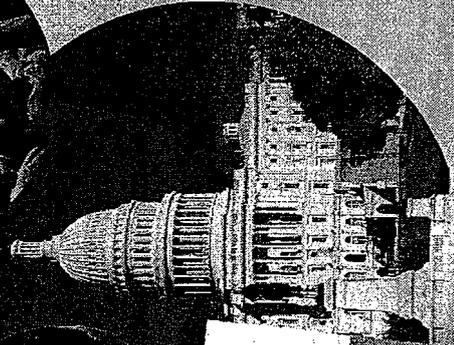
# **Building Our Momentum:**

## **#5 Shape New Federal Transportation Bill**

- How can our region influence the debate on new federal surface transportation policies and funding to further Transportation 2035 goals?

- *“To meet 21st Century transportation needs, it is necessary for Congress to establish a new Federal Compact with the American People.”*

— National Surface Transportation Policy and Revenue Study Commission



## **#5: Shape New Federal Transportation Bill**

# **Key Messages Heard**

- Go for a robust federal surface transportation program
  - Anticipate potential new categories
  - Start planning for them
- This is a leadership opportunity for the Bay Area to define priority areas for our region (e.g., trade corridors, climate protection, Regional HOT Network) and fit them with the federal categories
- Develop an advocacy platform we can all support; the region is most effective when it speaks in one voice
  - Involve the community
  - Build public-private coalitions
  - MTC should take advantage of its citizen advisors

# **“Building Momentum” Strategy**

1. Develop legislative strategy for self-help funding
2. Additional regional lifeline service support for most efficient operators
3. Pursue partnerships with business community to implement green commute policies
4. Provide funding incentives to promote green fleets
5. Develop partnership platform for reauthorization

## **Questions**

- Are these the right priorities?
- What is missing?

## **Next Steps: “Building Momentum”**

- Develop a “Building Momentum” strategy that reflects the input from the Partnership, stakeholders, and Commission – Nov. 2008
- Continue ongoing dialogue – Nov. 2008 – Jan. 2009
- Include preferred strategy in Transportation 2035 Plan — March 2009

**T 2035: First Six Years of STP/CMAQ  
CMA Executive Director's Proposal  
October 16, 2008**

MTC has adopted a draft investment plan for its emerging regional transportation plan, T 2035. This plan sets out investment priorities in several categories, including maintaining the existing system, climate action, focused growth and freeway performance. The existing federal transportation program expires at the end of fiscal year 2008-9. Based on past history, the new federal program is likely to be authorized for six years. T 2035 assumes a continuation of existing federal programs. In order to carry out the intent of T 2035, guidance is needed on the use of federal Surface Transportation Program (STP) and Congestion Mitigation & Air Quality (CMAQ) funds over the six-year duration of the new federal program.

Based on the funding assignments made by the Commission in T 2035, the CMA Executive Directors propose the following priorities for the allocation of regional federal STP and CMAQ during the first six years of T 2035:

Surface Transportation Program (STP)

Based on MTC staff estimates for T 2035, \$80.9 million in STP funding is estimated to be available in FY 2009-10 growing to \$98.4 million in FY 2014-15.

1. Because the Commission expressed a firm commitment to "fix it first", transit capital replacement and local street and road rehabilitation should claim the highest priority for the use of STP funds, the most flexible federal funds. In the adopted draft T 2035 investment plan, funding from STP for transit capital replacement totals \$1.0 billion and local road rehabilitation totals \$1.4 billion over 25 years. These amounts translate as follows for the first six years:
  - For transit, \$24 million in FY 2009-10 growing to \$29.2 million in 2014-15
  - For local roads, \$33.6 million in FY 2009-10 growing to \$40.9 million in 2014-15

These figures are based on data and an escalation rate supplied by MTC staff.

2. STP planning funds need to recognize existing commitments as a base, and should be set at a level commensurate with the CMAs' responsibilities for county transportation planning/ programming and federal program administration.

Congestion Mitigation & Air Quality (CMAQ)

Based on MTC staff forecasts for T 2035, \$74.6 million in CMAQ funding is estimated to be available in FY 2009-10 growing to \$90.8 million in FY 2014-15. The T 2035 draft investment plan proposes a 5-year Climate Change program at \$57 million per year, a doubling of the Transportation for Livable Communities (TLC) program to \$60 million/year, a freeway performance initiative (FPI) and a bicycle program. Considering the CMAQ funding constraints in the near-term:

3. The Commission should develop a process to establish the level of CMAQ funding in the first six years devoted to climate change, TLC, FPI and the bicycle program. In preparing criteria to evaluate options, the Commission should consider that the TLC and bicycle programs are existing regional programs with a track record and that MTC analysis shows the FPI is the most cost-effective of the proposed new programs. The attached charts provide three scenarios illustrating the funding trade-offs the Commission will need to make. While each scenario addresses a different policy option, the scenario should not be taken as a recommendation.
4. Subject to MTC guidelines, the CMAs should have the lead role in programming funds for TLC, FPI, the regional bike program, and safe routes to schools/transit program.

## T 2035: First Six Years of STP and CMAQ

### STP/CMAQ Programming: Amounts by Program Category (\$ millions)

Based on STP/CMAQ amounts used in T 2035 by MTC

#### *Illustrative Scenario 1 -- "Fix it First" plus TLC Funded at least at Current Level and Early FPI Funding*

	FY 09-10		FY 10-11		FY 11-12		FY 12-13		FY 13-14		FY 14-15	
	STP	CMAQ										
Committed [1]	\$13.9	\$5.1	\$14.4	\$5.3	\$15.0	\$5.5	\$15.6	\$5.7	\$16.2	\$5.9	\$16.9	\$6.2
Transit Capital Repl. [2]	\$24.0		\$25.0		\$26.0		\$27.0		\$28.1		\$29.2	
Local St & Rd Rehab [3]	\$33.6		\$35.0		\$36.4		\$37.8		\$39.3		\$40.9	
Regional Bike Prgrm [4]		\$8.0		\$8.0		\$8.0		\$8.0				
Climate Change [5]						\$20.0		\$20.0		\$57.0		\$57.0
TLC [6]		\$27.0		\$27.0		\$27.0		\$27.0	\$2.9	\$24.4	\$3.0	\$27.6
Fwy Perf Initiative (FPI)	\$2.5	\$34.5	\$2.6	\$37.3	\$2.7	\$20.2	\$2.8	\$23.2	\$0.0	\$0.0	\$0.0	\$0.0
Planning [7]	\$6.9		\$7.2		\$7.5		\$7.8		\$8.1		\$8.4	
Total	\$80.9	\$74.6	\$84.1	\$77.6	\$87.5	\$80.7	\$91.0	\$83.9	\$94.6	\$87.3	\$98.4	\$90.8

#### Notes:

- [1] Rough estimate; needs verification. Includes TransLink, 511, Regional marketing, Freeway Service Patrol/Call Boxes.
- [2] Rough estimate; needs verification. Average annual SAFETEA amount was \$23.5m for transit capital replacement.
- [3] Rough estimate; needs verification. Average annual SAFETEA amount was \$24.3m for local road rehabilitation.
- [4] Old bike/ped program was \$8m/yr for 4 of the 6 years of SAFETEA and included pedestrian projects.
- [5] T 2035 assumes 5-year program with outreach/incentives at \$27m/yr, Safe Routes to Schools/Transit at \$20m/year, and Transit Priority Program at \$10m/yr, totaling \$57m/yr.
- [6] T 2035 assumes a doubling of the current program from \$27m/yr to \$60m/yr.
- [7] Rough estimate; needs verification. Includes planning funds for CMAs, ABAG, MTC and BCDC.

SAFETEA is the current federal transportation program that expires in September 2009.

## T 2035: First Six Years of STP and CMAQ

### STP/CMAQ Programming: Amounts by Program Category (\$ millions)

Based on STP/CMAQ amounts used in T 2035 by MTC

#### Illustrative Scenario 2 -- "Fix it First" plus Fully Fund Four Years of Climate Change Initiative

	FY 09-10		FY 10-11		FY 11-12		FY 12-13		FY 13-14		FY 14-15	
	STP	CMAQ										
Committed [1]	\$13.9	\$5.1	\$14.4	\$5.3	\$15.0	\$5.5	\$15.6	\$5.7	\$16.2	\$5.9	\$16.9	\$6.2
Transit Capital Repl. [2]	\$24.0		\$25.0		\$26.0		\$27.0		\$28.1		\$29.2	
Local St & Rd Rehab [3]	\$33.6		\$35.0		\$36.4		\$37.8		\$39.3		\$40.9	
Regional Bike Prgrm [4]		\$8.0		\$8.0		\$8.0		\$8.0		\$8.0		\$8.0
Climate Change [5]					\$57.0		\$57.0		\$57.0		\$57.0	
TLC [6]		\$35.6		\$37.2	\$2.7	\$5.9	\$2.8	\$7.7	\$2.9	\$9.5	\$3.0	\$11.4
Fwy Perf Initiative (FPI)	\$2.5	\$25.9	\$2.6	\$27.1		\$4.3		\$5.6		\$6.9		\$8.3
Planning [7]	\$6.9		\$7.2		\$7.5		\$7.8		\$8.1		\$8.4	
Total	\$80.9	\$74.6	\$84.1	\$77.6	\$87.5	\$80.7	\$91.0	\$83.9	\$94.6	\$87.3	\$98.4	\$90.8

#### Notes:

- [1] Rough estimate; needs verification. Includes TransLink, 511, Regional marketing, Freeway Service Patrol/Call Boxes.
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- [7] Rough estimate; needs verification. Includes planning funds for CMAs, ABAG, MTC and BCDC.

SAFETEA is the current federal transportation program that expires in September 2009.

## T 2035: First Six Years of STP and CMAQ

### STP/CMAQ Programming: Amounts by Program Category (\$ millions)

Based on STP/CMAQ amounts used in T 2035 by MTC

#### Illustrative Scenario 3 -- "Fix it First" plus TLC Funded at least at Current Level and Spread Climate Change Funding

	FY 09-10		FY 10-11		FY 11-12		FY 12-13		FY 13-14		FY 14-15	
	STP	CMAQ										
Committed [1]	\$13.9	\$5.1	\$14.4	\$5.3	\$15.0	\$5.5	\$15.6	\$5.7	\$16.2	\$5.9	\$16.9	\$6.2
Transit Capital Repl. [2]	\$24.0		\$25.0		\$26.0		\$27.0		\$28.1		\$29.2	
Local St & Rd Rehab [3]	\$33.6		\$35.0		\$36.4		\$37.8		\$39.3		\$40.9	
Regional Bike Prgrm [4]		\$8.0		\$8.0		\$8.0		\$8.0				
Climate Change [5]		\$17.0		\$17.0		\$20.0		\$20.0		\$23.0		\$23.0
TLC [6]		\$27.0		\$27.0		\$27.0		\$27.0	\$2.9	\$24.4	\$3.0	\$27.6
Fwy Perf Initiative (FPI)	\$2.5	\$17.5	\$2.6	\$20.3	\$2.7	\$20.2	\$2.8	\$23.2	\$0.0	\$34.0	\$0.0	\$34.0
Planning [7]	\$6.9		\$7.2		\$7.5		\$7.8		\$8.1		\$8.4	
Total	\$80.9	\$74.6	\$84.1	\$77.6	\$87.5	\$80.7	\$91.0	\$83.9	\$94.6	\$87.3	\$98.4	\$90.8

#### Notes:

- [1] Rough estimate; needs verification. Includes TransLink, 511, Regional marketing, Freeway Service Patrol/Call Boxes.
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- [7] Rough estimate; needs verification. Includes planning funds for CMAs, ABAG, MTC and BCDC.

SAFETEA is the current federal transportation program that expires in September 2009.



DATE: November 7, 2008  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: State Route (SR) 12 Status Update

**Background:**

The Solano Transportation Authority (STA) Board approved several near-term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting, and has monitored their implementation on a regular basis. Immediate strategies were to: 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

**Discussion:**

*1) Enforcement*

The Office of Traffic Safety Grant Steering Committee meets on a quarterly basis. The third quarterly meeting of the OTS Steering Committee was held on September 16, 2008 in Suisun City. The next meeting date has not been set, but will be in January 2009. With the passage of the State Budget, OTS is able to sign contracts to purchase and distribute promotional materials and run safety ads on local radio and TV.

STA has asked for information from the California Highway Patrol (CHP) and the Cities of Rio Vista, Suisun City and Fairfield regarding enforcement activities funded by the OTS Grant. The Cities of Rio Vista and Suisun City report that the majority of their enforcement has been for speeding violations; neither jurisdiction tracks where the citations are issued in their jurisdiction. CHP does not enter citation information in a database, but did a random sample of citations to check by hand for location. Approximately 80% of the citations sampled were issued in the area from just west of SR 113 to the Rio Vista city limits. Information for City of Fairfield citations has not yet been received.

2) *State Legislation*

There are no pending SR 12 related legislative measures.

The Officer David Frank Lamoree Memorial Highway was dedicated at a ceremony held in Rio Vista on September 4, 2008. The signs have now been installed.

3) *Education*

Publication of Volume 3 of the SR 12 Status Newsletter has been delayed until after the Officer David Frank Lamoree Memorial Highway dedication. Publication is expected in December 2008.

4) *Engineering*

Caltrans finished acquisition of right-of-way to allow curve correction and shoulder installation on SR 12, from Lambie Road to Currie Road. The California Transportation Commission has already funded the project. Construction is scheduled to begin as soon as weather allows in the spring of 2009.

Caltans has had difficulty maintaining the fiberglass delineators between Lambie Road and Dourin Drive. A new program for replacement of the delineators every 2 months has been established and funded, and the first replacement work occurred in early November.

On July 8, 2008 the Executive Steering Committee for the SR 12 Jameson Canyon Project approved scope of the Phase 1 project that is being designed by STA. The proposed design will meet conventional highway standards to the extent possible. The Phase 1 project will provide for additional two lanes of traffic including 8 foot outside shoulders, median barrier, median barrier opening in Solano County, wildlife crossing and a Class II bike facility in both the eastbound and westbound directions. The Phase 1 project will minimize detrimental impacts to the natural resources in the corridor and minimize costly utility relocations. The utility relocation strategy is to relocate when needed within the right of way but outside of the roadway prism.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.



DATE: November 7, 2008  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
SUBJECT: Lifeline State Transit Assistance Funds (STAF) and  
Proposition 1B Call for Projects

**Background:**

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

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies including the STA. The STA will select the Solano Lifeline projects for funding and submit these projects to MTC. STA staff worked with MTC staff to transition the program to the STA from the issuance of the Call for Projects, establishing evaluation criteria jointly with MTC, approving projects for funding as well as monitoring and overseeing projects and programs. The STA will be administering the program with an estimated revised amount of \$3.8 million of Lifeline Funds provided by the MTC for Solano County over a three year period. The funding was reduced after the State budget was finalized.

The original estimated amount \$4.3 million was comprise of three sources as shown:

\$2,336,762: State Transit Assistance Funds (STAF)  
\$1,512,722: Proposition 1B funds  
\$ 416,834: JARC (Jobs Access Reverse Commute)  
\$4,266,318 TOTAL

The amount has now been revised to reflect the following amounts after the finalization of the State budget. Each fund source has specific requirements.

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

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

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

The Lifeline Advisory Committee will review the proposals and hear the project applicants present their projects. The Committee will evaluate and prioritize the projects and develop a consensus recommendation. If awarded by Caltrans, the funds should be available in Spring 2009.

**Discussion:**

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

Lifeline Prop 1B and STAF applications were due to STA October 31, 2008. The STA received 14 applications consisting of 17 projects (see Attachment A). The current Call for Projects is to allocate approximately \$3,368,054. Priority projects identified through the Community Based Transportation Planning process or the 2002 countywide Welfare to Work Transportation Plan were eligible for Lifeline funding. Priority for the limited Lifeline funds will be given to Solano transit operators that are out of the Unmet Transit Needs process. As part of the Call for Projects, applicants were asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects.

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

Issue Lifeline Call for Projects- Prop 1B and STAF	August 2008
Applications Due to STA	Friday, October 31, 2008 3:00 pm
Lifeline Advisory Committee/ Project Applicant Interviews	November 14, 2008
STA submits draft list projects to MTC	November 30, 2008
STA Board Approval of Lifeline Projects	December 10, 2008
MTC Commission approval of second cycle Lifeline Program of Projects	January 2009
STAF funding projects: project sponsors begin to claim funds or enter into agreements	February 2009
Prop 1B transit-funded projects: projects sponsors receive funds from state	February 2009 (estimated)
Revision of Lifeline Program of Projects (Tier II)	September 30, 2009
MTC Commission approval of Tier II Lifeline Program of Projects	December 2009

MTC deadline for submitting projects for the Prop 1B and STAF funding is November 2008. Since the STA Board is not meeting in November due to the STA Annual Awards Ceremony, the Lifeline Committees recommendation will be submitted to MTC pending the STA Board approval. These projects will be presented to the STA Board for approval on December 10, 2008.

**Fiscal Impact:**

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

**Recommendation:**

Informational.

Attachments:

- A. Summary of Lifeline Applications Received

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**Solano County  
Lifeline Project Applications  
2009-2011**

<b>STAF Lifeline</b>			Tier 1		Tier 2	Total/Project
Operator	Project	New/Existing	Year 1	Year 2	Year 3	
Benicia	Route 22	Existing	\$ 60,000	\$ 60,000	\$ 60,000	\$ 180,000
Dixon	Saturday/Weekday Service	Existing	\$ 111,617	\$ 136,514	\$ 136,514	\$ 384,645
Fairfield	Downtown Flex Shuttle	New	\$ 100,000	\$ 100,000	\$ 100,000	\$ 300,000
Fairfield	Route 30 Saturday Service	Existing	\$ -	\$ 50,000	\$ 50,000	\$ 100,000
Rio Vista	Route 52	Existing	\$ -	\$ 60,000	\$ 60,000	\$ 120,000
STA	Spanish Translation	New	\$ 25,000		\$ 25,000	\$ 50,000
Vacaville	Shelters	New/Existing	\$ 109,800			\$ 109,800
Vallejo	Route 85	Existing	\$ 125,000	\$ 125,000	\$ 125,000	\$ 375,000
Vallejo	Route 1	Existing	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000
Vallejo	Taxi Scrip	Existing	\$ 115,000	\$ 115,000	\$ 115,000	\$ 345,000
Sub total			\$ 846,417	\$ 846,514	\$ 871,514	\$ 2,564,445
Total by Tier				\$ 1,692,931	\$ 871,514	\$ 2,564,445
<b>Available</b>				<b>\$ 1,263,715</b>	<b>\$ 646,925</b>	<b>\$ 1,910,640</b>
<b>Difference</b>				<b>(429,216)</b>	<b>(224,589)</b>	<b>(653,805)</b>

<b>Prop 1B Lifeline</b>			Tier 1		Tier 2	Total/Project
Operator	Project	New/Existing	Year 1	Year 2	Year 3	
Dixon	Van	Existing	\$ 60,000			\$ 60,000
Dixon	Van (local match)	Existing		\$ 15,000		\$ 15,000
Fairfield	Paratransit	Existing	\$ 120,000			\$ 120,000
Fairfield	Downtown Flex Shuttle	New	\$ 75,000			\$ 75,000
Fairfield	Shelters	New/Existing	\$ 334,000		\$ 80,000	\$ 414,000
Vallejo	Software	New	\$ 66,000			\$ 66,000
Vallejo	Shelters	New/Existing	\$ 209,863	\$ 275,863	\$ 275,863	\$ 761,589
Sub total			\$ 864,863	\$ 290,863	\$ 355,863	\$ 1,445,589
Total by Tier				\$ 1,155,726	\$ 355,863	\$ 1,511,589
<b>Available</b>				<b>\$ 887,410</b>	<b>\$ 570,004</b>	<b>\$ 1,457,414</b>
<b>Difference</b>				<b>(268,316)</b>	<b>214,141</b>	<b>(54,175)</b>

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DATE: November 7, 2008  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager/Analyst  
RE: Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10

**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.

Solano County is the one county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Three out of eight jurisdictions currently use TDA funds for streets and roads (Rio Vista, Suisun City, and the County of Solano). This will be the last year Suisun City will be claiming TDA funds for streets and roads. The other two jurisdictions have no plans to phase out the use of TDA funds for streets and roads purposes.

Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the late fall to begin the process to determine if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff selects pertinent comments for Solano County's local jurisdictions that will be addressed. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from Solano County's transit operators, a coordinated response is approved by the STA Board and forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan. Until MTC can make a finding that there are no reasonable unmet transit needs, all TDA claims for local streets and roads are held by MTC.

**Discussion:**

The annual Unmet Transit Needs public hearing has been traditionally held in November or early December. This year Unmet Needs Hearing is scheduled to be held on Monday, December 15, 2008 from approximately 6:00 pm – 8:00 pm at the Solano County Administration Center (SCAC) in the Board of Supervisors Chambers.

STA staff will work with MTC and local transit operators to outreach to the public. MTC produced a flyer announcing the public hearing that will be provided to transit operators to post on their buses and other locations. (see attachment A). Transit operators are encouraged to attend and hear the concerns expressed first hand in this process.

The issues raised at the hearing and through written comments will be reviewed and compiled by MTC. The comments that are identified as reasonable unmet needs will be forwarded by MTC to STA. On September 10, 2008, MTC is Programming and Allocations Committee authorized MTC staff to proceed with the Unmet Transit Needs Public Hearing for Solano County (see Attachment B). An issue was raised concerning the budget challenges facing Vallejo Transit and whether the services are inter-or intra-county and eligible for apportionment beyond Vallejo based on TDA statute. MTC staff has indicated they will consider these issues in making its finding whether there are any unmet transit needs that are reasonable to meet that emerge from this year's hearing process.

**Recommendation:**  
Informational.

Attachment:

- A. Solano County Transit Needs Flyer
- B. MTC Programming and Allocations Committee Unmet Transit Needs Public Hearing for Solano County



## **Attention Transit Riders**

# **We Want To Hear From You! You're Invited to a Public Hearing on Solano County Transit Needs**

**Monday, December 15, 2008, 6 p.m.**

**Solano County Administration Center – Board Chambers  
675 Texas Street, Fairfield, CA**

The Metropolitan Transportation Commission (MTC) wants to hear your transit needs — both local and commuter services — in Solano County. We invite you to comment on any “unmet” transit needs in Solano County as well as offer support for services you currently use.

Unable to attend? Submit your written comments no later than 4 p.m. on Friday, December 19, 2008. (You may use the form on the back of this flyer.)

Mail to MTC Public Information, 101 Eighth Street, Oakland, CA 94607; FAX to (510) 817-5848; or e-mail your comments to [info@mtc.ca.gov](mailto:info@mtc.ca.gov).

**Public Transit** is available to the hearing.

For information, call Solano Napa Commuter Information at **1(800)53KMUTE (535-6883)**.

Specialized transportation will be provided with advance reservations. Vallejo residents, please call Runabout at **(707)649-1999**. Benicia residents, please call Benicia Breeze Paratransit at **(707) 748-0808**. Rio Vista residents, please call Rio Vista Breeze at **(707) 374-2878**. All other county residents call Solano Paratransit at **(707)429-2400**.

*See reverse for driving directions.*

For more information regarding the hearing,

call MTC Public Information at:

**(510) 817-5757**

**TDD (510) 817-5769**



## Driving Directions to Solano County Administration Center (SCAC), Board Chambers - 675 Texas St. Fairfield, CA

The Solano County Administration Center (SCAC) is located in downtown Fairfield on Texas Street. The Board Chambers are located on the First Floor just off the main lobby which can be reached from Texas St. or Union St. entries or the adjacent parking structure between Union and Jefferson south of the building. Free public parking is located on many of the adjacent streets as well as on the second level of the parking structure.

### Driving Directions from I-80

#### From the WEST

(Vallejo/Benicia/Bay Area)

- Take I-80 East to Hwy 12/East.
- Take Hwy 12 East to Pennsylvania St. (approx. 2.5 miles).
- Turn left Pennsylvania to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 6 blocks down on the right between Jefferson and Union Streets.

#### From the EAST

(Vacaville/Dixon/Sacramento)

- Take I-80 West to Travis Blvd.
- Turn left from the off-ramp to Travis Blvd.
- Take Travis Blvd to Pennsylvania St. (approx. 1 mile).
- Turn right at Pennsylvania to W. Texas.
- Turn left at W. Texas
- The SCAC is 6 blocks down on the right between Jefferson and Union streets.

### Driving Directions from Rio Vista/Hwy 12

- From Rio Vista, take Hwy 12 to Jackson St exit.
- Take Jackson Street 5 blocks to W. Texas St.
- Turn right on W. Texas St.
- The SCAC is 2 blocks down on the right between Jefferson and Union streets.

**Yes, I'd like to comment on transit services in Solano County and offer ideas for improved service.**

*(Please note specific transit service, when appropriate.)*

Name.....

Address.....

City..... State..... Zip.....

E-Mail Address.....

Comments *(please be specific regarding transit services):*

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Please e-mail your comments to [info@mtc.ca.gov](mailto:info@mtc.ca.gov) or mail this form to: MTC Public Information, 101-8th Street, Oakland, CA 94607 or fax it to (510) 817-5848 no later than 4 p.m. December 19, 2008.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

September 10, 2008

Item Number 4c

**Unmet Transit Needs Hearings**

- Subject:** Unmet Transit Needs Public Hearing for Solano County
- Background:** Each year before Transportation Development Act (TDA) funds can be allocated for streets and roads purposes, MTC must conduct a public hearing to receive testimony to determine whether there are any “unmet transit needs which are reasonable to meet” within the jurisdictions of the claimants. We anticipate that TDA funds will be claimed for streets and roads purposes in Solano County. No other county in the Bay Area claims TDA funds for streets and roads purposes.
- In accordance with the provisions of Resolution No. 2380, Revised, MTC will hold a transit unmet needs public hearing in November or December 2008 for the upcoming fiscal year 2009-10.
- The final date will be chosen based on the schedules of attending Commissioners, Solano Transportation Authority staff, and MTC staff, who will be managing the hearing. Issues identified at the hearing will be forwarded to the jurisdictions by January 1st and be brought to the Committee in Spring 2009.
- Issues:** Vallejo Transit has approached MTC about substantial budget shortfalls driven by high fuel prices in the current fiscal year that could affect its ability to maintain existing service levels for its ferry service. To-date, discussions have focused on the ferry services, but there are likely similar budget challenges for the bus services. To the extent that the services are inter- or intra- county and eligible for apportionment areas beyond Vallejo based on TDA statute ((e.g. Public Utilities Code Section 99231), MTC must consider these issues in making its findings of whether there are any unmet needs that are reasonable to meet in the coming year.
- Recommendation:** We recommend that the Programming and Allocations Committee authorize staff to proceed with the public hearing.
- We request that Commissioner Tissier, as Chair of the Committee, appoint Commissioner Spering to serve as Chair at the hearing and one additional Commissioner to sit on the panel. Staff will complete final arrangements for the hearings and will confirm these with the Commissioners.
- Attachments:** None

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*Agenda Item VIII.F  
November 19, 2008*



DATE: November 13, 2008  
TO: STA TAC  
FROM: Sam Shelton, Project Manager  
RE: Project Delivery

This staff report will be provided under separate cover.

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DATE: October 30, 2008  
TO: STA TAC  
FROM: Sara Woo, Planning Assistant  
RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
Bicycles Belong Coalition*	Elizabeth Train, Bikes Belong Coalition (303) 449-4893 x3	<b>November 24, 2008</b>
2008-09 Environmental Enhancement and Mitigation Program (EEMP)*	Laurie Heller, California Resources Agency (916) 651-7593	<b>December 22, 2008</b>

\* New funding opportunity



FUNDING OPPORTUNITY

## Bikes Belong Coalition Grants Program

Applications Due November 24, 2008

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the Bikes Belong Coalition Grants Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

- Eligible Project Sponsors:** Public agencies, private for profit organizations, private non-profit organizations
- Program Description:** The grant program provides funding for organizations and agencies within the United States that are committed to putting more people on bicycles more often.
- Funding Available:** Approximately \$180,000 per year
- Eligible Projects:** Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

Examples:

- **Facilities:**
  - Marin County Bicycle Coalition (1999-2001) – North-South Greenway, Phase I,II,& III Bike Path
  - San Francisco Bicycle Coalition (2001) - \$10,000 to develop San Francisco bicycle network
  - City of Modesto (2003) – \$5,000 to fund 4.2 mile bike path linking schools, businesses and neighborhoods to downtown area
- **Advocacy:**
  - Bay Area Bicycle Coalition (2007) – \$5,000 to help efforts with securing and increasing funding for bicycle projects through the Metropolitan Transportation Commissions (MTC) Regional Transportation Plan (RTP)

**Further Details:** <http://www.bikesbelong.org/node/41> (Application)  
<http://www.bikesbelong.org/node/42> (Grant Seeker’s Guide)

**Program Contact Person:** Elizabeth Train, Grants and Research Director (Bikes Belong), (303) 449-4893 x3  
[elizabeth@bikesbelong.org](mailto:elizabeth@bikesbelong.org)

**STA Contact Person:** Sara Woo, STA Planning Assistant, (707) 399-3214 92  
[swoo@sta-snci.com](mailto:swoo@sta-snci.com)

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FUNDING OPPORTUNITY

**2008-09 Environmental Enhancement and Mitigation Program (EEMP)**

Applications Due: December 22, 2008

TO: STA TAC  
FROM: Sara Woo, Planning Assistant

This summary of the EEMP is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: State, local federal or 501(c)(3) non-profit entities.

Program Description: This program, as provided by Streets and Highways Code Section 164.56, authorizes the allocation of up to \$10 million each year for grants to mitigate the environmental impacts of modified or new public transportation facilities.

Funding Available: Up to \$10 million per year and up to \$350,000 per individual project.

Eligible Projects: The categories of environmental enhancement and mitigation projects eligible for funding are:

- Highway Landscape and Urban Forestry
  - Projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plans
- Resource Lands
  - Projects for acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way acquired for transportation improvements
- Roadside Recreation
  - Acquisition/development of roadside recreational opportunities (i.e. parks and greenways, roadside rests, scenic overlooks, trails, and sno-parks)

Further Details: <http://resources.ca.gov/eem/Guidelines.EEMP.08-09.pdf>

Program Contact Person: Laurie Heller, Program Coordinator (California Resources Agency), (916) 651-7593  
eemcoordinator@resources.ca.gov

STA Contact Person: Sara Woo, STA Planning Assistant, (707) 399-3214  
swoo@sta-snci.com

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**Solano Transportation Authority  
Board Meeting Highlights  
October 8, 2008  
6:00 p.m.**

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**TO:** City Councils and Board of Supervisors  
(Attn: City Clerks and County Clerk of the Board)  
**FROM:** Johanna Masiclat, STA Clerk of the Board  
**RE:** Summary Actions of the October 8, 2008 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of October 8, 2008. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

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

**ACTION – FINANCIAL ITEMS**

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

Recommendation:

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

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

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

Recommendation:

Approve the following:

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

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

## **ACTION – NON FINANCIAL ITEMS**

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

#### Recommendation:

Approve one of the following two options:

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

**Or**

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

**And**

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

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

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

#### Recommendation:

Approve the following:

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

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

## **CONSENT CALENDAR ITEMS**

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

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

#### Recommendation:

Approve STA Board Meeting Minutes of September 10, 2008.

- B. Review TAC Draft Minutes for the Meeting of September 24, 2008**  
Recommendation:  
Receive and file.
- C. Amended Final Budget for Fiscal Year (FY) 2007-08**  
Recommendation:  
Approve adoption of the Amended Final Budget for FY 2007-08 as shown in Attachment A.
- D. Funding Agreement Between the Solano Transportation Authority, the County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) South Gate Access Improvement Project**  
Recommendation:  
Authorize the Executive Director to execute a Funding Agreement between the Solano Transportation Authority, the County of Solano and the City of Suisun City for the Travis Air Force Base (AFB) South Gate Access Improvement Project.
- E. I-80 Eastbound Truck Scales Regional Measure 2 (RM 2) Resolution**  
Recommendation:  
Approve the following:
1. Allocation request to Metropolitan Transportation Commission (MTC) to transfer \$5.2 million in Bridge Toll funds to the I-80 Eastbound Cordelia Truck Scales Relocation Project for the environmental document preparation and detailed preliminary engineering. The \$5.2 million will be transferred from the previously allocated \$13.5 million to complete the environmental document and detailed preliminary engineering for the I-80/I-680/SR 12 Interchange Improvements; and
  2. Resolution No. 2008-08.
- F. Fiscal Year (FY) 2008-09 Transportation Development Act (TDA) Matrix – September 2008**  
Recommendation:  
Approve the September 2008 TDA matrix for Fiscal Year (FY) 2008-09 as specified in Attachment A.
- G. Funding Agreement for Vacaville and East Fairfield Community Based Transportation Plans**  
Recommendation:  
Approve the following:
1. Authorize the Executive Director to enter into a Funding Agreement with MTC for \$120,000 for the Vacaville and East Fairfield Community Based Transportation Plans;
  2. Authorize the Executive Director to issue a Request for Proposals for Community Based Transportation Plans for Vacaville and East Fairfield; and
  3. Authorize the Executive Director to enter into a consultant contract to conduct the Vacaville and East Fairfield Community Based Transportation Plans for an amount not to exceed \$120,000.

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DATE: November 4, 2008  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: STA Board and Advisory Committee Meeting Schedule for 2009

**Background:**

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2009 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2009



Solano Transportation Authority

**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2009**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., February 10	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., February 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Fri., March 20	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., March 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., March 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., April 14	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., April 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 14	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 15	12 noon	Paratransit Coordinating Council (PCC)	JFK Library - Vallejo	Confirmed
Wed., May 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Tues., June 9	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 17	12:30 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Confirmed
July 29 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 12 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Tues., August 11	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., August 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 18	12:30 p.m.	Paratransit Coordinating Council (PCC)	Dixon Senior Center	Confirmed
Wed., September 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., October 13	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., October 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 11	6:00 p.m.	STA's 11 <sup>th</sup> Annual Awards	TBD - Rio Vista	TBD
Thurs., November 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., November 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Tues., December 08	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., December 09	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

**SUMMARY:**

STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium/TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every Odd Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every Odd Month  
 PCC: Meets 3<sup>rd</sup> Fridays of every Odd Month  
 SR2S: Meets 2<sup>nd</sup> Tuesday of every Even Month