Solano Transportation Authority

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# Solano Transportation Authority

Member Agencies:
Benicia ♦ Dixon ♦ Fairfield ♦ Rio Vista ♦ Suisun City ♦ Vacaville ♦ Vallejo ♦ Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 ♦ Telephone (707) 424-6075 / Facsimile (707) 424-6074
Email: staplan@sta-snci.com ♦ Website: solanolinks.com

Elected Representatives
*Mike Ioakimedes, City of Benicia*
*Kay Cayler, City of Dixon*
*Rick Vicarro, City of Fairfield*
*Jack Krebs, City of Rio Vista*
*Mike Hudson, City of Suisun City*
*Dilenna Harris, City of Vacaville*
*Erin Hannigan, City of Vallejo*
*Linda Seifert, County of Solano*

Residential Developers
*Nick Faklis, AG Spanos Company*
*Jay Torres-Muga, Seeno Homes*
*Mike Rice, Main Street West Partners, LLC*
*Anthony Russo, B & L Properties*
*Fran Spero, Solano/Napa Habitat for Humanity*

Agricultural, Business, Environmental and Taxpayers Groups
*Mike Amman, Solano EDC*
*Christina Wong, Greenbelt Alliance*
*Larry Clement, Solano Farm Bureau*
*Jim Immer, Lewis Planned Communities & Home Builders Association of Northern CA*
*Jim Williams, Solano County Taxpayers Association*
*(one vacant seat remaining)*

Commercial & Industrial Developers
*Bob Hammons, Garaventa Properties*
*Troy Estacio, Buzz Oates Enterprises*
*Jason Quintel, Panattoni Development*
*(one vacant seat remaining)*

Engineers & Brokers
*Robert Jones, Creegan & D'Angelo Engineering*
*Brooks Pedder, Colliers International*
*Tom Philippi, Phillippi Engineering*

Mixed Use/In-Fill Developers
*Ricardo Capretta, Westrust*
*Curt Johansen, Triad Communities*

Environmental Justice Representative
*Mary Frances Kelly Poh, Benicia Community Action Council*

Transit Provider
*Crystal Odum Ford, Vallejo Transit*

## REGIONAL TRANSPORTATION IMPACT FEE (RTIF) STAKEHOLDERS COMMITTEE

**1:30pm – 3:30pm**
**Thursday, February 25, 2010**

**Suisun City Hall Council Chambers**
**701 Civic Center Drive**
**Suisun City, CA 94585**

The purpose of this committee will be to review the study and development of a proposed Regional Transportation Impact Fee (RTIF) on new development (e.g., new homes, businesses, and industry) to help fund transportation projects in Solano County.

| | ITEM | STAFF/CONSULTANTS |
|---|---|---|
| **I.** | **CALL TO ORDER, SELF INTRODUCTIONS**<br>(1:30 – 1:35 p.m.) | Robert Macaulay, STA, Director of Planning |
| **II.** | **APPROVAL OF THE FEBRUARY 25, 2010 AGENDA**<br>(1:35 – 1:40 p.m.) | Robert Macaulay, STA, Director of Planning |
| **III.** | **CONSENT CALENDAR**<br>*(Note: Items under consent calendar may be removed for separate discussion.)*<br>(1:35 – 1:40 p.m.) | |
| **A.** | **RTIF Stakeholder Committee Minutes of December 17, 2009**<br>*Recommendation:*<br>*Approve the RTIF Committee Meeting Minutes of December 10, 2009.*<br>**Pg. 1** | Sam Shelton, STA |
| **B.** | **Review RTIF Policy & Technical Working Group Draft Meeting Minutes of December 10, 2009 & January 13, 2010.**<br>*Recommendation:*<br>*Receive and file.*<br>**Pg. 7** | Sam Shelton, STA |

The complete STA Regional Transportation Impact Fee (RTIF) Stakeholders Committee meeting packet is available on STA's Website at www.solanolinks.com. For more information regarding the STA's RTIF Nexus Study, please contact Sam Shelton at sshelton@sta-snci.com or at (707) 424-6075.

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## IV. ACTION ITEMS

**A. RTIF Project List** — Robert Macaulay, STA, Director of Planning

*Recommendation:*
*Forward a recommendation to the RTIF Policy Committee to approve the RTIF Project List for use in the RTIF Nexus Study Analysis as shown in Attachment A.*
(1:40 – 1:50 p.m.)
**Pg. 17**

## V. INFORMATION ITEMS

**A. Implementation and Allocation Options** — Jason Moody, Economic Planning Systems (EPS)

*Informational*
(1:50 – 2:50 p.m.)
**Pg.**

## VI. NEXT POLICY COMMITEE MEETING TOPICS

**A. Applied RTIF Criteria to Adopted RTIF Project List** — Robert Macaulay, STA, Director of Planning

(2:50 – 2:55 p.m.)
**Pg. 31**

## VII. STAKEHOLDERS COMMENTS

Robert Macaulay, STA, Director of Planning

(3:00 – 3:30 p.m.)

## VIII. ADJOURNMENT

The next regular meeting of the Regional Transportation Impact Fee (RTIF) Stakeholders Committee is scheduled for **Thursday, April 22, 2010, 1:30 p.m., Suisun City Hall Council Chambers.**

**REGIONAL TRANSPORTATION IMPACT FEE (RTIF)**
**Stakeholders Committee Meeting**
**Minutes for the meeting of**
**December 17, 2009**

# DRAFT

## I. CALL TO ORDER

The RTIF Stakeholders Committee was called to order at approximately 1:35 p.m. in the Chambers of Suisun City Hall by Mayor Pete Sanchez.

**Present:**

| | | |
|---|---|---|
| **Elected Representatives:** | Mike Ioakimedes | City of Benicia |
| | Kay Cayler | City of Dixon |
| | Jack Krebs | City of Rio Vista |
| | Mike Hudson | City of Suisun City |
| | Dilenna Harris | City of Vacaville |
| | Erin Hannigan | City of Vallejo |
| | Linda Seifert | County of Solano |
| **Residential Developers:** | | |
| | Jay Torres-Munga | Seeno Homes |
| **Agricultural Business, Environment & Taxpayers Group** | Sandy Person | Solano EDC |
| | Jim Immer | Lewis Planned Homes |
| | Bob Glover | HBANC |
| | Jim Williams | Solano County Taxpayers Association |
| | Christina Wong | Greenbelt Alliance |
| **Commercial & Industrial Developers** | | |
| | Troy Estacio | Buzz Oates Enterprises |
| **Engineers & Brokers** | Robert Jones | Cregan & D'Angelo |
| | Tom Philippi | Philippi Engineering |
| **Mixed Use/In-Fill Developers** | | |
| **Environmental Justice Representative** | Mary Frances Kelly Poh | Benicia Community Action Council |
| **STA** | Jason Moody | Economic Planning Systems |
| | Daryl Halls | STA Staff |
| | Janet Adams | STA Staff |
| | Robert Macaulay | STA Staff |
| | Sam Shelton | STA Staff |
| | Robert Guerrero | STA Staff |
| | Karen Koelling | STA Staff |

| | | |
|---|---|---|
| **Also Present** | Jeff Knowles | City of Vacaville |
| | Dan Kasperson | City of Suisun City |
| | Paul Wiese | County of Solano |
| **Absent** | | |
| | Jason Quintel | Panattoni Development |
| | Ricardo Capretta | Westrust |
| | Rick Vicarro | City of Fairfield |
| | Anthony Russo | B & L Properties |
| | Fran Spero | Solano/Napa Habitat for Humanity |
| | Mike Rice | Main Street West Partners |
| | Curt Johansen | Triad Communities |
| | Crystal Odum Ford | Vallejo Transit |
| | Nick Faklis | AG Spanos Company |
| | Brooks Pedder | Colliers International |
| | Derrick Lum | Solano Farm Bureau |
| | Bob Hammons | Garaventa Properties |

## II. APPROVAL OF MEETING MINUTES

Robert Macaulay asked that the committee table the action to approve the meeting minutes until they become available. On a motion by Mary Frances Kelly Poh and a second by Jim Williams, the RTIF Stakeholders Committee tabled the meeting minutes from October 22, 2009.

## III. ACTION ITEMS

### A. Project Selection Criteria

Mr. Jason Moody of Economic Planning Systems gave a review regarding the need to set the criteria before we can make any decisions on what projects would be put on the list. Mr. Moody discussed each criteria, beginning with the Comprehensive Transportation Plan (CTP) absolute criteria. Robert Macaulay described the CTP update process to the Stakeholders Committee and how the draft list of RTIF projects were selected from the draft CTP list.

Supervisor Linda Seifert asked if absolute criteria could be changed to ranking criteria. Jason Moody answered that this is possible and noted that staff describes such a criteria change for the "also address existing deficiencies" criteria, which can be used as both an absolute and ranking criteria.

Councilmember Mike Ioakimedes suggested that the top three criteria should be those that focus on congestion relief, reducing green house gas (GHG) emissions, and reducing vehicle miles traveled (VMT).

Councilmember Dilenna Harris asked STA staff what the next steps would be to implement the project selection criteria and begin a RTIF program. Daryl Halls stated that the Policy Committee would review and recommend project selection criteria at their meeting on January 13, 2010, based on the RTIF Technical Working Group and Stakeholder Committee's recommendations.

Jim Williams recommended against considering GHG criteria, stating that funding non-car related projects would be a poor investment. Councilmember Mike Hudson echoed Mr. Williams' comments, adding that congestion relief and better traffic flow will reduce GHG emissions. Councilmember Hudson was also concerned that criteria used to measure the potential reduction of GHG emissions by a project would be too subjective. Jason Moody acknowledged committee member concerns, but noted that it would be prudent to include GHG criteria given AB 32 requirements.

Jason Moody noted that AB32 is currently focused on the reduction of VMT; however, staff is recommending a three-part GHG criteria, involving VMT, Vehicle Hours of Delay (VHD) and the potential to shift people from cars to alternative modes (mode shift). Mr. Moody noted that this is not being recommended as an absolute criteria, but as a ranking criteria. The priority of each ranking criteria has yet to be determined.

Christina Wong asked if staff's recommended GHG criteria are related to the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS) work, as mandated by SB 375. Robert Macaulay described SB 375 to the Stakeholders Committee as legislation that ties transportation and land use decisions. Mr. Macaulay replied that MTC and the Association of Bay Area Goverments (ABAG) are jointly developing SCSs by 2012 and have not yet drafted criteria to measure GHG reduction potential of SCS projects or recommendations. Ms. Wong asked if the RTIF policies could help with MTC and ABAG's work. Daryl Halls noted that such criteria would be determined by the California Air Resources Board (CARB). Mr. Halls noted that agencies in Solano County are currently developing GHG emission inventories and that most Metropolitan Planning Organizations (MPOs), such as MTC, are watching the San Diego Association of Government (SANDAG), as they will be the first MPO to implement state GHG policies.

Mary Frances Kelly Poh asked why STA staff is not considering projects that relieve current traffic congestion. Daryl Halls commented that the RTIF by law must focus on the impacts of new development. Jason Moody noted that fees can be charged to new development to pay their fair share of impacts, which could help alleviate current congestion.

A review of the suggested screening criteria was evaluated one by one.
In the Absolute Criteria all items passed as per the staff recommendation.

For the Ranking Criteria for the Regional significance description the committee wanted to add the word new to the regional trips in the description then accepted the staff recommendation.

For the criteria of Existing/Projected Traffic Characteristics the committee request that the work Existing be removed then they approved the staff recommendation.
All other staff Recommendations was approved except the Ranking Criteria of Reduction in GHG. On a split vote, the majority of the committee voted to remove this ranking criteria.

Councilmember Mike Hudson recommended that the RTIF funds focus on projects that would promote economic development and not regional transportation facilities, such as freeway capacity. Daryl Halls commented that funds generated by the RTIF would need to be spent on transportation projects, as identified by the nexus study. Mr. Halls noted that 60% of project funding currently being spent in Solano County is state funding for regional projects. Mr. Halls noted further that as state funds run dry, Solano County will need to find an alternative funding source to fund regional projects, such as the Jepson Parkway and highway reliever routes, such as the North Connector project currently under construction.

Councilmember Mike Hudson stated that a funding strategy that is limited to attempting to match state dollars with impact fee funds will fail if the state is no longer a strong funding partner. He also stated his concerns that the RTIF would slow Solano County's economy without building projects.

Councilmember Mike Ioakimedes noted that RTIF projects may encounter problematic Air District emission standards or California Environmental Quality Act (CEQA) procedures if AB 32 and SB 375 laws are not considered.

Tom Philippi commented that he and probably most developers are not against the concept of impact fees, but are against the concept of paying for existing deficiencies. Jason Moody agreed with Mr. Philippi, adding that it is illegal to charge a fee for existing deficiencies or charge a fee against an impact that has already been charged a fee (double dipping). Mr. Moody noted that new development can be charged its fair share of impact on a facility with existing deficiencies, as described by the nexus study.

Councilmember Mike Hudson asked if an impact fee would be approved by the voters or by councils. Daryl Halls answered that City Councils can approve impact fees.

Jay Torres-Munga was concerned about the potential to adopt criteria that would exclude federal or state facilities as projects, noting that without a sales tax, a RTIF program would need to focus on just a few important regional projects, such as highway interchanges. Robert Macaulay stated that the Technical Working Group recommended against such a criteria, noting their desire to leverage RTIF funds for federal funds. Jeff Knowles commented that the Tri-Valley Regional Impact Fee raised $11 million to leverage over $100 million for a core interchange project.

Bob Glover warned against overloading the RTIF program with too many projects, as was the case in East Contra Costa. Tom Philippi agreed with Mr. Glover, stating that the current draft list of RTIF projects derived from the CTP update process was too large.

Supervisor Linda Seifert asked how projects gets on or off the RTIF project list. Daryl Halls stated that RTIF implementation options are still open ended and would be considered by RTIF committees after project prioritization criteria are adopted.

Sandy Person recommended that a funding strategy be drafted for RTIF funds, which would include future funding sources, such as a sales tax. Ms. Person was also concerned about the large list of unfunded projects that could be funded with RTIF funds.

Daryl Halls commented that this is just a draft list for evaluation purposes and that the STA understands that it will not have the funding for all of these projects. Mr. Halls suggested the committee to focus on the project selection and prioritization criteria currently on the agenda, which will help narrow the list of projects for consideration in the RTIF nexus study. Mr. Halls noted that the STA will also discuss funding strategies in the Spring with the STA Board.

Jim Immer suggested that each city be asked to propose their top priority projects before recommending any criteria. Councilmember Mike Hudson suggested that city councils be asked to provide their top priority projects. Daryl Halls noted that the criteria will help prioritize RTIF projects.

Councilmember Mike Hudson disagreed with the notion of the importance of project selection criteria, stating that local elected officials will be choosing priority projects regardless of criteria. Councilmember Erin Hannigan disagreed with Councilmember Hudson, stating that RTIF criteria is important for discerning between regionally important projects and locally important projects. Daryl Halls added that equity would be discussed with RTIF program implementation options at the next RTIF stakeholders meeting.

Robert Macaulay and Daryl Halls asked the RTIF Stakeholders committee to consider and vote on each RTIF project selection criteria. Below is a summary of Committee's votes by criteria:

| | Votes | |
|---|---|---|
| **Absolute Criteria** | Yes | No |
| Included in the CTP | 17 | |
| Included in local fee program(s) | | 17 |
| Policy Committee Priority Projects | | 17 |
| No existing deficiencies | | 17 |
| Exclude State / Federal Facilities | | 17 |
| Located in unincorporated area | | 17 |
| **Ranking Criteria** | | |
| Regional significance | 16 | 1 |
| Regional Divergence | 17 | |
| Existing / projected traffic characteristics | 17 | |
| Reduction in GHG | 7 | 10 |
| Funding strategy | 17 | |
| Regional Equity | 16 | 1 |
| Facility type or controlling authority | | 17 |
| Constrained time horizon | | 17 |
| Also address existing deficiencies | | 17 |

## IV. INFORMATION ITEMS

### A. Draft Project List and Cost

This item was discussed during the previous item.

## V. STAKEHOLDERS COMMENTS

None.

## VI. ADJOURNMENT

The meeting was adjourned at 3:30 p.m. The next meeting of the Regional Transportation Impact Fee (RTIF) Steakholders Committee meeting is be scheduled for Thursday, February 25, 2010, 1:30 p.m., Suisun City Hall Council Chambers.

RTIF TECHNICAL GROUP MEETING MINUTES
December 10, 2009
Fairfield Transit Center Conference Room

Attendees: Macaulay, Wan (STA), Moody (EPS), Knowles (Vacaville, Weiss (Solano County), Lewis, Wong (Fairfield), Kasperson (Suisun City), Cunningham (Dixon), Roberts (Benicia)

I. The meeting was called to order at 1:30 p.m.

II. The agenda was approved with no amendments.

III. Project Selection Criteria and Program Implementation Options. There was an extensive discussion of the document titled "Table 1 – Input Received on RTIF Project Screening Criteria." Because the discussion lasted for almost all of the 2 hours set aside form the meeting, there was no stand-alone discussion of implementation options. However, several committee members noted that the screening criteria and the implementation options do interact with each other. For example, if there is a 'return to source' provision in the implementation options, there is little need for a 'regional equity' screening criteria.

The Committee made the following recommendations on project screening criteria:

Included in the CTP, RORS, TFORS or defined RTIF network. This criteria would screen out all projects that were not included in the Comprehensive Transportation Plan (CTP), which covers Routes of Regional Significance (RORS), all Transit Facilities of Regional Significance (TFORS), and additional projects identified in the draft CTP Project List. The Committee recommended all projects on Routes of Regional Significance, Transit Facilities of Regional Significance and all projects included in the CTP Project List (adoption pending) be eligible for inclusion in the RTIF. The Committee further recommended that other key County roadways in the unincorporated county also be eligible, with the County to recommend these additional facilities based upon its proposed Transportation Impact Fee (TIF) study. The Vacaville representative supported this criteria as a way to ensure that Solano County does not adopt a TIF, which the City of Vacaville opposes.

Included in local fee program(s). This criteria would screen out all projects that are already included in a local TIF. The Committee did not support use of this screening criteria.

Policy Committee Priority Projects. This criteria would ask the RTIF policy committee to identify those projects that should be included in the RTIF. Projects not nominated by a Policy Committee member would not be eligible for inclusion in the RTIF. The Committee did not support use of this screening criteria.

No Existing Deficiency. This criteria would eliminate projects on roadways that have existing deficiencies (typically measured by an Volume to Capacity ratio above a specified threshold). The Committee did not support use of this screening criteria.
Exclude State/Federal Facilities. This criteria would exclude from RTIF eligibility the interstate freeway and state highway system. This would exclude interchanges with the interstate freeways and state highways. The Committee did not support use of this screening criteria.

Located in Unincorporated Areas. This criteria would screen out projects that were not partly or wholly located in the unincorporated county. Projects that were entirely without the boundaries of an incorporated city would not be eligible for RTIF funding. The Committee did not support use of this screening criteria.

Regional Significance. This criteria would rank projects based upon their regional significance. There are a number of ways to rank regional significance, including the percentage of trips that are regional (at least 1 trip end in Solano County, trip does not begin and end in the same jurisdiction) or the total number of regional trips on a roadway. The ability to rank projects based upon regional trips is dependent upon the accuracy of the Napa-Solano Travel Demand Model. The majority of the Committee members supported use of this ranking criteria.

Regional Divergence. This criteria, first brought up at the committee meeting, would supplement Regional Significance by allowing projects that had both trip ends in the same jurisdiction, but that diverted significant traffic from regionally important roadways, to be included. The North Connector, Jepson Parkway and California Drive Overcrossings were identified as regional divergence projects. The Committee was not able to reach a consensus on use of this ranking criteria. However, the Committee did recommend this become a criteria for designation of Routes of Regional Significance, and felt that, if Regional Significance is used as a criteria, Regional Divergence should also be used.

Regional Equity. This criteria would rank projects so that each STA member agency would have at least one RTIF project. The committee felt this would be a result of the process when final projects are selected. The Committee did not support us of this as a ranking criteria.

Existing/Projected Traffic Characteristics. Projects would be rated higher or lower based upon one or more existing or projected traffic characteristics, possibly including VC ratio/LOS, AADT, Vehicle Hours of Delay and travel time reliability. The ability to rank projects based upon traffic characteristics is dependent upon the accuracy of current traffic surveys and the Napa-Solano Travel Demand Model. The Committee was not able to reach a consensus on use of this ranking criteria.

Constrained Time Horizon. This criteria would give a higher ranking to those projects that could be delivered the most quickly. The Committee did not support use of this as a ranking criteria.

Also Addresses Existing Deficiency. This criteria would give a higher ranking to projects that addressed both a projected deficiency and an existing deficiency, (typically measured by an Volume to Capacity ratio above a specified threshold). The Committee did not support use of this as a ranking criteria.

Reduction in GHG. This criteria would give a higher ranking to projects that resulted in a net reduction in the emission of Greenhouse Gases (GHG). Because direct measure of GHG emissions is difficult, the standard proxy used in state legislation and regulations is Vehicle Miles Traveled (VMT) although Vehicle Hours of Delay (VHD) is also an accepted proxy. The Committee supported use of this ranking criteria, but only if an accurate measure of changes to VMT or VHD could be developed.

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**SOLANO TRANSPORTATION AUTHORITY**
**Regional Transportation Impact Fee (RTIF)**

**DRAFT**

**Policy Committee Meeting Minutes**
**January 13, 2010**

## I. CALL TO ORDER

Mayor Pete Sanchez called the meeting to order at 3:30 p.m.

| | | |
|---|---|---|
| MEMBERS PRESENT: | Policy Makers | |
| | Supervisor Jim Spering (Chair) | County of Solano |
| | Mayor Elizabeth Patterson | City of Benicia |
| | Mayor Jack Batchelor, Jr. | City of Dixon |
| | Mayor Jan Vick | City of Rio Vista |
| | Mayor Pete Sanchez | City of Suisun City |
| | Mayor Len Augustine | City of Vacaville |
| | Mayor Osby Davis | City of Vallejo |
| | City Managers/CAO | |
| | Nancy Huston, City Manager | City of Dixon |
| | Rob Braulik | City of Fairfield |
| | Hector De La Rosa, City Manager | City of Rio Vista |
| | Laura Kuhn, City Manager | City of Vacaville |
| | Gary Leach (Alternate) | City of Vallejo |
| | George Untal | Solano County |
| MEMBERS ABSENT: | | |
| | Mayor Harry Price | City of Fairfield |
| | Jim Erickson, City Manager | City of Benicia |
| | Sean Quinn, City Manager | City of Fairfield |
| | Suzanne Bragdon, City Manager | City of Suisun City |
| | Charles Lamoree | STA Legal Counsel |
| STA STAFF: | Daryl Halls | Executive Director |
| | Janet Adams | Deputy Executive Director/Director of Projects |
| | Robert Macaulay | Director of Planning |
| | Sam Shelton | Project Manager |
| | Karen Koelling | Administrative Assistant II |
| ALSO PRESENT: | | |
| | Gene Cortright | City of Fairfield, Public Works Director |
| | Shawn Cunningham | City of Dixon, Public Works Director |
| | Walter Kieser | Economic Planning Systems |
| | Mike Ammann | Solano EDC |
| | Paul Wiese | County of Solano |
| | Jason Moody | Economic Planning Systems |
| | Michele Hightower | City of Vallejo |

## II. APPROVAL OF JANUARY 13, 2010 REGIONAL TRANSPORTATION IMPACT FEE POLICY COMMITTEE AGENDA

On a motion by Mayor Pete Sanchez and a second by Mayor Elizabeth Patterson, the RTIF Policy Committee unanimously approved the January 13, 2010 meeting agenda.

## III. OPPORTUNITY FOR PUBLIC COMMENTS

No public comment.

## IV. CONSENT CALENDAR

On a motion by Mayor Jack Batchelor and a second by Mayor Elizabeth Patterson, the RTIF Policy committee approved the Consent Calendar Item A.

A. RTIF Steering committee meeting December 9, 2009
*Recommendation:*
Approve the RTIF Committee Meeting Minutes of December 9, 2009.

B. Review RTIF Stakeholder Committee Draft Meeting Minutes of December 17, 2009
*Recommendation:*
*Receive and File*

## V. ACTION ITEMS

### A. Project Selection Criteria

Jason Moody of Economic Planning Systems presented the definitions of the absolute Criteria and ranking criteria. Mr. Moody state that questions could be asked during his presentation and voting would come after all criteria had been discussed.

*Included in CTP Criteria*
Hector De La Rosa, City Manager of Rio Vista inquired what was needed to be placed on the Comprehensive Transportation Plan (CTP). Robert Macaulay, Planning Director of STA, explained how the CTP was structured. Mr. De La Rosa asked if all the projects requested by the cities included in the CTP or were any excluded. Daryl Halls, Executive Director of STA stated that all projects suggested by the cities would be considered for the CTP. Mayor Elizabeth Patterson, City of Benicia, stated that the she believed the CTP project list to be flawed and does not represent the interests of Benicia. Mayor Patterson asked that the discussion return to that of the RTIF criteria.

Mayor Len Augustine, City of Vacaville, asked who were on the RTIF committees. Daryl Halls stated that a complete list of RTIF committee members would be provided to the RTIF Policy Committee members and noted that prior RTIF committee meeting minutes from other committees would be included in the next agenda packets.

Nancy Huston, City Manager of Dixon, stated that they have not taken the CTP or RTIF projects before their city council. Mayor Jan Vick, City of Rio Vista, asked who had suggested the list of projects listed in the CTP. Mr. Halls gave a history on the process of the CTP projects list and noted the progress had been submitted by City and County staff. Mayor Jack Batchelor, City of Dixon, inquired if the projects would be listed by cities. Daryl Halls stated that the CTP would be used to help in the elevation of what projects would be chosen for the application of the criteria.

Laura Kuhn, City Manager of Vacaville, asked to if the RTIF Working Group has reviewed the draft RTIF project list. Robert Macaulay stated that the working group had not reviewed the list. Daryl Halls stated that the list of projects is informational only. Laura Kuhn was concerned that there was limited consensus regarding the list of CTP and RTIF project. Jason Moody noted that the CTP process does not directly correspond to the RTIF project criteria under discussion. Daryl Halls stated that the action is only the criteria; the projects are not part of this voting.

Jason Moody continued with the definitions of the ranking criteria.

*Included in local fee program criteria*
George Untal, County of Solano, asked if a criteria to exclude local fee projects would allow double fees on the contractors. Jason Moody answered that it is illegal to charge twice for the same impact, but not illegal to charge multiple fees to pay for the same project. Mayor Patterson stated that it would not be a double fee as most cities do not charge the full amount of possible fees.

*No existing deficiencies criteria*
Supervisor Jim Spering inquired if this decision would exclude any projects that are located in the unincorporated areas. Mr. Moody stated that it would not exclude those projects.

*Regional significance & Divergence criteria*
For the Ranking Criteria the first is Regional significance which involves new regional trips. Mr. Batchelor inquired if an example would be driving between Dixon to Vacaville. Jason confirmed the example. The second ranking criteria is regional divergence which would be diverting new trips from congested mainline to an alternative route. Mr. Macaulay gave the example of diverting traffic off of I-80 to the North Connector.

*Projected traffic characteristics criteria*
Projected traffic characteristics such as vehicles house of delay and volume to capacity ratios is the next ranking criteria. Mr. Moody stated how to measure to achieve this is could also come under the definition of safety.

Mr. De La Rosa asked if two of the criteria could be tied together to help the smaller cities. His example was that Highway 12 from Highway 80 to Highway 5 did not fit the regional significance but with the amount of traffic on Highway 12, Rio Vista would like to have it considered as a project. Highway 12 would be considered because it is a safety

issue. Jason Moody answered that the criteria are not yet ranked and would become part of the implementation option discussion at the next set of RTIF committee meetings.

*Reduction in Green House Gases (GHG) criteria*
Reduction in Green House Gases (GHG) as ranking criteria would help in receiving both state and federal funding. How to measure an accurate amount of GHG is the difficulty Mr. Moody explained. Laura Kuhn of Vacaville asked if all of the projects would help the GHG. Mayor Augustine stated that it was a misconception that by not adding a lane would help however by adding a lane the traffic would move the stop and go which causes the most GHG. Mayor Patterson stated that SB 375 needs to be addressed as part of the criteria. Mr. Moody confirmed that land use is part of the solution, as described by SB 375.

Ms. Huston noted that the City of Dixon is not a big city like Fairfield and Vacaville. Mayor Batchelor agreed and stated that Rio Vista and Dixon would not get any monies because of their size. Supervisor Spering agreed with Mayor Batchelor's comments and stated we need to use the language necessary to get State and Federal Monies, but noted that all projects need to be considered for funding regardless of size.

Mr. De La Rosa stated that Rio Vista would not meet the criteria of SB 375 so he would like the definition refined. Mayor Patterson said that the smaller cities need to match jobs with the demographics, create jobs for people who live in your area. It was noted reduced miles are part of the criteria of SB 375.

Supervisor Spering sproposed that the criteria of GHG be focusing on VMT/VHD reduction and mode shift. This would help with achieving the GHG with measurable goals.

Supervisor Spering inquired if it would be possible to do a project funding swap. Mr. Halls explained that it was possible to do a project funding swap and described the procedure that could be involved.

Mr. Moody finished the review of the planning criteria. <u>Mayor Jack Batchelor made a motion to accept all of the staff recommended criteria with the exception of the GHG, to be set aside for additional discussion. With a second from Mayor Patterson, the vote was unanimous to accept the recommendation.</u>

After discussion by the committee regarding the concerns of future growth, and the effect of SB 375 on the smaller cities of Rio Vista and Dixon the committee voted. With the criteria of GHG being changed to <u>as measured by VMT reduction + VHD reduction and mode shift,</u> the motion was unanimous.

## VI. INFORMATION ITEMS

### A. Draft RTIF Project List as Shown in Attachment A

The Policy committee reviewed the draft RTIF project list. Jason Moody explained that the projects are across the county and can be a combination of two cities working on a project that benefit both. The projects were submitted for the Comprehensive Transportation Plan (CTP) but other projects could be submitted for review. The projects however would have to pass the necessary criteria. He noted the STA staff had added a few new projects because they felt that the projects had been overlooked or are just now coming forward. He stated this project list is just a draft, it will have to be refined and then voted on at a future meeting.

## VII. NEXT POLICY COMMITTEE MEETING TOPICS

### A. Discussion of Implementation and Allocation Options

Committee members requested staff provide examples of other counties similar to Solano that have enacted the RTIF, how they allocated the funds and projects selection. Mr. Halls stated that staff would have five county examples available for the next meeting.

## VII. CLOSING COMMENTS FROM COMMITTEE MEMBERS

None.

## IX. ADJOURNMENT

The meeting was adjourned at 5:30 p.m. The meeting for the Regional Transportation Impact Fee Policy Committee will be March 10, 2010, 3:30 p.m. at the Suisun City Council Chambers.

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*Project Status key:*
*Permitted and Ready to Construct – all permits and funding secured*
*Designed – greater than 35% PS&E and an approved environmental document*
*Preliminary Design – greater than 10% but less than 35% PS&E*
*Planned –less than 10% PS&E*

**ATTACHMENT A**

**RTIF DRAFT PROJECT LIST**
**(December 17, 2009)**

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

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 007 | Benicia | I-680/Bayshore/ Industrial Interchange Connections | Arterials, Highways and Freeways - **Arterial** | Install traffic signals and related traffic control and circulation improvements.<br>**This is a Route of Regional Significance.** | Planned |
| 09CTP 008 | Benicia | I-780/Southhampton/ West 7th Interchange Ramps | Arterials, Highways and Freeways - **Arterial** | Upgrade ramps to meet current standards and traffic demand.<br>**This is a Route of Regional Significance.** | Planned |
| 09CTP 009 | Benicia | I-780/East 2nd Street Interchange Ramps | Arterials, Highways and Freeways - **Arterial** | Upgrade ramps to meet current standards and traffic demand.<br>**This is a Route of Regional Significance.** | Planned |
| 09CTP 010 | Benicia | Columbus Parkway Reliever Route (I-780 to City Limits) | Arterials, Highways and Freeways - **Arterial** | Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo.<br>**This is a Route of Regional Significance.** | Planned |
| 09CTP 013 | Benicia | New Transfer/Park-n-Ride Facilities | Transit - **Rideshare** | Construct new facilities at<br>a) First St./Downtown (Rte. 78), (Design)<br>b) Military at Southampton Rd. (Rte. 78), (Design) and<br>c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned).<br>**This is a Facility of Regional Significance.**<br>May include local and express bus and park-and-ride. These are RM-2 funded facilities. | Planned |
| 09CTP 028 | Benicia | Construct Benicia Multi-Modal Rail Station | Transit – **Bus** | Construct new Capitol Corridor train station at Lake Herman Road.<br>**This is a Facility of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 238 | Benicia | Construct Benicia Intermodal Transportation Station | Transit – **Bus** | Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station. **This is a Facility of Regional Significance.** | Planned |
| 09CTP 221 | Dixon | West B Street Pedestrian Undercrossing/ rail platform access tunnel | Alt Modes – **Bike/Ped** | Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Pedestrian Under-Crossing Project). Tunnel under-crossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station. **This is a Facility of Regional Significance.** | Preliminary Design |
| 09CTP 226 | Dixon | Downtown Dixon Multi-Modal Rail Station/ Transportation Center | Transit – **Rail or Ferry** | Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. **This is a Facility of Regional Significance.** | Preliminary Design |
| 09CTP 212 | Dixon | I-80/Pedrick Rd. Interchange | Arterials, Highways and Freeways - **Freeway** | Construct overcrossing and ramp improvements. **This is a Route of Regional Significance.** | Planned |
| 09CTP 213 | Dixon | I-80/SR 113 Interchange | Arterials, Highways and Freeways - **Freeway** | Construct overcrossing and ramp improvements. **This is a Route of Regional Significance.** | Planned |
| 09CTP 214 | Dixon | I-80/Pitt School Rd. Interchange | Arterials, Highways and Freeways - **Freeway** | Construct overcrossing and ramp improvements. **This is a Route of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 215 | Dixon | I-80/West A St. Interchange | Arterials, Highways and Freeways - **Freeway** | Construct overcrossing and ramp improvements. **This is a Route of Regional Significance.** | Planned |
| 09CTP 222 | Dixon | Pedrick Road Overcrossing | Alt Modes – **Bike/Ped** | Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility. **This is a Route of Regional Significance.** | Planned |
| 09CTP 225 | Dixon | I-80 corridor Park-n-Ride lots | Transit - **Rideshare** | Construct new and ride lots adjacent to I-80 at the following locations:<br>a) West A Street<br>b) SR 113<br>c) Pedrick Road | Planned |
| 09CTP 216 | Dixon | SR 113 relocation to Kidwell Road interchange | Arterials, Highways and Freeways - **Highway** | Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. **This is a Route of Regional Significance.** *This project is an option identified in the SR 113 MIS.* | Study |
| 09CTP 170 | Fairfield | I-80/Green Valley Rd. Interchange | Arterials, Highways and Freeways - **Freeway** | This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 171 | Fairfield | I-80/Suisun Valley Rd. Interchange | Arterials, Highways and Freeways - **Freeway** | This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 179 | Fairfield | I-80/Red Top Road Interchange | Arterials, Highways and Freeways - **Freeway** | This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. **This is a Route of Regional Significance.** | Preliminary Design |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 180 | Fairfield | I-680 and Red Top Road Interchange | Arterials, Highways and Freeways - **Freeway** | Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 185 | Fairfield | Peabody Road Bridge overcrossing at Union Pacific Railroad | Arterials, Highways and Freeways - **Arterial** | Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 174 | Fairfield | Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd. | Arterials, Highways and Freeways - **Arterial** | Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 188 | Fairfield | I-80/Red Top Park-and-Ride lot | Transit - **Rideshare** | Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010. **This is a Facility of Regional Significance.** | Preliminary Design |
| 09CTP 185 | Fairfield | Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station | Transit – **Rail or Ferry** | Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014. **This is a Transit Facility of Regional Significance.** | Preliminary Design |
| 09CTP 168 | Fairfield | I-80 from Travis Blvd to Air Base Pkwy | Arterials, Highways and Freeways - **Freeway** | Construct mixed-flow lane in each direction. **This is a Route of Regional Significance.** | Planned |
| 09CTP 189 | Fairfield | I-80/West Texas St Ramp Improvement | Arterials, Highways and Freeways - **Freeway** | Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. **This is a Route of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 121 | Fairfield | SR 12 and Red Top Road/ Business Center Drive Interchange | Arterials, Highways and Freeways - **Arterial** | Construct a new interchange linking the North Connector, Red Top Road and SR 12. **This is a Route of Regional Significance.** | Planned |
| 09CTP 175 | Fairfield | Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd. | Arterials, Highways and Freeways - **Arterial** | Widen from 2-lanes to 4-lanes **This is a Route of Regional Significance.** | Planned |
| 09CTP 176 | Fairfield | Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd. | Arterials, Highways and Freeways - **Arterial** | Widen from 2-lanes to 4-lanes. **This is a Route of Regional Significance.** | Planned |
| 09CTP 181 | Fairfield | SR 12 and Beck Avenue Interchange | Arterials, Highways and Freeways - **Arterial** | Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. **This is a Route of Regional Significance.** | Planned |
| 09CTP 182 | Fairfield | SR 12 and Pennsylvania Avenue Interchange | Arterials, Highways and Freeways - **Arterial** | Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. **This is a Route of Regional Significance.** | Planned |
| 09CTP 190 | Fairfield | I-680 Gold Hill Park-and-ride lot | Transit - **Rideshare** | Construct 200 space park and ride lot Gold Hill Road at I-680. | Planned |
| 09CTP 193 | Fairfield | Expand Fairfield Transportation Center | Transit – **Bus** | Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared. **This is a Facility of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 199 | Rio Vista | SR 12/Church Street and Amerada Intersections | Arterials, Highways and Freeways - **Arterial** | Improve the intersection of SR 12 and Church Street, with the option of including a park-and-ride lot. A PSR is being prepared for the project. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 034 | Solano County | I-80 and SR 37 – Fairgrounds | Arterials, Highways and Freeways - **Arterial** | Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 037 | Solano County | Jepson Parkway to the north and south gates of Travis Air Force Base | Arterials, Highways and Freeways - **Arterial** | Construct improvements to Petersen Road, Canon Road, and North Gate Road. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 026 | Solano County | I-80 from Leisure Town Road to Kidwell Road | Arterials, Highways and Freeways - **Freeway** | Construct one additional mixed-flow lane in each direction. This project was also submitted by the City of Dixon. **This is a Route of Regional Significance.** | Planned |
| 09CTP 027 | Solano County | I-80 from Carquinez Bridge to SR 37 | Arterials, Highways and Freeways - **Freeway** | Improve traffic flow and safety through Vallejo, including consolidating ramps. **This is a Route of Regional Significance.** | Planned |
| 09CTP 031 | Solano County | Improve SR 113, including possible alternate alignments near Dixon | Arterials, Highways and Freeways - **Highway** | Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. **This is a Route of Regional Significance.** | Planned |
| 09CTP 035 | Solano County | Widen Peabody Road from 2 to 4 lanes | Arterials, Highways and Freeways - **Arterial** | Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. **This is a Route of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 036 | Solano County | Improve the County Routes of Regional Significance | Arterials, Highways and Freeways - **Arterial** | Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road. **This is a Route of Regional Significance.** | Planned |
| 09CTP 039 | Solano County | I-80 - Pedrick Road – Tremont Road – Kidwell Road area | Arterials, Highways and Freeways - **Arterial** | Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. **This is a Route of Regional Significance.** | Planned |
| 09CTP 061 | Suisun City | Main Street Improvements (Phase 2) | Arterials, Highways and Freeways - **Arterial** | Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. **This is a Route of Regional Significance.** | Designed |
| 09CTP 060 | Suisun City | Cordelia Rd. from I-680 to SR 12 | Arterials, Highways and Freeways - **Arterial** | Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. **This is a Route of Regional Significance.** | Planned |
| 09CTP 075 | Suisun City | Railroad Avenue Widening and Realignment (Middle and East Segment) | Arterials, Highways and Freeways - **Arterial** | Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. **This is a Route of Regional Significance.** | Planned |
| 09CTP 076 | Suisun City | Railroad Avenue Extension (West Segment) | Arterials, Highways and Freeways - **Arterial** | Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. **This is a Route of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 070 | Suisun City | Rail Station Improvements | Alt Modes – **Bike/Ped** | General enhancements to the Suisun-Fairfield Train Station including improvements to the facility, corridor signage, traffic modifications, & rider experience. In addition, develop a project master plan consistent with the City's planned PDA for the area. **This is a Transit Facility of Regional Significance.** | Planned |
| 09CTP 084 | Vacaville | I-505 SB/Vaca Valley Parkway | Arterials, Highways and Freeways - **Arterial** | Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. **This is a Route of Regional Significance.** | Preliminary Design |
| 09CTP 097 | Vacaville | Phase 2 Vacaville Transportation Center | Transit – **Bus** | Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility. **This is a Transit Facility of Regional Significance.** | Preliminary Design |
| 09CTP 095 | Vacaville | I-80 @ I-505 Weave Correction | Arterials, Highways and Freeways - **Freeway** | Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange. **This is a Route of Regional Significance.** | Planned |
| 09CTP 078 | Vacaville | I-80 WB/Alamo Dr.-Merchant St On-Ramp | Arterials, Highways and Freeways - **Arterial** | Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. **This is a Route of Regional Significance.** | Planned |
| 09CTP 079 | Vacaville | I-80 WB/Mason St. On-Ramp | Arterials, Highways and Freeways - **Arterial** | Extend WB on-ramp to provide standard acceleration lane and merge. **This is a Route of Regional Significance.** | Planned |
| 09CTP 080 | Vacaville | I-80 WB/Davis-/ Hickory St. On-Ramp | Arterials, Highways and Freeways - **Arterial** | Extend WB on-ramp to provide standard acceleration lane and merge. **This is a Route of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 081 | Vacaville | I-80 EB/ Cliffside Dr. On-Ramp | Arterials, Highways and Freeways - **Arterial** | Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge.<br>**This is a Route of Regional Significance.** | Planned |
| 09CTP 082 | Vacaville | I-80 EB/Davis St On-Ramp | Arterials, Highways and Freeways - **Arterial** | Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge.<br>**This is a Route of Regional Significance.** | Planned |
| 09CTP 085 | Vacaville | I-505/Vaca Valley Pkwy Interchange. | Arterials, Highways and Freeways - **Arterial** | Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities.<br>**This is a Route of Regional Significance.** | Planned |
| 09CTP 088 | Vacaville | Midway Rd. (Putah South Canal to I-80) | Arterials, Highways and Freeways - **Arterial** | Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial.<br>**This is a Route of Regional Significance.** | Planned |
| 09CTP 119 | Vallejo | Vallejo Station Intermodal Terminal (Phases A and B) | Transit – **Bus** | Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure.<br>Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned.<br>**This is a Transit Facility of Regional Significance.** | ***Permitted and Ready to Construct*** |
| 09CTP 146 | Vallejo | I-80 / Redwood Interchange | Arterials, Highways and Freeways - **Freeway** | Improve on/off ramp circulation from I-80.<br>**This is a Route of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 148 | Vallejo | Fairgrounds Dr from SR 37 to Redwood | Arterials, Highways and Freeways - **Freeway** | Increase capacity of roadway segment. **This is a Route of Regional Significance.** | Planned |
| 09CTP 114 | Vallejo | SR 37 from Napa River Bridge to SR 121 | Arterials, Highways and Freeways - **Highway** | Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. **This is a Route of Regional Significance.** Portions of this project are not in Solano County. | Planned |
| 09CTP 116 | Vallejo | Improve SR 29 through Vallejo | Arterials, Highways and Freeways - **Highway** | Pedestrian and landscaping improvements. **This is a Route of Regional Significance.** | Planned |
| 09CTP 115 | Vallejo | Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St. | Arterials, Highways and Freeways - **Arterial** | Improve major roadways on and connecting to Mare Island. Some, but not all, of these are **Routes of Regional Significance**. | Planned |
| 09CTP 117 | Vallejo | Columbus Pkwy from Benicia Rd. to SR 37 | Arterials, Highways and Freeways - **Arterial** | Widen Columbus Pkwy in each direction. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned. **This is a Route of Regional Significance.** | Planned |
| 09CTP 150 | Vallejo | Mare Island Causeway | Arterials, Highways and Freeways - **Arterial** | Replace existing causeway bridge. **This is a Route of Regional Significance.** | Planned |
| 09CTP 147 | Vallejo | SR 37 / Fairgrounds interchange | Arterials, Highways and Freeways - **Arterial** | Improve on/off ramp circulation to SR 37. **This is a Route of Regional Significance.** | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 156 | Vallejo | I-780/Lemon St./Curtola Pkwy. transit center | Transit - **Rideshare** | Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project.<br>**This is a Transit Facility of Regional Significance.** | Planned |
| 09CTP 124 | Vallejo | Upgrade/expand bus maintenance facilities | Transit – **Bus** | Improve efficiency and provide parking for new buses.<br>**This is a Transit Facility of Regional Significance.** | Planned |
| 09CTP 128 | Vallejo | Mare Island Ferry maintenance facilities | Transit – **Rail or Ferry** | Construct Phases I and II of the Mare Island Ferry Maintenance Facility.<br>**This is a Transit Facility of Regional Significance.** | Planned |
| 09CTP 002 | STA | I-80/I-680/SR12 Interchange | Arterials, Highways and Freeways - Freeway | Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases.<br>This is a Route of Regional Significance. | Preliminary Design |
| 09CTP 033 | STA | Jepson Parkway | Arterials, Highways and Freeways - Arterial | Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned.<br>This is a Route of Regional Significance. | Preliminary Design |
| 09CTP 101 | STA | I-80Auxiliary Lanes | Arterials, Highways and Freeways - Freeway | Construct Auxiliary Lanes on I-80 and I-680 per the I-80/I-680 /I-780 Corridor Operations Improvement Plan.<br>This project was also submitted by the City of Vallejo.<br>This is a Route of Regional Significance. | Planned |
| 09CTP 236 | STA | I-80 and I-680 HOV Lanes | Arterials, Highways and Freeways - Freeway | Construct new HOV Lanes:<br>a) I-80 from the Contra Costa County line to SR 37<br>b) I-80 from SR 37 to Red Top Road<br>c) I-80 from Airbase Parkway to I-505<br>d) I-80 from I-505 to the Yolo County line<br>e) I-680 from the Benicia Bridge to I-80<br>This is a Route of Regional Significance. | Planned |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 029 | STA | SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge | Arterials, Highways and Freeways - Highway | Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River.<br>This is a Route of Regional Significance. | Planned |
| 09CTP 183 | STA | SR 113 from SR 12 to Midway Road Improvements | Arterials, Highways and Freeways - Highway | Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study.<br>This is a Route of Regional Significance. | Planned |
| 09CTP 166 | STA | McCormack Road | Arterials, Highways and Freeways - Arterial | Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders.<br>This is a Route of Regional Significance. | Planned |
| 09CTP 032 | STA | North Connector | Arterials, Highways and Freeways - Arterial | Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12.<br>The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon.<br>This is a Route of Regional Significance. | Planned |
| 09CTP 069 | STA | Construct additional park-and-ride facilities | Transit - Rideshare | Construct park-and-ride facilities identified in the I-80/I-680/I-780 Corridor Study; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns. | Planned |
| 09CTP 217 | Dixon | Parkway Blvd Overcrossing | Arterials, Highways and Freeways - Arterial | Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility.<br>This project is not designated as a Route of Regional Significance at this time. | Designed |

| CTP ID | Agency | Location / Title | Element | Description | Project Status |
|---|---|---|---|---|---|
| 09CTP 218 | Dixon | Vaughn Road Railroad Bypass Project | Arterials, Highways and Freeways - Arterial | Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This project is not designated as a Route of Regional Significance at this time. | Planned |
| 09CTP 083 | Vacaville | I-80/California Drive Extension and Overcrossing | Arterials, Highways and Freeways - Arterial | Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This project is not designated as a Route of Regional Significance at this time. | Planned |

**Table 1**

**RTIF Committee Recommendations (Dec 2009 - Jan 2010)**

| Screening Criteria[1] | Description |
|---|---|
| **Absolute Criteria[2]** | |
| Included in the CTP | Only Include projects included in the Comprehensive Transportation Plan (projects not in the CTP are ineligible for RTIF funds). |
| **Ranking Criteria[2]** | |
| Regional significance | Prioritize or rank projects based on the absolute or relative number of regional trips. |
| Regional Divergence | Prioritize projects that divert trips from a congested mainline (e.g. I-80) to a less congested alternative (e.g. North Connector). |
| Existing / projected traffic characteristics | Prioritize projects that achieve desired traffic threshold (such as LOS, Vehicle Hours of Delay, AADT, Volume to Capacity ratios, travel time reliability) or safety standard. |
| Reduction in GHG | Prioritize projects that reduce emission of Green House Gases, as measured by Vehicle Miles Traveled, Vehicle Hours of Delay, and mode shift. |
| Funding strategy | Prioritize projects that improve the ability of County jurisdictions / agencies to attract/leverage funds from other sources. |

(1) Screening criteria assume all projects comply with AB 1600 and are not already fully funded by another source.
(2) Absolute criteria determine whether a project is "in" or "out" while ranking criteria used to evaluate projects that are "in".

**Table 1**
**Staff Recommendations Based on Input Received on RTIF Project Screening Criteria[1]**

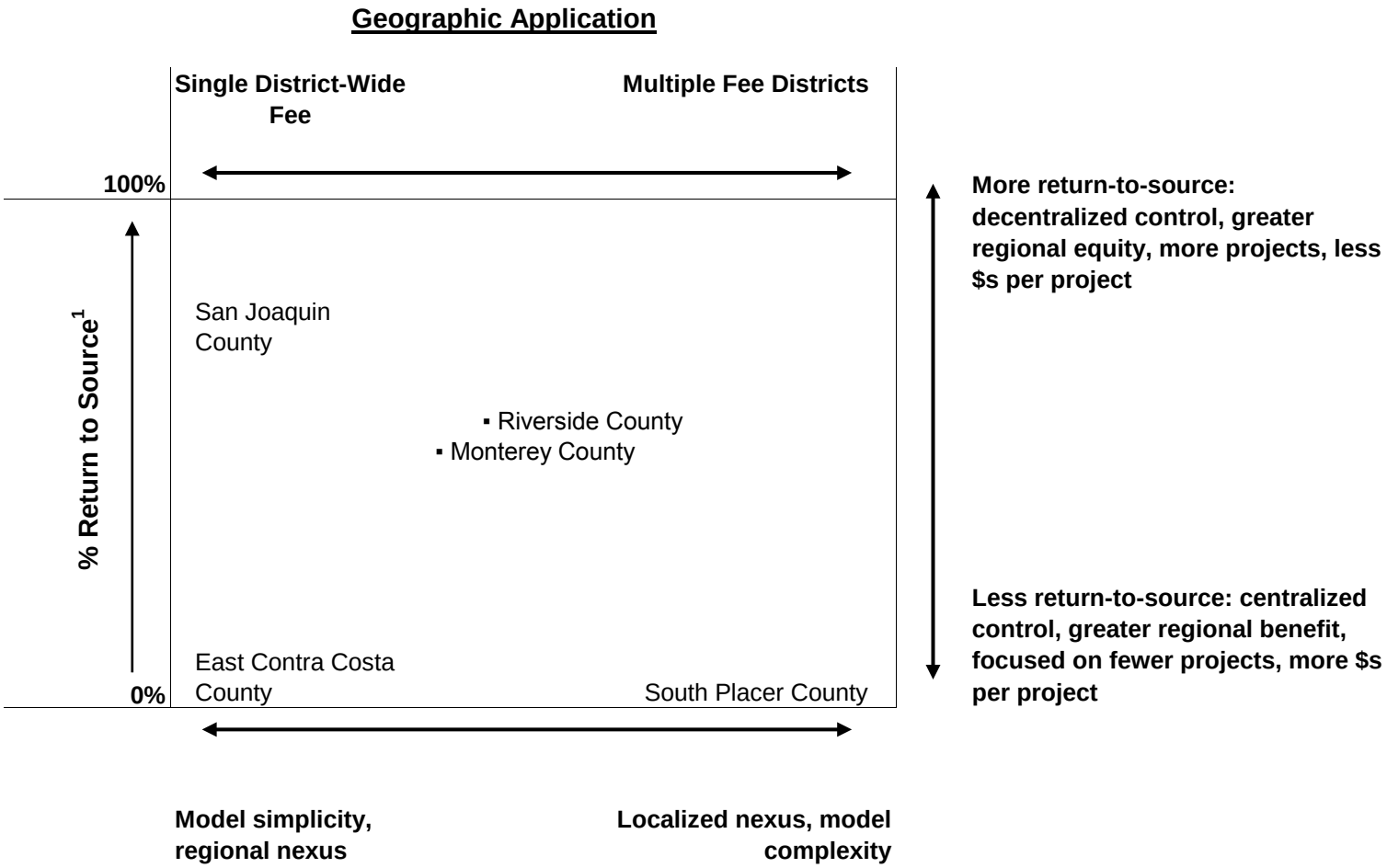
| Screening Criteria[2] | Description | Input Received | RTIF Committee & STA Staff Recommendation |
|---|---|---|---|
| **Absolute Criteria[3]** | | | |
| Included in the CTP | Only Include projects included in the Comprehensive Transportation Plan (projects not in the CTP are ineligible for RTIF funds) | Consensus to Include as a criteria but modify slightly to add flexibility | Yes |
| Included in local fee program(s) | Eliminate projects already included in local fee programs | Majority want to exclude this criteria | No |
| Policy Committee Priority Projects | Include projects selected / approved by Policy Committee | Majority want to exclude this criteria | No |
| No existing deficiencies | Eliminate projects that address existing deficiencies | Consensus to exclude as a criteria | No |
| Exclude State / Federal Facilities | Exclude projects located on State or federally maintained facilities | Consensus to exclude as an absolute criteria but consider in ranking | No |
| Located in unincorporated area | Only include projects at least partially located in unincorporated areas | Consensus to exclude as a criteria | No |
| **Ranking Criteria[3]** | | | |
| Regional significance | Prioritize or rank projects based on the absolute or relative number of regional trips | Majority want to include this but seek more detail on its application | Yes |
| Regional Divergence | Prioritize projects that divert trips from a congested mainline (e.g. I-80) to a less congested alternative (e.g. North Connector) | Majority want to include this criteria but seek more detail on its application | Yes |
| Existing / projected traffic characteristics | Prioritize projects that achieve desired traffic threshold (such as LOS, Vehicle Hours of Delay, AADT, Volume to Capacity ratios, travel time reliability) or safety standard | Majority want to include this criteria but seek more detail on its application | Yes |
| Reduction in GHG | Prioritize projects that reduce emission of Green House Gases, as measured by Vehicle Miles Traveled, Vehicle Hours of Delay, and mode shift | Consensus to include this criteria but recognized measurement difficulties | Yes, focusing on reduction in VMT, VHD, and mode shift |
| Funding strategy | Prioritize projects that improve the ability of County jurisdictions / agencies to attract/leverage funds from other sources | This consideration was generally supported but not explicitly discussed as a criteria | Yes |
| Regional Equity | Focus on achieving regional equity (e.g., roughly equal proportion of project costs by jurisdiction or fee district) | Majority agree that the importance of this criteria will depend on implementation program selected | No, will be addressed in program implementation |
| Facility type or controlling authority | Prioritize improvements to local, and to a lesser extent State, over Federal facilities | No clear consensus on prioritization but majority want flexibility | No |
| Constrained time horizon | Prioritize projects expected to be initiated within defined time frame | Majority want to exclude this criteria | No, but link to Funding Strategy |
| Also address existing deficiencies | Prioritize projects that address both existing deficiencies and future needs | Majority want to exclude this criteria | No |

(1) List is neither exhaustive nor mutually exclusive. It is possible that a hybrid of these options, or others not considered here, can serve as the basis for the final fee.
(2) Screening criteria assume all projects comply with AB 1600 and are not already fully funded by another source.
(3) Absolute criteria determine whether a project is "in" or "out" while ranking criteria used to evaluate projects that are "in".

**Regional Transportation Fee Program Examples**

| County | Geographic Application | Fee Districts | # of Participating Jurisdictions | Implementating Agency | Jurisdictional Control | Screening Criteria | Ranking Criteria, as integrated into implementation options. | Additional implementation option details |
|---|---|---|---|---|---|---|---|---|
| **Solano (pending)** | **To be determined** | **TBD** | **TBD** | **Solano Transportation Improvement Authority (STIA)** | To be detemined. | Only Include projects included in the Comprehensive Transportation Plan (projects not in the CTP are ineligible for RTIF funds) | Criteria recommened by RTIF committees, with emphasis on type of impact:<br>▪ Regional Significance (absolute or relative number of new regional trips)<br>▪ Regional Divergence (potential to divert trips off highway system)<br>▪ Traffic Characteristics (achieve mobility/safety thresholds, e.g., LOS, VHD, safety standards)<br>▪ Reduction in GHG (as measured by (VMT + VHD reduction + mode shift)<br>▪ Funding Strategy (leverage funding into the county) | Criteria not yet weighted. Options under discussion. |
| **San Joaquin County** | **County-wide** | **1** | **7** | **San Joaquin Council of Governments** | ▪ 75% Return to Source<br>▪ 10% to SJCOG<br>▪ 15% to transit | ▪ Projects must be identified in the SJCOG Board adopted RTIF project list and;<br>▪ Regional Transportation Plan (RTP) prior to delivery.<br>▪ Must be part of the Congestion Management Program (CMP) network, which lists facilities connecting at least two or more cities/regions. | | |
| **East Contra Costa County** | **Sub-Regional** | **1** | **5** | **East Contra Costa Regional Fee and Financing Authority** | 100% return to authority | All revenue must be allocated to State Route (SR) 4 Bypass and the widening of SR 4 through Pittsburg and Antioch. | Eligible projects are determined a-priori, eliminating need for criteria to guide on-going screening or prioritization. | |
| **Placer** | **Sub Regional / Multiple Fee Districts** | **10** | **4** | **South Placer Regional Transportation Authority** | 100% return to authority | 7 regionaly significant projects, as selected by participating agencies (policy pick-list).<br><br>0.5% to Transit projects ($7M), which includes HOV Lanes. | New projects are occasionally proposed by member agencies (policy pick list) coincident with Nexus study updates. As new projects are added, higher fees are calculated. | Model calculates specifc fees by district for specific projects. |
| **Riverside** | **Countywide** | **5** | **17** | **Western Riverside Council of Governments** | ▪ 48.7% Return to Source<br>▪ 48.7% is allocated to regional inter-zone projects<br>▪ 2.6% is allocated for regional transit projects | ▪ Nexus Study funds a 10-year strategic plan of projects | Improvement Plan prioritized by:<br>▪ a point system for LOS,<br>▪ System Continuity (gap closures),<br>▪ project readiness (complete ENV, PSE, ROW, CON) and<br>▪ matching funds (more $, more points). | Local districts draft local TIPs based on the projects in the 10-year strategic plan and the authority approves those TIPs |
| **Monterey** | **Countywide** | **4** | **12** | **Transportation Agency for Montery County** | 100% return to authority.<br><br>Authority implements "Strategic Plan" with return to source equity criteria (i.e., Fair Geographic Distribution). | 17 regionaly significant improvement projects, as identified through modeling. | Strategic Expenditure Plan emphasis on delivery criteria:<br>▪ timeframe readiness (three tiers from 2009-15, 16-24, 24-30),<br>▪ development readiness (ENV, PSE, ROW, CON), ▪ urgency (points for bad LOS now + safety issues),<br>▪ Cost effectiveness (short term vs. long term benefits),<br>▪ fair geographic distribution (ranked by % of growth impact). | |

**Table 4**
**Range of Implementation Options**




(1) Refers to jurisdiction or district in which the fee is collected. The remaining fee revenue goes to the implementing entity (e.g., STIA).