



Solano Transportation Authority

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Members:

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

**Transit Element
Committee Meeting Agenda
May 19, 2008 – 2:00 – 3:30 p.m.
Location: Solano Transportation Authority
One Harbor Center, Suisun City**

<u>ITEM</u>	<u>BOARD/STAFF PERSON</u>
I. CALL TO ORDER – SELF INTRODUCTIONS –	Mary Ann Courville, Chair
II. COMMITTEE VICE-CHAIRPERSON APPOINTMENT	Mary Ann Courville, Chair
III. APPROVAL OF AGENDA	
IV. INFORMATIONAL ITEMS	
A. CTP History and Organization Pg. 1	Robert Macaulay, STA
B. Summary of the 2005 Transit Element	Elizabeth Richards, STA
C. Commute and Transit Statistics Pg. 7	Robert Macaulay, STA
V. ACTION ITEMS	
A. Transit Element Goals and Objectives <u>Recommendation:</u> <i>Forward recommendation to the STA Board to adopt the Transit Element Purpose Statement and Goals for the Solano Comprehensive Transportation Plan as shown in Attachment A.</i> Pg. 11	Robert Macaulay, STA
B. Transit Element Vector Chart <i>Participate in a process to develop a “vector chart” identifying factors supporting and resisting achievement of Transit Element Goals.</i> Pg. 17	Robert Macaulay, STA

C. Transit Facilities of Regional Significance

Robert Macaulay, STA

Recommendation:

Issue an invitation to the STA member agencies and Solano County transit providers to submit proposed Transit Facilities of Regional Significance, based upon the adopted criteria.

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VI. NEXT MEETING

Mary Ann Courville, Chair

A. Establish date and agenda for next Committee meeting.

VII. ADJOURNMENT

Mary Ann Courville, Chair



DATE: May 12, 2008
TO: STA Comprehensive Transportation Plan – Transit Committee
FROM: Robert Macaulay, Director of Planning
RE: CTP History and Organization

Background:

The Solano Transportation Authority (STA) was created in 1990 by a Joint Powers Agreement between the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo and Solano County. The STA Board is made up of one representative from each city – often the Mayor – and one member of the Board of Supervisors. STA serves as the long-range transportation planning organization for the county, and partners with regional transportation planning agencies such as the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans).

STA's functions involve not only planning for future transportation needs, but also obtaining and disbursing local, state and federal money for those needs. Most of this money is channeled through STA to the cities, county and transit operators. Recently, STA began its first construction project – the I-80 High Occupancy Vehicle lanes from Red Top Road to Airbase Parkway.

Since its creation, STA has used a variety of plans to create a long-term vision of the county's transportation system. One of the primary documents was the Congestion Management Program, which examines certain key roads and intersections every two years. Other plans have included corridor and infrastructure studies and transit plans.

Discussion:

In 2000, the STA began to develop its first comprehensive plan, integrating all forms of transportation in a single document. In May 2002, the STA adopted the first Solano Comprehensive Transportation Plan. The purpose of this original CTP was to “establish a vision, provide direction and set priorities” for the county-wide transportation needs through 2025. The 2002 CTP had 4 elements:

- Arterials, Highways and Freeways
- Alternative Modes
- Transit
- Funding

The CTP identified 30 individual projects or programs. These included express bus service, improvements to the Vallejo ferry terminal, improvements to State Route (SR) 37 through Vallejo and to the I-80/I-680/SR 12 interchange in Fairfield, new park and ride lots, and the beginning of the Transportation for Livable Communities (TLC) program.

The 2002 CTP identified approximately \$4 billion in projects and programs over the 20-year time period covered by the plan. Over that same time period, total revenues for these projects and programs were estimated to be approximately \$1 billion, leaving a \$3 billion shortfall.

The CTP was updated in 2005, with a new plan horizon year of 2030. The same general organization was kept, with separate elements for Transit, Arterials, Highways and Freeways, and Alternative Modes.

Amongst the new features of the CTP were:

- Routes of Regional Significance – roadways within the plan area that were significant to more than one jurisdiction; and, that may be eligible for matching funds from STA when they are improved.
- Corridor Studies: Studies of future traffic patterns and needed infrastructure for SR 12 and I-80/I-680/I-780 were incorporated into the CTP.
- Countywide Bicycle and Pedestrian Plans were adopted as part of the CTP.

The 2005 CTP identified more than \$5.7 billion worth of projects and programs in 26 separate entries. The CTP identified a funding shortfall of more than \$2.3 billion. The discussion of regional transit systems, especially express busses, was substantially more detailed in the 2005 CTP, as was the Transportation for Livable Communities program.

The 2005 CTP included substantially improved maps and graphics. This included county-wide and community-specific maps using STA's Geographic Information System.

In February 2008, the STA Board authorized the update of the CTP. The overall organization will be familiar, but several changes will be made. Each Element will identify performance standards and measures, and will incorporate recommendations on funding, safety and disaster preparedness, and environmental issues. The elements of the CTP will be:

- Conditions and Projections
- Arterials, Highways and Freeways
- Alternative Modes
- Transit

The first step in preparing the new Solano CTP was the adoption in February 2008 of the CTP Purpose Statement and Goals. Purpose Statement and Goals are included as Attachment A, and are also contained in the Committee Member binders. The adopted Purpose Statement is:

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

As the CTP is updated, all of the policies and elements of the CTP will be examined in regards to how they promote this overall purpose.

Recommendation:
Informational.

Attachments:

- A. STA Comprehensive Transportation Plan Purpose and Goals

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COMPREHENSIVE TRANSPORTATION PLAN

PURPOSE STATEMENT: The mission of the Solano Transportation Authority is “To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality.”

Comprehensive Transportation Plan:

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

All of the goals and policies of the Solano CTP will be evaluated on their conformance with the Purpose Statement.

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

- 1) The Solano CTP will serve as a foundational document for all other STA plans, studies and programs.
- 2) Each Element of the Solano CTP will directly support the achievement of the overall Purpose Statement.
- 3) The Solano CTP will be compatible with regional plans such as the Metropolitan Transportation Commission’s Regional Transportation Plan, as well as plans from the Bay Area Air Quality Management District, the Yolo-Solano Air Quality Management District, and the Association of Bay Area Government’s regional growth projections.
 - a) The CTP will acknowledge plans from outside the region, such as the Sacramento Area Council of Governments Blueprint program, and seek to identify areas of common interest.
- 4) The Solano CTP will identify a transportation system that supports the existing and planned land uses of Solano County’s seven cities and the County of Solano.
 - b) The Solano CTP recognizes that land use decisions are the responsibility of the local agencies.
 - c) Recognize the interaction between land use and transportation plans, with neither taking precedence over the other.
 - d) The CTP will help identify regional and state land use initiatives linked to transportation, and support local land use plans and projects that seek to take advantage of those

programs.

- 5) The Solano CTP will seek to maintain regional mobility while improving local mobility.
 - e) Mobility will be maintained or improved by reducing congestion, whether through more efficient use or expansion of existing systems.
 - f) Local roadway and transit systems that do not rely upon the regional freeways will play a key role in improving local mobility.

- 6) Assess projects and programs based on their ability to balance the goals of economy, environment and equity
 - g) Economy – continue to promote the development of a healthy, diverse economy in Solano County.
 - h) Environment – promote the maintenance and improvement of a healthy natural environment, with special emphasis on air quality and climate change issues.
 - i) Equity – ensure that the transportation system is fully accessible to all members of society, and is not developed or operated at the expense of any segment.

- 7) Encourage projects and programs that maintain and use existing systems more efficiently before expanding infrastructure.

- 8) The Solano CTP will include priority lists and funding strategies for projects and programs.
 - a) Projects and programs will be prioritized as either Tier 1 (can be built or implemented in the next 5 years), Tier 2 (can be built or implemented in the 5- to 10-year time frame) or Tier 3 (could be built beyond the 10-year time frame, and needs additional study before being moved into the Tier 2 or Tier 1 category).
 - b) Funding strategies will identify potential funding opportunities and constraints.
 - i) Projects will identify potential funding to qualify for regional, state and federal funds.
 - ii) Roadway projects must be in the CTP to qualify for the STAs “50/50” funding policy.
 - iii) Consideration will be given to fully funding a smaller number of projects and programs that have a high likelihood of completion, rather than partially funding a large number of projects or programs that may not be constructed.
 - iv) Project costs will consider full life cycle costs – construction, operation, maintenance and replacement.

- 9) The Solano CTP will identify and support a transportation system that supports Solano County’s economic vitality and economic priorities and a range of housing options.



DATE: May 13, 2008
TO: STA Comprehensive Transportation Plan – Transit Committee
FROM: Robert Macaulay, Director of Planning
RE: Solano Commute and Transit Statistics

Background:

Solano County is a commuter county; a large number of residents commute out of the county to employment in the core Bay Area. According to information compiled by the Association of Bay Area Governments (ABAG), Solano County has approximately 1.29 employed resident for every 1 job in the county; this ratio is expected to worsen to 1.43 to 1 by 2030. By contrast, San Francisco, which is a net importer of employees during the weekday, has a ratio of 0.7 employed residents per job, and will drop to 0.62 to 1 by 2030.

As a result of the local and regional imbalance between where people live and work, Solano County's investment in transportation has for many years been focused on getting Solano residents to and from jobs in the inner Bay Area. The number of current and projected commuters, and their modes of travel, will continue to shape transportation investment decisions. The commute pattern will also be influenced by such factors as the comparative cost between single occupancy vehicle vs. transit commuting and the convenience of various modes of transportation.

Discussion:

Current Traffic

According to the 2000 census, approximately 75,000 workers commuted out of Solano each day, with the largest number of those – 22,000 – going across the Carqinez or Benicia bridges to Contra Costa county, with another 27,000+ commuting to San Francisco, Alameda, San Mateo or Santa Clara counties. The need to cross the Carqinez Straits with major bridges limits this out-commute to just major two routes, using I-80 and I-680.

In addition to the inner Bay commute, almost 8,000 commuters head out to Sacramento, Yolo and San Joaquin counties each day, with another 15,000 commuting to Napa, Sonoma and Marin counties.

The commute trip across the Carqinez Straits involves the largest number of Solano County commuters, and also has the most transit alternatives. Approximately 19% of the commuters are in carpools or vanpools – the largest percentage in the Bay Area. In addition, public transit provides the additional methods of reaching the Bay Area:

- The Capitol Corridor train service, operating out of the Suisun City train station, has an average of 435 passenger trips per day (Jan – Mar 2008 average).

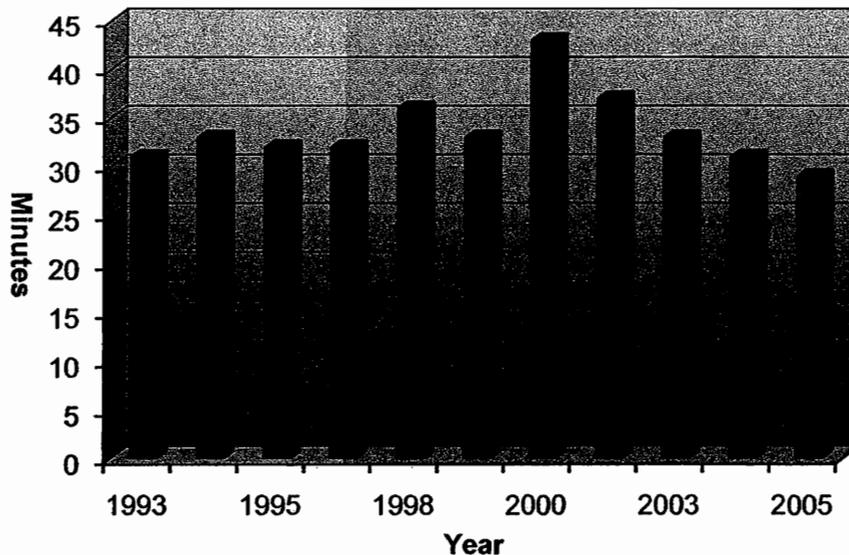
- The Vallejo Ferry carries an average of 2,500 passengers per day in 2006.
- Solano Express intercity transit busses carry an average of 2,150 riders across the two bridges (Fiscal Year 2006-07).

The percentage breakdown of the Solano County commute to the Bay Area is shown in the following table:

	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%

The time needed to commute for Solano County residents peaked with the “dot com” boom in the late 1990s and early 2000s, but have dropped off since then. The chart below shows the average travel time over a 12 year period. It is unclear whether the rise and subsequent reduction in commute duration strictly reflects reduced economic activity, is in part a reduction in travel time due to transit, rideshare and/or road network improvements, or also reflects recent economic development activity in Solano County.

Average Travel Times in Solano County from 1993 to 2005



Future Traffic

The Napa-Solano Travel Demand Model uses local and regional growth projections and roadway networks to project future traffic volumes. The model projects the number of vehicles on a roadway during the “peak hour” – the 1-hour period of heaviest congestion during the 3 to 4 hour commute window.

The model is calibrated based upon year 2000 traffic counts. For the Benicia and Carqinez bridges, the peak hour commute in 2000 totaled 12,000 trips. For the year 2030, the morning peak is projected to be over 18,000 trips – a 50% increase in traffic.

Other commutes out of Solano County will see substantial increases in the 2000 – 2030 timeframe. State Route (SR) 12 east, from Solano into Sacramento and San Joaquin counties, is expected to be faced with almost three times as much traffic. Traffic across SR 37 into Sonoma County will increase by 40%, and across SR 12 through Jameson Canyon into Napa County will see almost 60% more traffic.

The commute from Solano County north into Yolo County along I-505 is expected to increase by more than 300%; the commute east-bound on I-80 into Yolo and Sacramento counties is expected to go up almost 60%.

Transit Services

There are two main alternative forms of transportation services for Solano commuters: fixed-route service of train, bus and ferry services, and ridesharing such as carpool (organized and casual) and vanpools. Additionally, within Solano County there are local transit services and Paratransit services for the disabled.

Train, Ferry and Express Bus

Train service is provided by the Capitol Corridor, running from Auburn to San Jose. There is currently 1 stop in Solano County, in Suisun City. Two other stops are planned and moving forward: Fairfield/Vacaville at Peabody Road, and Dixon in downtown Dixon. Benicia has a potential site along I-680.

Baylink provides ferry service between downtown Vallejo and the San Francisco ferry building 7 days a week.

Express bus services connect from Vallejo to the San Francisco ferry terminal and El Cerrito Del Norte, and is planned to Walnut Creek BART. From Fairfield, busses provide links to BART stations at El Cerrito Del Norte, Pleasant Hill and Walnut Creek, and to the UC Davis campus and downtown Sacramento. Some express bus routes run all day, while others are only operated at peak commute hours. The express bus system also has stops in Vacaville, Suisun City, Benicia and Dixon.

Carpool and Vanpool

Carpools originate and travel to a variety of locations. They may be informally organized, organized through programs such as Solano Napa Commuter Information (SNCI), or casually developed on a daily basis. Organized carpools are typically arranged via SNCI's matching service which identify individuals who have common commute endpoints and commute times. Casual carpooling is quite common in Vallejo at the Curtola Park and Ride and at the Fairfield Transportation Center.

Vanpools are organized groups of commuters who ride in groups of 7-15 people. Typically a monthly fare is paid as determined by the organizer which reserves each passenger a seat. Passengers function as drivers who must meet California Vehicle Code (CVC) requirements specifically for vanpool drivers. SNCI has services to form and sustain vanpools including compliance with the CVC. The majority of vanpools in

Solano County are owner-operated meaning that individuals own and organize the vanpools.

Many carpools and vanpools meet at Park and Ride lots. There are 14 Park and Ride lots in Solano County. Only Rio Vista does not have a Park and Ride lot.

Fiscal Impact:

None.

Recommendation:

Information.



DATE: May 13, 2008
TO: STA Comprehensive Transportation Plan – Transit Committee
FROM: Robert Macaulay, Director of Planning
RE: Transit Element Purpose and Goals

Background:

The Solano Comprehensive Transportation Plan (CTP) was adopted in June 2005. The CTP currently consists of three elements: Freeways, Highways and Arterials; Transit; and Alternative Modes. At its September 2007 meeting, the STA Board authorized staff to begin the update of the Solano Comprehensive Transportation Plan (CTP), and adopted the schedule contained in Attachment A. The schedule anticipates adoption of the new Solano CTP in December 2008.

At its February 13, 2008 meeting, the STA Board reviewed and adopted the Solano CTP Purpose Statement and Goals.

- Purpose Statement – the overarching reason that the plan or element exists
- Goals – individual milestones used to measure progress towards implementing the Purpose Statement

The STA Board also adopted an organization for the Solano CTP, providing for each Element to have its own Purpose Statement and Goals to help implement the overall Purpose Statement and Goals. The Purpose Statement and Goals for each element will be prepared by the Committee overseeing the preparation of that Element, and ultimately adopted by the STA Board.

Discussion:

The adopted Purpose Statement for the Solano CTP is:

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

The draft Transit Element Purpose Statement and Goals are provided in Attachment A. The Purpose Statement and Goals are designed to primarily focus on inter-city transit such as ferry and rail service, express bus, and facilitated or private activities such as vanpools and carpools. Because these are all capital intensive efforts, many of the goals include acquisition and maintenance components.

One of the goals is to develop a list of Transit Facilities of Regional Significance. This effort is similar to the Routes of Regional Significance created in the Arterials, Highways and freeways Element of the 2005 CTP. Once criteria are established, each of the jurisdictions will be

requested to submit facilities that qualify for designation as Regionally Significant. The STA transit investment plan will be guided in part by the Routes of Regional Significance list, thereby helping STA focus its financial resources on the most important facilities.

Recommendation:

Recommend that the STA Board adopt the Transit Element Purpose Statement, Goals for the Solano Comprehensive Transportation Plan as shown in Attachment A.

Attachments:

- A. STA Comprehensive Transportation Plan Draft Transit Element Purpose Statement and Goals

COMPREHENSIVE TRANSPORTATION PLAN

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

Transit element

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

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

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

- 6) Continue to build upon Solano resident's high rate of carpool and vanpool participation by identifying convenient park and ride lot locations, constructing park and ride lots, and implementing a High Occupancy Vehicle system on major freeways.
 - a) Continue to provide innovative rideshare services through Solano-Napa Commuter Information.
 - b) Increase the inventory of park and ride spaces by at least 25% by 2015.
 - c) Construct park and ride lots in areas that are not currently served: Rio Vista, Benicia and Dixon.

- 7) Provide services that create mobility for senior and disabled riders.
 - a) Update Solano County Senior and Disabled Transportation Study and develop implementation plan.
 - b) To ensure long-term viability and mobility, evaluate existing delivery of Americans with Disabilities Act and other paratransit services countywide and alternative delivery options.
 - c) Utilize the Paratransit Coordinating Council as a venue to guide the identification, development, and evaluation of the effective senior and disabled transit and other mobility programs.

- 8) Identify and implement transit and transportation priorities of low-income population through Community-Based Transportation Plans.

- 9) Develop and implement a program to reduce the air emissions of transit vehicles
 - a) Develop a countywide alternative fuel transit vehicle and facilities plan to reduce fuel costs and assist with operators' compliance with California Air Resources Board (CARB) regulations.
 - b) Help transit operators identify and obtain funds to offset the incremental cost of purchasing and operating alternative fuel and other clear transit vehicles.

- 10) Increase the transit mode share to 8% of peak hour trips by 2015.
 - a) Develop and implement programs, services, and policies that increase transit ridership and mode share by making transit more convenient and attractive.

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

- e) Interchanges that provide access to and from the highway system for stations identified in 1, 2 or 3 above.

- 12) Create and implement programs to help fund adequate maintenance and strategic expansion of Transit Facilities of Regional Significance.

- 13) Reduce accidents and injuries within ¼ mile of transit facilities by 10% from 2008 levels by 2015.

- 14) Provide decision-makers with timely, accurate and sufficient information to make service and investment decisions
 - a) Ensure that transit corridor studies are conducted and kept up-to-date for all major transit corridors, including I-80/I-680/I-780, SR 12 and SR 29.
 - b) Conduct countywide ridership surveys every three years.

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DATE: May 12, 2008
TO: STA Comprehensive Transportation Plan – Transit Committee
FROM: Robert Macaulay, Director of Planning
RE: Transit Element Vector Chart

Background:

There are many techniques to help a committee or board visualize the forces that push a project towards completion, or that push it away from success. These forces are sometimes referred to as “vectors.” A Vector Chart is one way to put these forces down on paper for later use.

Discussion:

When developing a Vector Chart, members of the Transit Committee will be asked to identify those forces that work in favor of or against the ability of STA to reach the goals of the Solano Comprehensive Transportation Plan (CTP) in general and the Transit Element in particular. As Committee members identify forces, staff will write them on a chart, and place an arrow next to it.

The direction a vector arrow faces identifies whether it is working in favor of or in opposition to achievement of the goals; the size of the vector arrow indicates whether it is a large, medium or small force.

As STA staff develops policy recommendations during the development of the Solano CTP Transit Element, the Vector Chart will be used to help identify those forces that should be reinforced, as well as those to be neutralized or worked around. The chart can also be useful to the Transit Committee to see how policies and goals work to strengthen the forces supporting successful achievement of the CTP and Transit Element goals.

Fiscal Impact:

None.

Recommendation:

Participate in the development of a “vector chart” to identify the factors that support or resist achievement of the Solano CTP Transit Element goals.

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DATE: May 12, 2008
TO: STA Comprehensive Transportation Plan – Transit Committee
FROM: Robert Macaulay, Director of Planning
RE: Transit Facilities of Regional Significance Criteria

Background:

On November 8, 2000, the STA Board approved its first “Routes of Regional Significance” map, including the entire highway system in Solano County, plus those existing local arterials that provide major points of access to the highway system or regional connections between communities and key transportation facilities. Routes of Regional Significance have continued to be a part of the Comprehensive Transportation Plan (CTP). The STA is currently updating the Solano CTP.

The Transit Element of the CTP does not identify regionally-significant infrastructure. In an effort to make the CTP more consistent between elements, it is recommended that Transit Facilities of Regional Significance be identified during the update.

Discussion:

“Transit Facilities” are permanent, fixed infrastructure such as bus, ferry and train stations, maintenance yards and the roadways used by transit vehicles. “Regional Significant” means connecting Solano County and its communities with the greater northern California region, or connecting communities within Solano County. Using these two broad definitions, the criteria listed on Attachment A are recommended for identifying Transit Facilities of Regional Significance.

Facilities identified in the Transit Facilities of Regional Significance list will be given priority for funding when the STA adopts its 5 and 10 year transit funding lists. As the Transit Element of the CTP is developed, additional benefits to identified facilities may be proposed. With adoption of the criteria, each of the jurisdictions and/or transit operators in Solano County will be asked to submit candidate Facilities. The list of those facilities will be reviewed by the Transit Committee during preparation of the CTP update.

At their meetings of April 30, 2008, the Solano Intercity Transit Consortium and the STA Technical Advisory Committee (TAC) both reviewed the criteria for Transit Facilities of Regional Significance. After identifying several changes to the criteria, both recommended their adoption.

At its meeting of May 14, 2008, the STA Board adopted the Transit Facilities of Regional Significance criteria included in Attachment A.

Fiscal Impact:

None.

Recommendation:

Issue an invitation to the STA member agencies and Solano County transit providers to submit proposed Transit Facilities of Regional Significance, based upon the adopted criteria.

Attachment:

- A. Transit Facilities of Regional Significance criteria

TRANSIT FACILITIES OF REGIONAL SIGNIFICANCE CRITERIA

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

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