



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, June 25, 2014
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

ITEM

STAFF PERSON

1. CALL TO ORDER

Daryl Halls, Chair

2. APPROVAL OF AGENDA

3. OPPORTUNITY FOR PUBLIC COMMENT
(1:35 -1:40 p.m.)

4. REPORTS FROM CALTRANS, METROPOLITAN
TRANSPORTATION COMMISSION (MTC), AND STA
STAFF
(1:40 -2:00 p.m.)

- Bay Area Freight Plan
Solano Rail Plan (Freight Component)

Carolyn Clevenger, MTC
David McCrossan,
Menzies and McCrossan

5. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.
(1:45 – 1:50 p.m.)

A. Minutes of the TAC Meeting of May 28, 2014

Johanna Masielat

Recommendation:

Approve TAC Meeting Minutes of May 28, 2014.

Pg. 5

B. Fiscal Year (FY) 2014-15 Transportation Development Act
(TDA) Matrix - July 2014

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to approve the
FY 2014-15 Solano TDA Matrix – July 2014 as shown in
Attachment B for the Cities of Dixon and Rio Vista.

Pg. 13

TAC MEMBERS

Table with 8 columns: Name, City/County, Name, City/County, Name, City/County, Name, City/County. Members include Mike Roberts (Benicia), Joe Leach (Dixon), George Hicks (Fairfield), Dave Melilli (Rio Vista), Dan Kasperson (Suisun City), Steve Hartwig (Vacaville), David Kleinschmidt (Vallejo), and Matt Tuggle (Solano).

**C. Solano Napa Commuter Information (SNCI) Vanpool Program Annual Report** Paulette Cooper  
Recommendation:  
Receive and file.  
**Pg. 17**

**D. Solano Napa Commuter Information (SNCI) Work Program FY 2014-15** Judy Leaks  
Recommendation:  
Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2014-15.  
**Pg. 21**

**E. Solano Management Assistance Program (MAPS)** Robert Guerrero  
Recommendation:  
Forward a recommendation to the STA Board to authorize the Executive Director to send a notice to the County of Solano's GIS Department regarding STA's intent to terminate the existing agreement with the County GIS Department for the purposes of the MAPS Program.  
**Pg. 25**

**6. ACTION FINANCIAL ITEMS**

**A. Regional Transportation Impact Fee (RTIF) Strategic Implementation Plan for FY 2014-15** Robert Guerrero  
Recommendation:  
Forward a recommendation to the STA Board to approve the Regional Transportation Impact Fee of projects for FY 2014-15 as specified in Attachment B.  
(2:00 – 2:10 p.m.)  
**Pg. 53**

**7. ACTION NON FINANCIAL ITEMS**

**A. STA's Overall Work Plan (OWP) for Fiscal Years (FY) 2014-15 and 2015-16** Daryl Halls  
Recommendation:  
Forward a recommendation to the STA Board to approve the STA's Overall Work Plan for FY 2014-15 and 2015-16.  
(2:10 – 2:20 p.m.)  
**Pg. 61**

**B. Solano County Annual Pothole Report** Anthony Adams  
Recommendation:  
Forward a recommendation to STA Board to release the Solano County Annual Pothole Report for a 30-day public comment period.  
(2:20 – 2:45 p.m.)  
**Pg. 97**

**8. INFORMATIONAL ITEMS – DISCUSSION**

- A. Legislative Update** Jayne Bauer  
(2:45 – 2:50 p.m.)  
**Pg. 99**
- B. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation** Elizabeth Richards  
(2:50 – 2:55 p.m.)  
**Pg. 121**
- C. Intercity Paratransit Assessment Update and Recommendation** Daryl Halls  
(2:55 – 3:00 p.m.)  
**Pg. 129**
- D. Transit Corridor Study Update** Liz Niedziela  
(3:00 – 3:05 p.m.)  
**Pg. 133**
- E. I-80/I-680/State Route (SR) 12 Interchange – Bicycle Facility Improvements** Robert Macaulay  
(3:05 – 3:10 p.m.) Andrew Hart  
**Pg. 141**
- F. Solano Rail Facilities Plan Update** Sofia Recalde  
(3:10 – 3:15 p.m.)  
**Pg. 143**

**NO DISCUSSION**

- G. SB 743 California Environmental Quality Act (CEQA) Guidelines Update** Robert Macaulay  
**Pg. 189**
- H. Quarterly Project Delivery Update** Anthony Adams  
**Pg. 191**
- I. Air Quality Funding Update** Andrew Hart  
**Pg. 215**

**INFORMATIONAL ITEMS – NO DISCUSSION**

- J. Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report** Judy Kowalsky  
**Pg. 219**
- K. Summary of Funding Opportunities** Andrew Hart  
**Pg. 221**
- L. Draft Meeting Minutes for STA Advisory Committees** Johanna Masiclat  
**Pg. 225**

**M. STA Board Meeting Highlights of June 11, 2014**  
**Pg. 237**

Johanna Masiclat

**N. STA Board and Advisory Committee Meeting Schedule**  
**for Calendar Year 2014**

Johanna Masiclat

**9. UPCOMING AGENDA ITEMS**

A. July – No Meeting (Summer Recess)

B. August

1. TDA Article 3 Funding Priorities for FY 2014-15
2. TFCA Funding Update
3. Annual Pothole Report – Adoption
4. Transit Corridor Study – Selection of Service Alternative
5. CTSA Update
6. Intercity Paratransit/Taxi Scrip Update
7. Solano Rail Passenger Study – Station Criteria
8. MTC’s Guidelines for County Transportation Plans

C. September

1. CNG Implementation Update
2. OBAG Projects Update #2
3. SoHip Update – Status of Ramp Metering Implementation and other Corridor Policies
4. Discussion of Arterials Element of CTP
5. Discussion of Next RTP/SCS/OBAG Schedule

D. October

1. Discussion of Transit Element of CTP
2. Intercity Capital Plan Update

**10. ADJOURNMENT**

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, August 27, 2014.**



**TECHNICAL ADVISORY COMMITTEE**  
**Minutes for the meeting of**  
**May 28, 2014**

**1. CALL TO ORDER**

The regular meeting of the STA's Technical Advisory Committee (TAC) was called to order by Daryl Halls at approximately 1:30 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**TAC Members Present:**

Mike Roberts	City of Benicia
Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Dan Kasperson	City of Suisun City
Steve Hartwig	City of Vacaville
Jill Mercurio	City of Vallejo
Matt Tuggle	Solano County

**STA Staff Present:** *(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Tiffany Gephart	STA
Robert Guerrero	STA
Daryl Halls	STA
Andrew Hart	STA
Johanna Masiclat	STA
Liz Niedziela	STA

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

Nick Burton	Solano County
Adam Noelting	MTC
Elizabeth Richards	Consultant
Nancy Whelan	Consultant

**2. APPROVAL OF THE AGENDA**

On a motion by Joe Leach, and a second by Matt Tuggle, the STA TAC approved the agenda to include an amendment to Item 5.C, Revised Staff Report - Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014.

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

Adam Noelting, MTC, announced that MTC is hosting a workshop next Tuesday to share information and receive input from stakeholders and planners regarding MTC's guidelines for Countywide Transportation Plans. The workshop will be held on Tuesday, June 3, 2014, at 9:30 a.m. in the MetroCenter Auditorium.

#### 5. **CONSENT CALENDAR**

On a motion by Joe Leach, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A through C as amended. (8 Ayes) with an amendment adding TDA Claims for Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) to Item 5.C, Revised Staff Report - Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014 as shown below in ***bold italics***. Mike Roberts requested Item D, STA Project Delivery Policy Update, be pulled for discussion.

##### A. **Minutes of the TAC Meeting of April 30, 2014**

###### Recommendation:

Approve TAC Meeting Minutes of April 30, 2014.

##### B. **City of Fairfield's Solano Express Signage and Schedules Funding Request**

###### Recommendation:

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

1. \$6,533 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$6,533 for the FAST SolanoExpress signage and schedules.

##### C. **AMENDED/REVISED - Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014**

###### Recommendation:

Forward a recommendation to the STA Board to approve the FY 2014-15 Solano TDA Matrix – June 2014 as shown in Attachment A for City of Vacaville, Solano Transportation Authority, ***Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST)***.

##### D. **STA Project Delivery Policy Update**

Mike Roberts asked for more information about STA's Project Delivery Policy.

Anthony Adams presented the item and noted that STA staff is currently developing an online Project Master List, which will include relevant project delivery milestones, and information pertinent for project delivery. The goal is to have a centralized spreadsheet that will provide a repository for important project delivery information. He added that the online Project Master List will be the primary database that will inform the online Interactive Project Mapping Tool. This online mapping tool will provide relevant information to the public and decision makers for all projects, funded or associated with STA, within Solano County. He concluded by stating that this policy is intended to promote interaction and information sharing between project sponsors, STA staff, and decision makers, provide a standardized avenue for reprogramming of funding between local agency projects.

Nick Burton, Solano County, commented that the Project Delivery Working Group was supportive of this process and it is easier to use and keep better tabs on projects.

Recommendation:

Forward a recommendation to the STA Board to adopt the STA Project Delivery Policy as shown in Attachment A.

On a motion by Mike Roberts, and a second by Matt Tuggle, the STA TAC approved the recommendation. (8 Ayes)

## 6. ACTION FINANCIAL ITEMS

### A. Public Private Partnership (P3) Feasibility Study: SolTrans Implementation

Robert Guerrero noted the estimated budget for implementing P3 options for Curtola/Lemon St. Transit Center is \$125,000. He cited that STA staff is recommending an amendment to KPMG's contract to assist the STA and SolTrans with the scope of work. He added that SolTrans Board took action and approved the recommendation at their May 21<sup>st</sup> Board meeting. STA staff is recommending \$100,000 from State Transit Assistance Funds (STAF) with a \$25,000 local contribution from SolTrans.

Robert Guerrero continued and explained that this new implementation phase to be continued by KPMG is a follow up to their work in completing the STA's P3 Feasibility Study. He added that staff is recommending an amendment to KPMG's current contract to include the proposed scope and budget to ensure a seamless transition and a relatively quick way to implement P3 components as part of the Curtola project before it is completed in 18 months.

Daryl Halls cited that at their May 27, 2014 meeting, the SolanoExpress Intercity Transit Consortium approved the recommendation with a 5 to 2 vote with 1 abstention. (5 Ayes (Dixon Redit-Ride, SNCI, SolTrans, STA, and County of Solano); 2 Noes (FAST and City Coach); 1 Abstention (Rio Vista Delta Breeze).

Steve Hartwig, Vacaville, requested clarification on the cost and procurement issues raised at the Consortium meeting of May 27, 2014.

Daryl Halls commented that STA staff assessed the consultant during the first phase of the project and concluded that KPMG has provided a quality level of service and expertise related to public and private partnership strategies. He added that specific to SolTrans Curtola Park and Ride Hub, there are five (5) P3 components that would potentially have financial benefits to SolTrans that would offset future operating and maintenance costs. The components are advertising, paid parking, vending, implementation, and management of solar infrastructure as well as outsourcing of Operations and Maintenance (O&M) activities. He mentioned that the Solar PV P3 option alone is estimated to provide an annual cost savings between \$100K-\$150K annually.

Dan Kasperson, Suisun City, asked how much was the O&M projected to be for Curtola. Daryl Halls commented that as a comparison, the Fairfield Transportation Center's annual O&M was \$300,000 and this would be comparable due to added lighting and security at Curtola. He stated both SolTrans and STA shared the same goal of working to get all of the O& M costs covered through a combination of P3 components.

Recommendation:

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

1. Programming of \$100,000 of FY 2014-15 STAF funds for the P3 Implementation Scope of Work as match funding for \$25,000 to be provided by SolTrans;
2. Authorize the STA Executive Director to enter into a funding agreement with Soltrans to implement P3 options for the Curtola/Lemon St. Transit Center; and
3. Authorize the STA Executive Director to amend KPMG's existing contract to assist in implementing P3 options as outlined in the Attachment A for an amount not to exceed \$125,000.

On a motion by Jill Mercurio, and a second by Mike Roberts, the STA TAC approved the recommendation. (8 Ayes)

## 7. ACTION NON-FINANCIAL ITEMS

### A. Legislative Update

Robert Macaulay introduced and outlined the following bills and stated that a request to support the bills will be presented to the STA Board at their June 11<sup>th</sup> meeting:

1. Senate Bill (SB) 1077 (DeSaulnier) – To develop a pilot program implementing a Mileage-Based Fee (MBF) in California to replace the state's existing fuel excise tax; and
2. Assembly Bill (AB) 2197 (Mullin) – to require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles.

Steve Hartwig raised concerns about supporting SB 1077. Robert Macaulay suggested the TAC adopt a watch position.

After discussion, the STA TAC modified the recommendation as follows:

Recommendation:

Forward a recommendation to the STA Board ~~for support of the following~~ **to take the following positions:**

1. **Watch** – Senate Bill (SB) 1077 (DeSaulnier) – To develop a pilot program implementing a Mileage-Based Fee (MBF) in California to replace the state's existing fuel excise tax; and
2. **Support** – Assembly Bill (AB) 2197 (Mullin) – to require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles.

On a motion by Steve Hartwig, and a second by Dan Kasperson, the STA TAC approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**. (8 Ayes)

**B. Transit Corridor Study – Selection of Service Alternative and Implementation Steps**

Nancy Whelan, STA Project Manager, presented and provided an overview of the service alternatives and their performance, recommended selection of a preferred service alternative, discussion of the capital requirements and phasing plan, discussion of an implementation plan for the selected service option, and discussion of phasing of near term actions to implement the service option. She outlined the following:

Alternative B is recommended by the consultant team and STA staff as the preferred service alternative as it will provide a restructured, simple, easily understandable and high quality transit service for Solano County. The alternative is designed to adhere to the vision of a rubber-tire, freeway oriented high quality transit system, resulting in:

- Higher ridership
- Incremental growth in the frequency and span of service
- Incremental improvements in transit capital facilities to provide more reliable and faster service to the county.

Among the benefits of the recommended service plan are:

- Faster transit speeds
- Simple and easily understandable system and more direct routings
- Better service frequencies
- Improved connections between major college campuses

Nancy Whelan also reviewed the draft work plan which identifies the follow up action items and further analysis needed to implement Alternative B. The work plan addresses the service plan, a transition plan for consolidating the current 7 route structure into 4 routes, coordination with NCTPA, BART, and Solano College, the funding plan and the capital plan. Nancy Whelan also reviewed the schedule for this work plan is estimated to require approximately one year (FY 2014-15) to complete all of the planning, coordination and transition activities with initial service changes to be effective in the January – June 2016 timeframe.

Daryl Halls cited that at their May 27, 2014 meeting, the SolanoExpress Intercity Transit Consortium's proposed motion failed with a 4 to 4 vote with 4 Ayes in support of the staff recommendation and 4 abstentions, thus there was no recommendation from the Consortium to the TAC or STA Board.

Both Steve Hartwig and George Hicks requested the item be tabled until the next TAC meeting to allow time for the consultant to forward the updated draft study and for them to discuss with their Consortium members. Daryl Halls concurred with this request and indicated the report would be forwarded to the TAC in advance of the agenda for the next meeting.

After discussion, the STA TAC approved the request to table this item to the next meeting in June to allow more time to review the report.

Recommendation:

Forward a recommendation to the STA Board to:

1. Select Alternative B – BART-like Trunk System as the preferred service alternative for the intercity transit system; and
2. Authorize the development and issuance of a Request for Proposal (RFP) for a consultant to complete the planning, coordination, and transition activities needed to implement Alternative B for the intercity transit system.

*City of Vallejo's Jill Mercurio left the meeting at this time.*

On a motion by Steve Hartwig, and a second by Dan Kasperson, the STA TAC approved to table this item to the next meeting in June to allow more time to review the report. 7 Ayes and 1 Absent (City of Vallejo had just left the meeting.)

**C. Mobility Management: Consolidated Transportation Services Agency (CTSA) Designation**

Elizabeth Richards reviewed the proposal that was presented to the STA Board on May 14<sup>th</sup> and to the Paratransit Coordinating Council (PCC) on May 15<sup>th</sup>. She reviewed the Board's comments and questions which included requesting clarification on other CTSA programs and a tour of the Santa Clara's CTSA, clarifying and describing value of Faith in Action (FIA) and paratransit services, anticipating the value of coordinating County HSS social service transportation services to avoid duplication, and stating STA appears to be a natural fit as a CTSA for Solano County. She noted that PCC comments were positive about STA seeking CTSA designation. They also inquired about other CTSA programs that Solano County may be able to implement.

Elizabeth Richards also noted that at their May 27, 2014 meeting, the SolanoExpress Intercity Transit Consortium requested the following:

1. *City Coach's Brian McLean requested the following to be incorporated to the CTSA Designation Proposal (Attachment H) under CTSA Funding:  
"The CTSA shall not infringe on transit operators Transportation Development Act funds or Federal Transit Administration 5307 or 5339 unless specifically requested by the transit operators.";*
2. *Consider non-profits as CTSA and more specifically to meet with partnership health plan in Solano County and learn more about their transportation services and potentially discussing with them CTSA designation; and*
3. *Provide the opportunity for CTSA to consider intercity paratransit.*

Daryl Halls noted that the Consortium voted to table this item until the next meeting in June. They also requested STA staff to invite representatives from partnership health plan in Solano County to learn more about their transportation services and potentially discussing CTSA designation.

Recommendation:

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

1. The STA request CTSA designation from MTC for Solano County as prescribed in Attachment H;
2. Authorize the Executive Director to establish a CTSA Advisory Committee as outlined in Attachment H.

On a motion by Matt Tuggle, and a second by Steve Hartwig, the STA TAC voted to table this item until the next meeting in June and to include the requested changes made by the Consortium shown above in ***bold italics***. 7 Ayes and 1 Absent (City of Vallejo)

**8. INFORMATIONAL – DISCUSSION**

Due to time constraints, brief updates were provided by staff to the following:

- A. STA’s Overall Work Plan – FY 2014-15 and FY 2015-16**
- B. Regional Transportation Impact Fee (RTIF): Working Group Priorities**
- C. Project Delivery Update**
- D. Intercity Paratransit Assessment Update and Recommendation**

**NO DISCUSSION ITEMS**

- E. Mobility Management Travel Training Update**
- F. Solano County Transit Facilities Update**
- G. Mobility Management Call Center Update**
- H. 2014 Bike to Work Day Campaign Wrap-up**
- I. Summary of Funding Opportunities**
- J. STA Board Meeting Highlights of May 14, 2014**
- K. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2014**

**9. ADJOURNMENT**

The meeting was adjourned at 3:20 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, June 25, 2014.**

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DATE: June 13, 2014  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager  
RE: Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - July 2014 – Cities of Dixon and Rio Vista

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**Background:**

The Transportation Development Act (TDA) was enacted in 1971 by the California Legislature to ensure a continuing statewide commitment to public transportation. This law imposes a one-quarter-cent tax on retail sales within each county for this purpose. Proceeds are returned to counties based upon the amount of taxes collected, and are apportioned within the county based on population. To obtain TDA funds, local jurisdictions must submit requests to regional transportation agencies that review the claims for consistency with TDA requirements. Solano County agencies submit TDA claims to the Metropolitan Transportation Commission (MTC), the Regional Transportation Planning Agency (RTPA) for the nine Bay Area counties.

**Discussion:**

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. At this time, the TDA matrix for FY 2014-15 (Attachment B) will be submitted to the STA Board for approval July 9, 2014.

The cost share for the intercity routes per the Intercity Funding Agreement is reflected in the TDA Matrix. The intercity funding formula is based on 20% of the costs shared on population and 80% of the costs shared and on ridership by residency. Population estimates are updated annually using the Department of Finance population estimates and ridership by residency is based on on-board surveys conducted March 2012. The intercity funding process includes a reconciliation of planned (budgeted) intercity revenues and expenditures to actual revenues and expenditures. In this cycle, FY 2012-13 audited amounts were reconciled to the estimated amounts for FY 2012-13. The reconciliation amounts and the estimated amounts for FY 2014-15 are merged to determine the cost per funding partners.

Last year, the reconciliation offset FY 2013-14 subsidy requirements from all funding partners. The offset amount for SolTrans resulted in a rebate of TDA funds to Dixon in the amount of \$1,114, FAST for \$112,547 and Vacaville for \$27,540. This year, the actual expenditure were more in line with the estimated amount for FY 2012-13 which suggest that FAST and SolTrans are getting more accurate in estimating both costs and revenues for each route.

The Solano FY 2014-15 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimates (Attachment A).

**Discussion:**

For FY 2014-15, the following TDA claims are being brought forward for approval:

**Dixon Redit-Ride**

On behalf of Dixon Redit-Ride, the City of Dixon is requesting \$293,526 in TDA funds from Dixon's local TDA funds. TDA funds in the amount of \$285,105 will be used for operating and the amount of \$8,421 will be used for capital projects. The capital project is one (1) small bus replacement.

**The City of Rio Vista**

On behalf of Rio Vista Delta Breeze, the City of Rio Vista is requesting \$410,092 in TDA funds from Rio Vista's local TDA funds. TDA funds in the amount of \$393,903 will be used for operating, the amount of \$3,239 will be used for a capital project and \$12,950 will be used for planning. The capital project is a Park and Ride Lot and the planning project is match funding for Rio Vista Service and Outreach Analysis.

The City of Vacaville TDA claim amounts were approved by the STA Board in June 2014. MTC staff informed STA that Vacaville made an addition allocation of \$200,000 after January 31, 2014. STA staff updated the matrix amount from \$70,000 to \$270,000 to include the unaccounted for allocation. This revision adjusts the remaining balance of TDA funds Vacaville has available and does not affect Vacaville's TDA claim.

**Fiscal Impact:**

None to STA. With the STA Board approval of the July TDA matrix, it will provide the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

**Recommendation:**

Forward a recommendation to the STA Board to approve the FY 2014-15 Solano TDA Matrix – July 2014 as shown in Attachment B for the Cities of Dixon and Rio Vista.

Attachment:

- A. FY 2014-15 TDA Fund Estimate for Solano County
- B. FY 2014-15 Solano TDA Matrix – July 2014

FY2014-15 FUND ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY			Attachment A Res No. 4133 Page 9 of 16 2/26/2014	
<b>FY2013-14 TDA Revenue Estimate</b>			<b>FY2014-15 TDA Estimate</b>	
<b>FY2013-14 Generation Estimate Adjustment</b>			<b>FY2014-15 County Auditor's Generation Estimate</b>	
1. Original County Auditor Estimate (Feb, 13)	15,682,592		13. County Auditor Estimate	15,512,708
2. Revised Estimate (Feb, 14)	15,512,708		<b>FY2014-15 Planning and Administration Charges</b>	
3. Revenue Adjustment (Lines 2-1)		(169,884)	14. MTC Administration (0.5% of Line 13)	77,564
<b>FY2013-14 Planning and Administration Charges Adjustment</b>			15. County Administration (0.5% of Line 13)	77,564
4. MTC Administration (0.5% of Line 3)	(849)		16. MTC Planning (3.0% of Line 13)	465,381
5. County Administration (0.5% of Line 3)	(849)		17. Total Charges (Lines 14+15+16)	620,509
6. MTC Planning (3.0% of Line 3)	(5,097)		18. TDA Generations Less Charges (Lines 13-17)	14,892,199
7. Total Charges (Lines 4+5+6)		(6,795)	<b>FY2014-15 TDA Apportionment By Article</b>	
8. Adjusted Generations Less Charges (Lines 3-7)		(163,089)	19. Article 3.0 (2.0% of Line 18)	297,844
<b>FY2013-14 TDA Adjustment By Article</b>			20. Funds Remaining (Lines 18-19)	14,594,355
9. Article 3 Adjustment (2.0% of line 8)	(3,262)		21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)		(159,827)	22. TDA Article 4 (Lines 20-21)	14,594,355
11. Article 4.5 Adjustment (5.0% of Line 10)	0			
12. Article 4 Adjustment (Lines 10-11)		(159,827)		

TDA APPORTIONMENT BY JURISDICTION										
Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2013 Balance (w/o interest)	FY2012-13 Interest	6/30/2013 Balance (w/ interest) <sup>1</sup>	FY2012-14 Outstanding Commitments <sup>2</sup>	FY2013-14 Transfers/ Refunds	FY2013-14 Original Estimate	FY2013-14 Revenue Adjustment	41,820 Projected Carryover	FY2014-15 Revenue Estimate	FY 2014-15 Available for Allocation
Article 3	657,685	4,632	662,317	(356,000)	0	301,106	(3,262)	604,161	297,844	902,005
Article 4.5										
<b>SUBTOTAL</b>	<b>657,685</b>	<b>4,632</b>	<b>662,317</b>	<b>(356,000)</b>	<b>0</b>	<b>301,106</b>	<b>(3,262)</b>	<b>604,161</b>	<b>297,844</b>	<b>902,005</b>
Article 4/8										
Dixon	365,312	1,701	367,013	(487,191)	0	651,873	(7,062)	524,633	643,546	1,168,179
Fairfield	492,666	13,145	505,811	(5,137,473)	2,378,311	3,793,108	(41,089)	1,498,668	3,774,523	5,273,191
Rio Vista	329,130	1,801	330,930	(243,292)	0	264,500	(2,865)	349,274	265,072	614,346
Solano County	595,067	3,155	598,222	(235,418)	0	669,987	(7,258)	1,025,533	660,883	1,686,416
Suisun City	80,356	994	81,350	(1,076,074)	0	997,599	(10,807)	(7,932)	984,871	976,939
Vacaville	4,875,441	32,553	4,907,993	(4,623,477)	0	3,283,683	(35,571)	3,532,629	3,232,799	6,765,428
Vallejo/Benicia <sup>4</sup>	336,860	1,989	338,849	(5,283,854)	0	5,093,432	(55,175)	93,251	5,032,663	5,125,914
<b>SUBTOTAL<sup>5</sup></b>	<b>7,074,831</b>	<b>55,337</b>	<b>7,130,168</b>	<b>(17,086,778)</b>	<b>2,378,311</b>	<b>14,754,183</b>	<b>(159,827)</b>	<b>7,016,056</b>	<b>14,594,355</b>	<b>21,610,411</b>
<b>GRAND TOTAL</b>	<b>\$7,732,517</b>	<b>\$59,968</b>	<b>\$7,792,485</b>	<b>(\$17,442,778)</b>	<b>\$2,378,311</b>	<b>\$15,055,289</b>	<b>(\$163,089)</b>	<b>\$7,620,217</b>	<b>\$14,892,199</b>	<b>\$22,512,416</b>

1. Balance as of 6/30/13 is from MTC FY2012-13 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/13, and FY2013-14 allocations as of 1/31/14.
3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.
4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.





DATE: June 13, 2014  
TO: STA TAC  
FROM: Paulette Cooper, SNCI Commute Consultant  
RE: Solano Napa Commuter Information (SNCI) Vanpool Program Annual Report

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**Background:**

In the late 1970's, rideshare programs were instituted throughout the country to provide assistance to individuals who wanted to form vanpools. Funded by Caltrans in California, they enabled groups of 10-15 commuters to come together and lease a vehicle. Those groups paid all the expenses for the vehicle, including lease, maintenance, insurance and fuel. Solano County residents were quick to use vanpools to transport them to employment areas in San Francisco and Sacramento. US Air Force retirees were settling in Solano County and finding jobs at the United Airline Maintenance Facility at the San Francisco International Airport (SFO) and other area airports. Vanpools were the economical, dependable and with the inception of carpool lanes, the fastest way to get to these areas of employment.

Currently, 234 of the Bay Area's 537 registered vanpools (42%) traveling through Solano County daily. This equates to approximately 2,574 van riders; 5,148 round trips; with a total of 1,235,520 trips annually.

Sixty-three per cent of these vanpools (143 out of 234) originate in Solano County and travel to other counties. While the destination counties of these vanpools have become more dispersed over time, San Francisco is still the leading destination with 58 vanpools. Shift workers going to San Francisco Airport account for the high number of vanpools going to San Mateo County (46).

**Discussion:**

As of June 13, 2014, SNCI started twenty-nine vanpools (29) during fiscal year 2013- 2014, bringing the total number of vanpools in the county to 234. Fifteen (15) of these vanpools originate Solano County; twelve (12) have Solano County destinations; and two (2) travel through the county. Of the twelve (12) that travel to Solano County, one goes to California Medical Facility (CMF) and one to Travis Air Force Base. Ten (10) of these new vanpools travel to Genentech; Genentech launched a new vanpool program for their Solano County sites in March 2013, mimicking the vanpool program at the South San Francisco facility. The Genentech program covers the cost of the lease as well as providing gas for all vanpools for their Vacaville location

While there is a large number of vanpools leaving Solano County, from 2003 until 2011 there were only eleven vanpools coming into Solano County. Since then, the number has increased to 31 vanpools coming into Solano County, a 250% increase. Most of these vanpools are carrying employees to State Fund, Travis AFB and Genentech.

SNCI provides support for the vanpools that includes driver incentives, medical reimbursement, and passenger placement assistance. The intent of this support is to keep the vanpools on the road. In spite of this assistance, each year a certain number of vanpools go off the road or are “deleted” for a variety of reasons. During fiscal year 2013- 2014 twenty-one (21) vanpools were deleted. Nine (9) of the vans folded due to lack of riders; six (6) due to schedule changes/retirement/lay-offs; four (4) were not interested in our support services; one due to personal reasons. With the 29 new vanpools, this resulted in a net gain of eight (8) vanpools.

**Fiscal Impact:**

None.

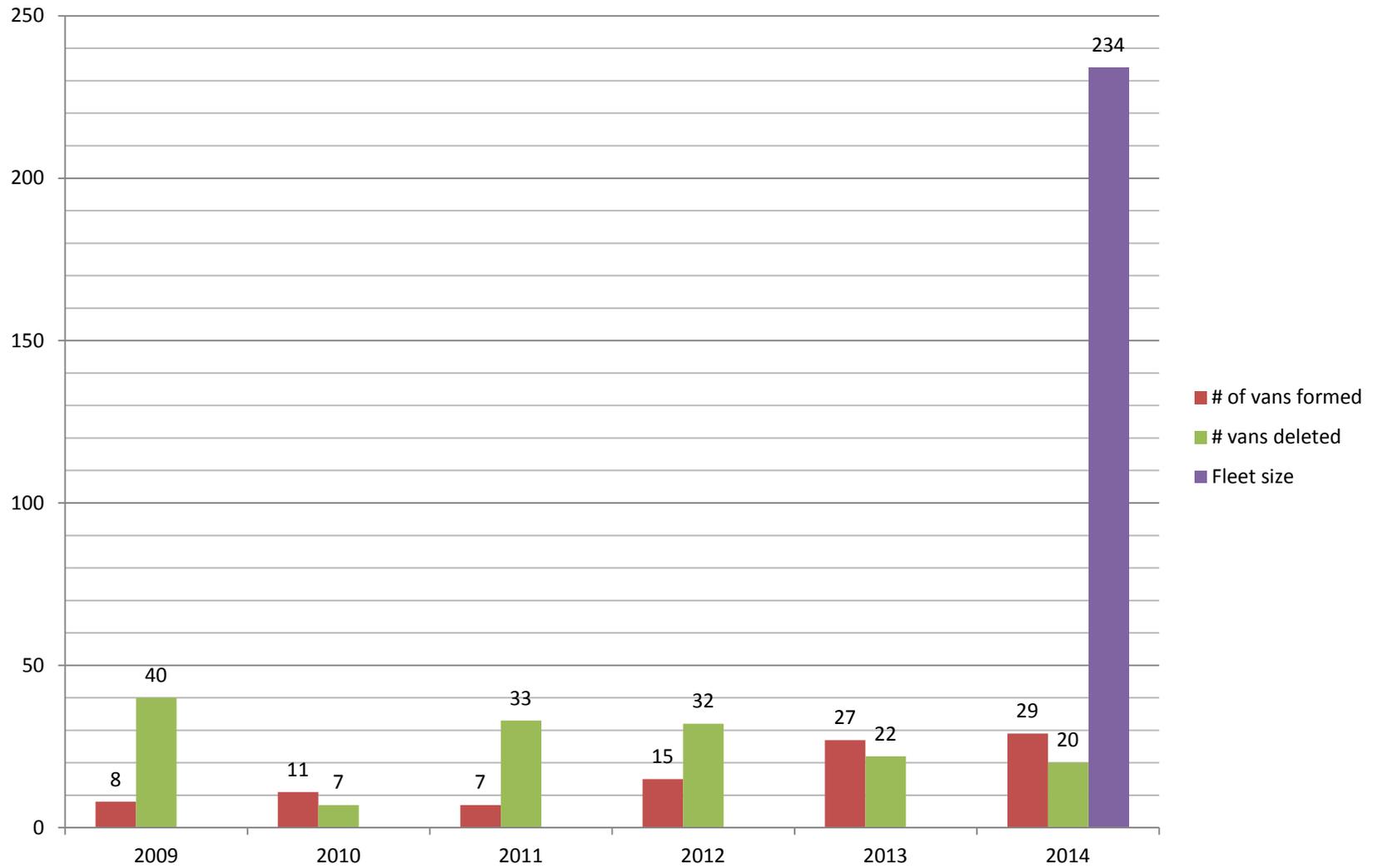
**Recommendation:**

Receive and file.

Attachment:

- A. Solano Vanpool formed/deleted/fleet size

## 2009-2014 Vanpools Formed/Deleted/Fleet Size



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DATE: June 13, 2014  
TO: STA TAC  
FROM: Judy Leaks, Program Manager  
RE: Solano Napa Commuter Information 2014-15 Work Program

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**Background:**

The Solano Napa Commuter Information (SNCI) program serves as a “one-stop-shop,” offering informational resources and programs for commuters interested in finding alternatives to driving alone, as well as transportation information for non-commuters. SNCI also works with employers in Solano and Napa counties to encourage the use of commute alternatives through events, promotions, vanpool formation and support, and other activities. The SNCI program is currently funded and managed by the STA, through Metropolitan Transportation Commission (MTC) Regional Rideshare, Bay Area Air Quality Management District (BAAQMD), and Eastern Congestion Mitigation Air Quality (ECMAQ) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. The BAAQMD and ECMAQ funds allow the SNCI program to provide services that would not otherwise be available such as, commuter incentives, the emergency ride home program, the employer commute challenge, and a range of localized services. These services support efforts to reduce carbon emissions, address climate change concerns, promote expanded use of transit and ridesharing, and help improve mobility in Solano and Napa counties.

**Discussion:**

The FY 2014-15 SNCI Work Program includes the following major elements:

- Customer Service – commuter/mobility call center, display racks, website
- SNCI Marketing Strategy
- Vanpool formation and support
- Employer Outreach Program
- Commuter Benefits Program (SB 1339) Implementation
- County Commute Challenges – Solano and Napa counties
- Emergency Ride Home Program
- Bike to Work Promotion/Bicycle incentive & map
- Partnerships w/ other programs and outside agencies

**Customer Service:**

Provide high quality, personalized rideshare, transit and other non-drive alone trip planning information to commuters and the public through the commuter call center, websites and other means. *Complete 600 placement calls to new ridematch applicants.*

Incorporate the provision of mobility management information services to staff the Mobility Call Center. *a) Develop expertise in mobility options for seniors, people with disabilities and low-income customers through training and sensitivity. b) Provide Regional Transit Cards*

*(RTC), Senior Clipper cards and Clipper card add-fare options as well as FasTrak transponders and BikeLink locker assistance.*

Continue to supply display racks throughout the counties with transportation materials/brochures and local and regional transit information and schedules. *a) Visit each display rack location at least one time each year. b) Increase the # of display racks by 50%.*

#### SNCI Marketing Strategy:

Based on findings of the 2013 SNCI Marketing Strategy and Action Plan Study, increase awareness of SNCI through examining the program brand, improving web communications, updating the SNCI website and continuing to reach commuters through employer outreach and events.

Examine program brand/assess the SNCI program name and logo. *Determine/confirm program name and logo.*

Use Facebook as a media tool. *Double the # of Facebook friends.*

Update website page. *Increase website hits by 30%.*

Market the SNCI program through radio and internet ads. *a) Purchase ads on local radio (KUIC) for promotions (Solano Commute Challenges, Bike to Work Days) b) research, develop plan and purchase internet ads.*

Based on an assessment conducted of all community events from 2009-2014, focus efforts at employer sites and large community events like Earth Day and limit events at local farmers markets. *a) Schedule events at employer sites. b) Create and implement a simple “One-hour mini-event” for employers.*

Provide SNCI materials in additional languages as part of Title VI program compliance. *Translate and provide printed copies of marketing materials in Spanish and make materials available in Tagalog, Cantonese, and Vietnamese, per Title VI requirements.*

#### Vanpool Formation and Support:

Twenty-nine (29) vanpools were started between July 1, 2013-June 13, 2014 – two vanpools over the MTC/511 Rideshare goal of 27.

Continue formation and support for vanpools that travel to, from or through Solano and Napa counties. *a) Start 29 vanpools. b) Provide incentives to assist the formation of vanpools. c) Complete 500 placement/follow-up calls to/for vanpools, critical vanpools, and potential vanpool passengers. d) Track starts, deletes and incentives – determine effectiveness of incentives.*

#### Employer Program:

Outreach to Solano and Napa employers to be a resource for commuter alternative information including setting up internal rideshare programs. Continue to concentrate efforts on large employers through distribution of materials, events, major promotions, surveying and other means.

Increase the # of active employers in SNCI employer database. *Increase database size with a net gain of 12 new employers.*

Conduct events at employer sites. *Schedule 30 events at employers and large community events. Improve event set-up to be more engaging to those passing by. Determine incentives to increase the number of persons seeing the SNCI message of using a commute alternative.*

Cross promote items like bike, and vanpool incentives, emergency ride home, Commute Challenges, vanpool opportunities

**Commuter Benefits Program (SB 1339) Implementation:**

Implement the Commuter Benefits Program (SB 1339) throughout Solano and Napa counties with employers having 50+ employees. Work with the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to execute a program that supports affected employers to meet the requirements of the rule.

Provide employers a consultation that explains the details for each option choice. Send periodic mailings to all affected employers as a reminder of the September 30 deadline, and offer assistance in developing and selecting an option that best suits their needs.

**County Commute Challenges:**

Conduct one (1) employer challenge each in Solano and Napa counties that encourages employers and employees to encourage the use of commute alternatives to driving alone. These campaigns include an incentive element and enlist the support of local chambers of commerce. *Increase employer participation by 10% and employee participation by 20%.*

**Emergency Ride Home Program:**

Focus on marketing the Emergency Ride Home Program, verify and update all current enrollees. *Take advantage of the Commuter Benefits program to increase the number of employers registered by 10%.*

**Bike to Work Promotion/Bicycle incentive/BikeLinks map:**

Take the lead in coordinating the regional 2015 Bike to Work campaign in Solano and Napa counties. Provide information and support for cyclists to promote bicycling locally. Assess the effectiveness of current Energizer Station locations and make adjustments. *Increase the number of visitors at energizer stations by 10%.*

Revise and update the Solano/Yolo BikeLinks map, print and distribute copies. *Work with planning to re-design and update the BikeLinks map.*

Market the “Bucks for Bike” incentive. *Market through the Bike to Work promotion, employer and community outreach and the SNCI website and Facebook pages.*

**Partnerships w/ other programs and outside agencies:**

Coordinate with other programs and outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include providing support to programs like Safe Routes to School (SR2S) and Seniors, People with Disabilities and low income; and assisting local jurisdictions and non-profits implementing projects.

**Fiscal Impact:**

The SNCI program is fully funded by MTC Regional Rideshare Program funds, BAAQMD Transportation for Clean Air (TFCA) funds, and ECMAQ funds for an annual total of \$618,000.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Solano Napa Commuter Information Work Program for FY 2014-15.

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DATE: June 17, 2014  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: Solano Management Assistance Program (MAPS)

---

**Background:**

The STA and the County of Solano's Geographical Information Systems (GIS) department originally entered into a contract agreement to develop MAPS pilot demonstration project on March 14, 2011. Attachment A includes the original contract agreement between the County and the STA. The intention of the MAPS Pilot Project was to demonstrate electronic online interactive project management information tracking and file sharing between the STA and its member agencies. Two cities were selected to participate during this pilot stage: the cities of Vallejo and Dixon (a large city and a small city respectively). The original Executive Summary of the MAPS program includes further details regarding the program's purpose and is included as Attachment B. The STA also contracts with the County for GIS services.

The approved budget for the project was \$45,000 in Surface Transportation Program (STP) federal planning funds. The STA's original agreement expired on December 31, 2011, but was extended to December 31, 2014 by the STA Board on September 11, 2013 as discussed below.

**Discussion:**

The fundamental component of the MAPS Pilot Project was to allow project managers to access and share project information online. Prior to the original agreement expiration in 2011, the County completed task 1 and 2, as well as a portion of task 3 (as specified in Attachment A). However, the project experienced a significant delay when the program could not be accessible online by agencies outside of the County computer network. At the time, County staff attributed the accessibility problem to their network's firewall and incompatibility issues to the project's software "Microsoft SharePoint". The project was subsequently delayed for over 18 months.

In July 2013, the STA re-engaged GIS staff from the County, City of Vallejo and City of Dixon to complete the MAPS program as intended. The County GIS staff had indicated that they were ready to move forward with the project and that the network compatibility, or was close to being resolved. The STA Board subsequently approved an extension to the agreement on September 11, 2013.

After the Board approved the amendment, a Working Group was formed with the STA, County of Solano GIS, City of Vallejo and City of Dixon Public Works staff participants. A meeting was held on Thursday, October 3, 2013 to kick off the project again since all except the County were new staff assigned to the project.

The kick off meeting included the following agenda topics:

1. Background and Introductions- Introduce County GIS Staff/ Original Scope of Work/Pilot Project Purpose/ Role of STA, Solano County, and member agencies.
2. Member Agency and STA discussion on Project Tracking- Discussion on how all three agencies track projects and how other departments may interact with project delivery.
3. MAPs Program Presentation- Solano County Staff presents the current state of the program and candid round table discussion on what is useful versus what is duplicative or not necessary.
4. Schedule- County GIS Staff to provide a schedule for project completion and next steps

The Working Group was supportive of the potential program opportunities after this kick off meeting. However, the prior issue of not being able to access the program remotely continued. The County GIS staff assured the Working Group that they were working on their firewall compatibility issue.

The project languished again between October 2013 through January 2014 and as a result, STA staff met with County GIS staff on February 14, 2014 to discuss the situation. The County staff reiterated the County's commitment to complete the MAPS Pilot program and explained solutions that the County staff was working on to overcome the County's firewall issue and getting the MAPS Pilot project back on track. During the following months (March and April), the County GIS staff was generally responsive to the overall progress and even was able to allow the STA, City of Vallejo and City of Dixon to connect to the program at one point. However, despite being able to view the program online, neither agencies could access any of the programs functions. Although the County GIS staff has indicated they've continued to work on solutions on the hardware and software side, there has not been any progress made on the user end since then.

In conclusion, after 3 years, STA staff and the Cities of Vallejo and Dixon cannot run the MAPS program or access it any further. Due to the significant delay and lack of a product being available, STA staff has begun to create an online Google based tracking tool. The STA online project tracking tool online was demonstrated at the May 22nd and June 17th PDWG meetings and received unanimous support for completion. This program meets the needs of the STA and the local project sponsors, it is easy to use and is ready to be implemented right away. Therefore, staff is recommending STA terminate its contract with the County for the MAPS Pilot Program at this time and focus its staff resources in developing the STA in-house online project tracking program in a timely manner.

**Fiscal Impact:**

The contract specifies \$45,000 from Surface Transportation Program (STP) Funds for this pilot program, no funds have been paid to the Solano County as no useable product has been produced. Terminating the contract for the MAPS Pilot Program would result in \$45,000 of savings. The unused funds would be utilized by the STA on other priority planning activities, including approximately \$10,000 to finalize the online coding for the STA in-house online project tracking tool.

In addition, it was anticipated that the County GIS Staff would need to maintain the MAPS Pilot Project at a fee of \$15,000 to \$20,000per year once it was completed for user access. STA staff is projecting an annual cost of \$6,000 to maintain its own in-house online project tracking tool.

**Recommendation:**

Forward a recommendation to the STA Board to authorize the Executive Director to send a notice to the County of Solano's GIS Department regarding STA's intent to terminate the existing agreement with the County GIS Department for the purposes of the MAPS Program.

Attachments:

- A. STA/County Agreement (March 11, 2011)
- B. MAPS Executive Summary
- C. Estimated Cost Comparison



ATTACHMENT A

FUNDING AGREEMENT  
Between The  
SOLANO TRANSPORTATION AUTHORITY  
And  
SOLANO COUNTY  
FOR A GRANT OF STP FUNDS:

*Solano County MAPS Pilot Program*

This Funding Agreement ("Agreement") is made on 25 Mar 2011 between the Solano Transportation Authority, a joint powers authority consisting of the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun, Vacaville and Vallejo, and the County of Solano, ("Project Sponsor"), and Solano County, a political subdivision of the State of California, ("County").

RECITALS

WHEREAS, Project Sponsor coordinates with the local project managers from the seven cities and the County, known as the Solano Project Delivery Working Group (Solano PDWG), for the delivery and/or monitoring of over \$400 million in active federal, state, regional, and locally funded transportation projects countywide; and

WHEREAS, Project Sponsor desires the assistance of County's Geographic Information Systems (GIS) division to assist in the development of an online communication and project management tool to streamline the circulation of project documents, project status and funding information for the Solano PDWG; and

WHEREAS, County is qualified to perform such services.

AGREEMENT

NOW THEREFORE, in consideration of the mutual promises set forth in this Agreement, the Project Sponsor and County agree as follows:

**A. Project and Funding Identification:**

1. County shall perform those services as set forth the STA Staff Report dated November 19, 2010, approved by the STA Board on December 8, 2010, and the MAPS Pilot Scope of Work both of which are attached and incorporated by this reference as Exhibit A.
2. The maximum funding amount allocated for project development is \$45,000.

**B. County Agrees:**

1. To be bound and abide by any and all applicable provisions of the Interagency Agreement, as amended by Amendment No. 1, between Project Sponsor and the Metropolitan Transportation Commission ("MTC") both of which are attached to as Exhibit B and C respectively, and incorporated by this reference as if fully set forth in this Agreement.
2. To cooperate with Project Sponsor and do all such things, provide all such documentation and take all such actions as shall be reasonably requested by Project Sponsor, to facilitate County and Project Sponsor's compliance with the Funding Agreement.
3. To submit invoices to Project Sponsor upon Project completion.

**C. Project Sponsor Agrees:**

Upon submission of an invoice by County, and upon approval of the Project Sponsor's representative, pay County monthly in arrears for fees and expenses incurred the prior month, up to the maximum amount provided for in this Agreement.

**D. It Is Mutually Agreed:**

1. Term: This Agreement shall remain in effect through December 31, 2011, unless it is terminated earlier as provided below.
2. Termination: Project Sponsor's obligation under this Agreement is subject to the availability of authorized funds. Project Sponsor may terminate the Agreement, or any part of the work, without prejudice for lack of appropriation of funds. If expected or actual funding is withdrawn, reduced or limited in any way prior to the expiration date set forth in this Agreement, or any subsequent Amendment, the Project Sponsor may, upon written Notice to the County, terminate this Agreement in whole or in part. Project Sponsor shall provide written notice of termination, pursuant to this clause, to Recipient at least sixty (60) days prior to the effective date of termination.
3. Indemnity: County shall indemnify, defend with counsel approved by Project Sponsor, and hold harmless, Project Sponsor and its member jurisdictions, and their respective officials, officers, directors, employees, agents, and volunteers, from and against any and all claims, suits, actions, causes of action, loss, damages, expense and costs (including, without limitation, costs and fees of litigation) of every nature arising out of or in connection with performance of work hereunder, including, but not limited to, performance of work on the Project, or County's failure to comply with any of its obligations contained in this Agreement, except such losses or damages which are caused by the sole negligence or willful misconduct of Project Sponsor.

Recipient shall also indemnify, defend and hold harmless Project Sponsor from and against all claims, suits or actions which result from the performance of services under this Agreement.

4. Insurance: County will maintain status as a legally self-insured public entity for general liability and will maintain a self-insured retention of ten thousand dollars (\$10,000), and primary

insurance of one hundred thousand dollars (\$100,000) per occurrence through participation in the California State Association of Counties Excess Insurance Authority (CSAC-EIA) for all activities provided by its employees. Excess liability coverage with limits to twenty-five million dollars (\$25,000,000) may be provided through participation in the CSAC-EIA. This insurance will be considered primary. County will provide evidence of such coverage to Project Sponsor and will name Project Sponsor as additional insured.

5. Notice: All notices and other communications required or permitted to be given under this Agreement shall be in writing and shall be personally served or mailed, postage prepaid and addressed to the respective parties as follows:

TO PROJECT SPONSOR:  
Daryl K. Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585  
Attn: Sam Shelton, Project Manager

TO RECIPIENT:  
Ira Rosenthal, Chief Information Officer  
Solano County  
675 Texas St., Suite  
Fairfield, CA 94533  
(707) 784-300  
Attn: Jake Armstrong, GIS Coordinator

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days following the date of deposit with the United States Postal Service.

6. Assignability: Neither party to this Agreement shall assign or transfer any interest in this Agreement nor the performance of any duties or obligations hereunder, without the prior written consent of the other party, and any attempt by either party to so assign or transfer this Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

7. Governing Law: Project Sponsor and County agree that the law governing this Agreement shall be that of the State of California.

8. Venue: In the event that suit shall be brought by either party, the parties agree that venue shall be exclusively vested in the state courts of the County of Solano, or where otherwise appropriate, exclusively in the United States District Court, Eastern District of California, Sacramento, California.

9. Interpretation: Each party has reviewed this Agreement and any question of doubtful interpretation shall not be resolved by any rule or interpretation providing for interpretation against the drafting party. This Agreement shall be construed as if both parties drafted it. The

captions and headings contained herein are for convenience only and shall not affect the meaning or interpretation of this Agreement.

10. Force Majeure: Neither the Project Sponsor nor the County shall be liable or deemed to be in default for any delay or failure in performance under this Agreement or for any interruption of services, directly or indirectly, from acts of god, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the Project Sponsor or County.

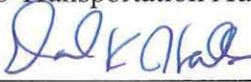
11. Controlling Provisions: In the event of a conflict between the provisions of this Agreement and those of the Interagency Agreement, the terms and conditions of this Agreement shall control.

12. Prior Agreements and Amendments: This Agreement, including Exhibit A, represent the entire agreement of the parties with respect to the subject matter described in this Agreement, and no representation, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth in this Agreement. This Agreement may only be modified by a written amendment duly executed by the parties.

The parties have executed this Agreement on the day and year first written above.

"PROJECT SPONSOR"

Solano Transportation Authority

By   
Daryl K. Halls, STA Executive Director

Approved as to form:

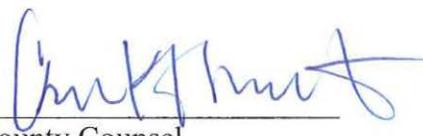
By   
STA Legal Counsel

"COUNTY"

Solano County

By   
Michael D. Johnson, County Administrator

Approved as to Form

By   
County Counsel



DATE: November 19, 2010  
 TO: STA Board  
 FROM: Sam Shelton, Project Manager  
 RE: Management Assistant for Projects in Solano (MAPS) Pilot Project

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**Background:**

The STA's Project Delivery Department is responsible for the delivery of a variety of STA led projects (e.g., I-80/I-680/State Route (SR) 12 Interchange Project, SR 12 Jameson Canyon Project, Jepson Parkway, etc.) and monitors the delivery of STA supported & funded projects (e.g., local street rehabilitation projects, bridge toll funded transit center projects, bicycle and pedestrian projects, etc.). With a staff of three, the STA Project Delivery Department currently assists the seven cities and the County in the delivery and monitoring of over \$400 million in active federal, state, regional, and locally funded transportation projects countywide.

STA staff also coordinates and works with the Solano Project Delivery Working Group (Solano PDWG), composed of local project managers from across the county who have met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

*Earlier Project Delivery Deadlines Without Additional Tools*

Over the last two years, the Solano PDWG has requested project delivery assistance beyond what is currently offered by the STA, the Metropolitan Transportation Commission (MTC), and the Caltrans Department of Local Assistance. This need was particularly acute during the last 2011 Transportation Improvement Program (TIP) development process to help understand project status and funding, throughout the expedited and hurried nature of spending American Recovery & Reinvestment Act (ARRA) funds, and during recent Federal Highway Administration (FHWA) audits of federally funded projects.

During the Spring of 2010, STA staff toured all local agency public works and capital improvement departments to better understand their project delivery & project management strengths and weaknesses. Each local agency has unique and distinct ways of tracking federal aid project funding and delivery deadlines, with varied level of effectiveness. Recent local agency staff turnover and budget cuts have added pressure to these tracking methods. STA staff also held a project delivery forum with MTC staff, Caltrans staff, and local agency staff to better understand challenges and opportunities for improving project delivery. One recommendation from that effort was to create an online communication and project management tool to streamline the circulation of project documents, status information, and funding information between all of the previously mentioned agencies.

### *Solano Project Mapper and Management Webtools Concept & Elements*

The project concept is to create an efficient Capital Improvement Program (CIP) web based project management and reporting tool for all public works projects within Solano County. A set of customized applications and a shared collaborative secured website will be built to meet the needs and procedures for reporting and documenting active projects for Solano County agencies and partner agencies, such as Caltrans and MTC. As a project management tool, this program will save valuable time for administrators, managers, and engineers as they submit reports and file requests internally (e.g., council reports, grant applications) and with STA, MTC, and Caltrans (e.g., TIP amendments, E76 requests, and FHWA audits).

The following elements will be incorporated into its design:

- A web-based one-stop information center lets all contributing agencies access project information whenever they need it.
- The one-stop information center is web-based and therefore accessible anywhere, to facilitate project delivery collaboration with multiple agencies.
- Up-to-date Executive Summary displays big-picture information for quick review and alert on imminent or persistent issues.
- Using ArcGIS geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- Online storage of documents, data, and images offers great power and ease of use in managing large amounts of digital photos and scanned project documents.

### *Scope of Work*

STA staff have drafted the attached Scope of Work with the County of Solano Geographic Information Systems (GIS) department, who will be contributing \$6,000 as the local match for this project (Attachment A). The STA will enter into a Cooperative Work Agreement to complete this work in partnership with Solano PDWG members.

The Scope of Work describes completing the project in three phases: 1) Project Mapping and Tracking webtools, 2) Project Management webtools, and 3) Public Accessible Project Information webtools.

### *Solano PDWG Draft Scope of Work Feedback*

On July 27, 2010, the Solano PDWG reviewed a draft Scope of Work and generally supported the project's concept. Some Solano PDWG members requested that the webtools be developed prior to Solano PDWG members committing to its use. STA staff answered that Solano PDWG members will be part of the program's development, to help ensure that the program will be useful to project managers. Solano PDWG members were also interested in operations and maintenance costs of such a web-based program. The Solano County GIS already has a model for cost sharing of GIS based products (e.g., aerial photos), and STA will look towards implementing a similar approach as local agencies choose to use the program.

On August 24<sup>th</sup>, the Solano PDWG requested additional scope of work details and suggested that MTC and Caltrans review the scope for multi-agency communication benefits.

On August 25<sup>th</sup>, the STA Technical Advisory Committee (TAC) concurred with Solano PDWG's comments and requested a more detailed scope of work. STA staff and Solano County GIS staff have prepared a more detailed scope of work.

**Discussion:**

On October 7, 2010, a subcommittee of the Solano PDWG including members from Dixon, Vacaville, and Vallejo met with STA Staff and Solano County GIS staff to help refine the Solano Project Mapper Scope of Work. The subcommittee agreed to focus the Scope of Work on the following seven key areas, which have been incorporated into the Scope of Work (Attachment A):

1. Shared Document Library
  - a. Shared project document storage online
  - b. Useful for sending information between agencies quickly (but more secure and accessible than an FTP site)
  - c. Easily prepare document copies for audits
2. Simple Project Update Form for smaller cities
  - a. Keep partner agencies current on projects through a simple online form.
  - b. Form to be developed around prior project update form concepts (e.g., STA Project Delivery Form, FMS forms, STIP PPR forms, etc.)
3. More Robust Project Management Support for larger cities
  - a. Develop unique agency-specific project tracking and document support for larger cities
  - b. Pursue data capture from existing sources (e.g., existing project manager spreadsheets, MS Project files, etc.) to minimize new data entry requirements (e.g., avoid additional project delivery data entry)
4. CIP Reporting Summaries
  - a. Create CIP reports based on data collected for specific project delivery review processes (e.g., D-Team meetings, CIP review meetings, project conflict meetings, STA Project Delivery Update reports to Solano PDWG, TAC and STA Board).
  - b. Create deadline reports
5. Project Mapping
  - a. Create basic project mapping for CIP reports and STA project maps
  - b. Publicly accessible project information maps are a lower priority
6. Data Security
  - a. Ensure data security by working with local agency IT departments
  - b. Ensure project information security
7. Collaboration with MTC and Caltrans
  - a. Ensure that the document sharing and project delivery data helps MTC and Caltrans.
  - b. Once the pilot project reaches a functioning draft stage, share the progress with Caltrans and MTC for further modification.

On October 28, 2010, the Solano PDWG recommended that the STA TAC forward a recommendation to the STA Board to approve the Scope of Work described in Attachment A to develop the “Management Assistant for Projects in Solano (MAPS)” Pilot project.

On November 17, 2010, the STA TAC unanimously approved to forward a recommendation to the STA Board to approve the Scope of Work described in Attachment A to develop the “Management Assistant for Projects in Solano (MAPS)” Pilot project.

**Fiscal Impact:**

\$45,000 in Surface Transportation Program (STP) federal planning funds and \$5,000 in Project Programming and Monitoring (PPM) local match funds are part of the STA Fiscal Year (FY) 2010-11 Budget for this project. The STA is currently discussing how additional local funds would come from the County of Solano’s Department of Information Technology to fund this project. Operations and maintenance funding has yet to be budgeted. The estimated yearly maintenance of this tool is \$15,000 to \$20,000.

**Recommendation:**

Authorize the Executive Director to enter into an agreement with the County of Solano to develop the “Management Assistant for Projects in Solano (MAPS)” Pilot project, as described in the scope of work in Attachment A.

Attachment:

- A. Management Assistant for Projects in Solano (MAPS) Pilot, Scope of Work, (Oct 2010)



Solano County GIS  
2011-03-22

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# Proposal for

## Solano County Intra Regional Transportation Reporting and Tracking System

This project is to create a web mapping application that facilitates capital improvement tracking for Solano Transportation Authority (STA) Transportation Improvement Program System (TIPS). The mapping application will allow for project viewing and status tracking, as well as a mean to update project parameters.

I.	SUMMARY .....	3
II.	INTRODUCTION .....	4
III.	NEEDS/PROBLEMS .....	4
IV.	GOALS/OBJECTIVES .....	4
V.	PROCEDURES/SCOPE OF WORK .....	6
VI.	TIMETABLE & BUDGET .....	8
VII.	KEY PERSONNEL .....	9
VIII.	EVALUATION.....	9
IX.	NEXT STEPS .....	9
X.	APPENDIX.....	10

# I. Summary

As a pilot project, the Solano County Intra Regional Transportation tracking website will leverage existing GIS technology and web based project management software to create and support a collaborative and interactive tracking tool for managing capital improvement projects for the Solano Transportation Authority, City of Vallejo and the City of Dixon. From feature creation and editing to reporting, this application will provide a set of tools that take advantage of existing technology and allows for a more robust, dynamic exchange of vital information. The website will be accessible and accurate. It is accessible because it is available to intranet users through standard web browsers and accurate because all of the data, spatial data included, is stored in central location. No matter where the application is accessed, it is always hitting the same information.

The users of this web site will be able to research, track and share project information with other members with other members of the Solano Transportation Authority as well as with the state and federal government.

Members should benefit from having

- Better communication between the state, federal and other local agencies.
- On line document repository and document management system.
- On line access to mandatory input and reporting forms
- Searchable forms and database for Project information.
- Website assisted tracking and submittal of forms to local, state, and federal agencies.
- A mapping component allowing visualization of the project environment and progress

This project should take a total of 680 man-hours to complete and will result in the following deliverables:

- A secure extranet GIS website with editing capabilities showing all active projects within Solano County.
- Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively.
- A public website for interested citizens to view upcoming projects within the county.

## II. Introduction

Capital Improvement Projects (CIP) require sizable investments of time and money from a variety of government funding sources. The lifespan of these projects may cover several months to several years and costs may exceed several millions of dollars. Projects are often encumbered by the political process, size, cost, and location or environmental concerns. Location relative to other projects and surrounding infrastructure elements may determine when and where to proceed. This proposal incorporates the design of a secured web base extranet application for creating and tracking CIP budget, schedule, and spatial information. Using an enterprise ArcGIS Server application with Microsoft SharePoint within a collaborative web environment, users can both view and edit new project tasks, dollars, and geographic features directly into a secure database and on maps.

## III. Needs/Problems

There are a variety of special districts and public works departments that have projects either currently under construction or scheduled for construction over the next few years. These projects are often times overlapping in scope and locations. Most of these agencies manage several large and small Capital Improvement Projects (CIP) at any time of the year. Managing and reporting on these projects lead to a complex mixture of spreadsheets and paper records that are stored and sometimes unavailable to other agencies that may need that information. This proposal will offer a solution for a user-friendly and time saving means to deal with daily routines, reporting and tracking progress

## IV. Goals/Objectives

The Goal is to create an efficient CIP web-based project management and reporting tool for all public works projects within Solano County. A set of customized applications and a shared collaborative secured website built to meet the needs and procedures for reporting and documenting active projects for both the State (CalTRANS), Metropolitan Transportation Commission (MTC) and the Solano Transportation Authority (STA). As a management tool, it will save valuable time for administrators, managers, and engineers.

The system is customized to incorporate all the essential management functions in reporting and tracking together with operational functions such as schedule, daily report, request for information, change order, progress photo documentation, meeting schedules, minutes of meetings, etc. This site will also include a GIS interface that will enable users to retrieve information by clicking on the site map or layout drawings.

- A web-based one-stop information center lets all contributing agencies to have information whenever they need it.
- The one-stop information center is web based and therefore accessible anywhere. You can access project information and collaborate with the project team at any location with an internet connection.
- Up-to-date Executive Summary displays big-picture information for quick review and alert on imminent or persistent issues.
- Using ArcGIS geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- The storing of documents, data, and imagery offers great power and ease of use in managing large amount of digital photos and related documents.

In addition to these goals and objectives, the proposed project will focus on the following seven key areas, as discussed by the Solano Project Delivery Working Group in October 2010.

1. Shared Document Library
  - a. Shared project document storage online
  - b. Useful for sending information between agencies quickly (but more secure and accessible than an FTP site)
  - c. Easily prepare document copies for audits
2. Simple Project Update Form for smaller cities
  - a. Keep partner agencies current on projects through a simple online form.
  - b. Form to be developed around prior project update form concepts (e.g., STA Project Delivery Form, FMS forms, STIP PPR forms, etc.).
3. More Robust Project Management Support for larger cities
  - a. Develop unique agency-specific project tracking and document support for larger cities
  - b. Pursue data capture from existing sources (e.g., existing project manager spreadsheets, MS Project files, etc.) to minimize new data entry requirements (e.g., avoid additional project delivery data entry).
4. CIP Reporting Summaries
  - a. Create CIP reports based on data collected for specific project delivery review processes (e.g., D-Team meetings, CIP review meetings, project conflict meetings, STA Project Delivery Update reports to Solano PDWG, TAC and STA Board).
  - b. Create deadline reports
5. Project Mapping
  - a. Create basic project mapping for CIP reports and STA project maps
  - b. Publicly accessible project information maps are a lower priority

6. Data Security
  - a. Ensure data security by working with local agency IT departments
  - b. Ensure project information security
7. Collaboration with MTC and Caltrans
  - a. Ensure that the document sharing and project delivery data helps MTC and Caltrans.
  - b. Once the pilot project reaches a functioning draft stage, share the progress with Caltrans and MTC for further modification.

## V. Procedures/Scope of Work

This project will be defined as being composed of a five phased approach with deliverables associated with each phase. The first phase will establish the basic framework and architecture of the web site. Phase two will establish the database requirements, reporting forms, and user interface. Phase three will create a project tracking web mapping application. Phase four will produce a web based project management tracking, and reporting component. The last phase will create a public accessible web mapping application. This work is to be completed within 6 months of its start date.

### **Phase One:**

Develop a local agency extranet infrastructure and environment with participating agencies. The architecture will support logins, network security, document management, calendars, collaborative reporting and reporting forms, discussion groups event triggers similar to those found in Microsoft SharePoint.

Deliverable:

A secured and comprehensive collaborative Extranet site.

### **Phase Two:**

Because capture of the information required for the Caltrans Local Assistance Procedures Manual (LAPM) forms as online input does not offer a viable solution, we will design a scalable web based repository in which the project managers can control and store all project documentation, including status reports. Generic report forms will assist project managers with completing Caltrans forms and remain flexible as Caltrans updates and changes forms and procedures.

Summary reports for local agency use

Deliverable:

A user friendly dashboard for creating, maintaining, and creating reports.

**Phase Three:**

STA TIPS Mapping Application:

The TIPS tracking application will be an ArcGIS Server based web mapping application built using the Geocortex Essential middleware application for web mapping functionality creation. The application will facilitate selecting projects, viewing projects location and current status. The application will produce project reporting format for tracking and highlighting multiple projects from a mapping window.

Deliverable:

A secure extranet GIS website with editing capabilities showing all active projects within Solano County also showing current project status and costs.

**Phase Four:**

Project Management Webpage:

The project management component will allow for project sponsors and project managers to access information about each project, within the context of on-line project tracking.

Deliverable:

Integrate a Microsoft SharePoint webpage, that will allow corroboration and data sharing as well as create appointments and announcements for upcoming activities. SharePoint will also allow key individuals to edit their agency's project information exclusively:

**Phase Five:**

Public Accessible Mapping Application:

The publicly accessible mapping application will present approved information regarding capital projects via an ArcGIS Server based web mapping application built using the Geocortex Essentials middleware application.

Deliverable:

A public website for interested citizens to view upcoming projects within the county.

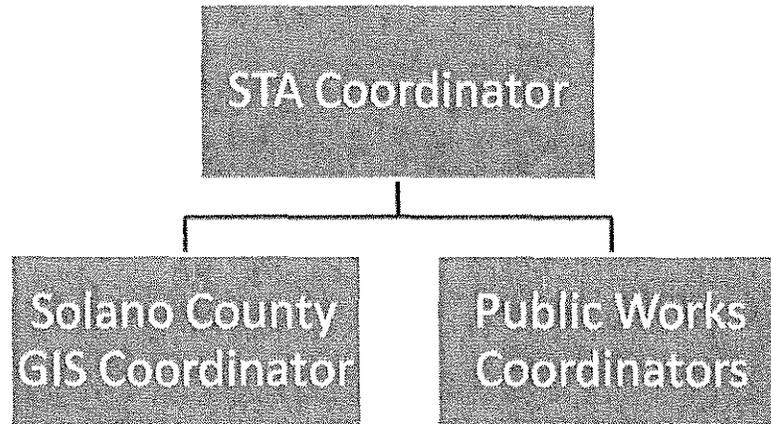
## VI. Timetable & Budget

	Description of Work	Duration/man-hrs	Project Costs	Solano County Costs
Phase One	Creation of Secured Extranet Site and Database	120	\$7,920.00	\$1,080.00
Phase Two	Creation of custom project management web tools for each agency.	300	\$19,800.00	\$2,700.00
Phase Three	CIP Mapping Application	150	\$9,900.00	\$1,350.00
Phase Four	Project Management Webpage Setup	50	\$3,300.00	\$ 450.00
Phase Five	Public Accessible Mapping Application	40	\$2,640.00	\$ 360.00
	Totals	660	\$43,560.00	\$5,940.00

Operations and maintenance costs for this tool are estimated to be between \$15,000 and \$20,000 annually. These costs have not been budgeted and will be determined at the conclusion of the pilot project.

## VII. Key Personnel

The key project team will be identified during project initiation. A high level organization structure is represented below.



## VIII. Evaluation

A project specification will be created and presented to STA for review and approval, consistent with the STA's advisory committee review process. Once the project is deemed acceptable, a request for signature will be requested before beginning work. Any changes requested in the future will be followed by a change order that will outline the necessary changes to the project. Before the site is operational, we will enter a test phase, after which, STA will give approval for its posting to the website. Logins will be assigned and any further requests for changes will be collected on the website for future evaluation and possible inclusion for the next release cycle.

## IX. Next Steps

- Review and acceptance of the proposal
- Kick off meeting to review goals
- Finalize project work plan
- Start work

# X. Appendix

List of Tasks for completing pilot. Tasks will be reviewed and approved by piloting agencies and STA advisory committees as necessary.

## **Create Secure ExtraNet Site**

### **Setup external website**

- Acquire server
- Install software/components
- Test software
- Create test website
- Validate test website

### **Setup database**

- Acquire test/QA/production DBs
- Create DBs
- Tables
- Create Tables
- Populate Tables
- Views
- Stored Procedures
- Security
- Users
- Roles

### **Development**

- Choose development environment/tools

### **Coding**

- Create Form 1
- Create Form 2
- Create Form 3
- Create Form 4
- Create Form 5
- Create and implement DB interface to forms
- Unit Test forms

### **Bug fixes**

### **Testing**

- Bug fixes
- Regression test
- Data validation

### **Production install**

- Database
- Web
- Sign-off

Attachment B

**Solano Transportation  
Authority Management  
Assistance for Projects in  
Solano  
(MAPS Project)**

**Executive Summary  
April 28, 2011**

**Prepared by:  
Department of Information Technology  
GIS Division**

## **Executive Summary:**

### **Background:**

With a staff of three, the STA Project Delivery Department currently assists the seven cities and the County in the delivery and monitoring of over \$400 million in active federal, state, regional, and locally funded transportation projects countywide. They also coordinates and works with the Solano Project Delivery Working Group (Solano PDWG), composed of local project managers from across the county who have met monthly for the past 3 years to discuss project delivery issues and resolve them in a cooperative manner.

Over the last two years, the Solano PDWG has requested project delivery assistance beyond what is currently offered by the STA, the Metropolitan Transportation Commission (MTC), and the Caltrans Department of Local Assistance. This need was particularly acute during the last 2011 Transportation Improvement Program (TIP) development process to help understand project status and funding, throughout the expedited and hurried nature of spending American Recovery & Reinvestment Act (ARRA) funds, and during recent Federal Highway Administration (FHWA) audits of federally funded projects.

During the Spring of 2011, STA reviewed all of various means in which local agencies were tracking federal aided projects. They reviewed the delivery, management and tracking methods used as well as how the projects were reported back to CalTRANS and the FHA . As a result of this review, it was discovered that local agencies are suffering from a large number of staff turnovers and budget cuts which in turn have created obstacles to proper administration and tracking of the funding documentation crucial to continued funding. From a meeting with MTC and CalTRANS, it was recommended to streamline the circulation of project documents, status information, and funding information between all of the previously mentioned agencies. It was proposed that our local agencies and STA should create an online communication and project management tool to facilitate this process. From this recommendation, STA has been granted funding to form the Management Assistance for Projects in Solano County (MAPS) project management and tracking website.

## **Management Assistance for Projects in Solano County Concept & Elements**

The project concept is to create an efficient Capital Improvement Program (CIP) web based project management and reporting tool for all public works projects within Solano County. As a project management tool, this program will save valuable time for administrators, managers, and engineers as they submit reports and file requests internally (e.g., council reports, grant applications) and with STA, MTC, and Caltrans.

The Website will allow contributors a secure location to:

- Access project information whenever they need it.
- Have accessibility to all files anytime, anywhere facilitating project delivery collaboration with multiple agencies.

- Store Up-to-date Executive Summary displays, big-picture information for quick review and alert on imminent or persistent issues.
- Using Maps and geographic information system links to geographic locations to project data, allowing easy data retrieval by pointing to map elements.
- Manage online storage of documents, data, and images offers great power and ease of use in managing large amounts of digital photos and scanned project documents

## Return on Investment

An interagency extranet site can greatly reduce the amount of money spent on document retrieval, review, and maintenance of data as well as reduce the time process grant applications and funding reports. An example of this time savings occurs if 2 project involving 5 people each, there are  $10 \cdot 9/2 = 45$  communication paths (algorithm provided by the number of nodes (n)(people involved) times the number of network paths (necessary phone calls and/or visits)  $(n-1)/2$  or  $(n) \cdot (n-1)/2$ ) will happen for each project. It is evident that as the number of people needing the same information the number of data transactions rises as well. Having a central communication site or kiosk will reduce the redundancy and risk of communication errors. And when they do occur, especially with larger project teams involved, the site will allow for editing and version control, emails, and broadcast messages to all concerned.

Because the MAPS extranet basic function is to serve as a project "switchboard." All communication flows through the switchboard. This has two great benefits:

- It allows you to establish an audit trail for all project communication. This provides a permanent record to which you can refer later.
- It reduces the number of communication paths to only one more than the number of nodes. Therefore, every communication path between two project team members consists of two links, from person A to the switchboard, and from the switchboard to person B.

Other obvious benefits of employing an extranet in project based work include:

- Tracking documents: With a Web-based "vault," and suitable check-in/check-out procedures, you will be able to know the status and location of every document in the project.
- Collaborative Design: Storing all project information in a globally-accessible extranet means that geographically-dispersed groups can still collaborate. For a group of people to become a team, they must share a common model." The extranet provides the necessary framework.
- Faster, fewer mistakes: A positive documentary foundation coupled with a clear and recorded communication scheme in a secure and everywhere-accessible framework is sure to result in earlier completion than would otherwise be possible. And since most project mistakes are at the result of failed communication, not errors in analysis or judgment, the switchboard nature of an extranet reduces such errors.
- Achieving projects on time and within budget: On large projects, these goals can be ulcer-generators. But a properly implemented extranet can provide the much-sought-after control, and consequently reduce the stress on all the project managers.

## Time Table and Budget

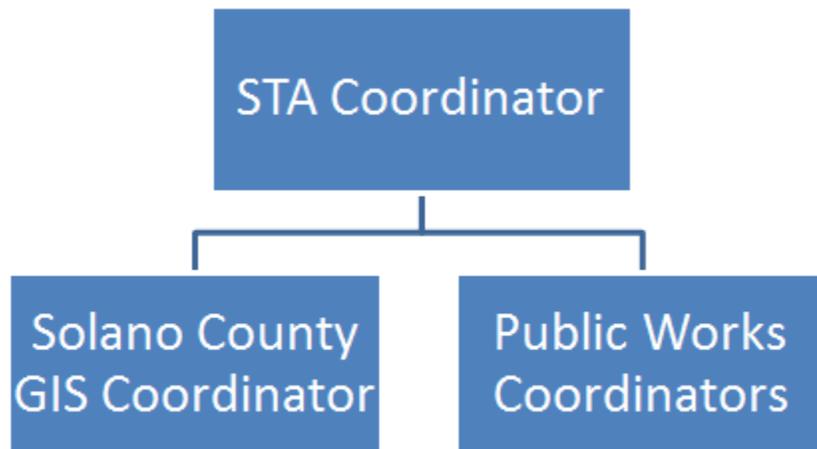
	Description of Work	Duration/man-hrs	Project Costs	Solano County Costs
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Phase Five	Public Accessible Mapping Application	40	\$2,640.00	\$ 360.00
Totals		660	\$43,560.00	\$5,940.00

### Fiscal Impact

Operations and maintenance funding has yet to be budgeted. The estimated yearly maintenance of this tool is \$15,000 to \$20,000. Should this pilot be successful, STA staff will develop cost-sharing options for participating agencies.

### Key Personnel

The key project team will be identified during project initiation. A high level organization structure is represented below



STA will coordinate and oversee all work performed by Solano County GIS Staff for the benefit of the PDWG working group.

## **Findings and Recommendations**

The STA Board approved the findings for developing of this project for a collaborative website that will meet the needs and approval of the PDWG members. STA granted this approval with the recommendation PDWG staff create a pilot project using a city with complex project tracking needs as well a city with moderate project management.

**Estimated Cost Comparison: County of Solano MAPS Pilot Program and STA Google Based Online Project Tracking Program**

<b>Task</b>	<b>County MAPS Pilot Project</b>	<b>STA Project Tracking Program Tool</b>	<b>Potential Savings</b>
1. Online Tracking Program Development	\$45,000 <sup>1</sup>	\$10,000 <sup>2</sup>	\$35,000
2. Annual Estimated Administration and Maintenance of the program	\$15,000 to \$20,000 <sup>3</sup>	\$6,000 <sup>4</sup>	\$9,000 to \$14,000

**Assumptions**

<sup>1</sup>Based on existing funding agreement

<sup>2</sup>Based on a \$6,000 estimate for internet web consultant services to design an online web page plus \$4,000 for STA staff time to complete projects database which will link to the web page.

<sup>3</sup>Based on estimate reference provided in the October 13, 2013 PDWG Staff report

<sup>4</sup>Based on an estimate of 10 hours per month at existing Project Assistant's rate



DATE: June 13, 2014  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: Regional Transportation Impact Fee (RTIF) Implementation Projects

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**Background:**

On December 3<sup>rd</sup>, The County Board of Supervisors unanimously approved the Public Facility Fee (PFF) Update with \$1,500 per dwelling unit equivalent allocated toward the STA's Regional Transportation Impact Fee (RTIF). The County began collecting the RTIF on February 3<sup>rd</sup>. A total of 5% of the total RTIF revenue was decided by the STA Board to be dedicated towards transit projects under Package 6- Express Bus Transit Centers and Train Stations and 5% was dedicated to Unincorporated County Roads under Package 7. The remaining balance of the RTIF will be returned to each RTIF District from which it was generated. A map of the RTIF Districts is included as Attachment A to this report.

Each RTIF District has a RTIF Working Group comprised of staff representing agencies located with the boundaries of the working group to coordinate in selecting projects within their category. The Working Groups had their initial meeting in January 2014 to discuss early steps to begin implementing the STA's RTIF program. The Working Groups had separate follow up discussions to select a project projects within their RTIF District to implement within the first five years of the RTIF program in May 2014.

**Discussion:**

*RTIF Projects*

A summary of the RTIF selected projects by each Working Group district is included as Attachment B to this report. In summary, Working Groups 3 and 6 chose to prioritize projects as RTIF revenue is collected. Working Group 1 committed to using the RTIF funds for the Jepson Parkway; however, the group elected to not select a specific project segment until after the first year of collecting RTIF funding so they can monitor the progress of the current two Jepson Parkway segments. Working Group 4 agreed to utilize the RTIF funds for an eligible unincorporated County project located in the area rather than on SR 113 specifically.

STA staff is recommending a formal approval of the RTIF projects as specified in Attachment B at this time. The projects were previously reviewed at the May 28th TAC meeting and will be brought to the July 9th RTIF Policy Committee. Each Working Group will provide a Strategic Implementation Plan (SIP) for their selected project at the June 25th TAC meeting. The purpose of the SIP is to provide project delivery information related to the scope, funding plan and estimated project schedule. The SIP will be further refined as RTIF funding becomes available for the approved project.

The RTIF Policy Committee is scheduled to review the selected RTIF projects at their July 9th meeting. STA staff intends to bring back RTIF implementation policy discussions previously provided for further direction and comments. The RTIF policies will then be brought back for

further discussion at the August TAC followed by an approval recommendation to the Board in September. Attachment C includes a summary of preliminary discussions regarding the RTIF implementation which includes policy discussions. In the meantime, STA staff is proposing to enter into a funding agreement with project sponsors that have approved projects. The agreements will be standardized to include language committing the RTIF funds towards the project. The agreements will be issued once the RTIF funds are available.

*RTIF Revenue*

STA staff received the first quarterly revenue report from the County in June. The cities of Fairfield and Vacaville were reported to have collected a total of \$91,503 for the 3rd quarter ending March 31, 2014. No other cities were included in the initial county report. STA staff is working with the County to account for where specifically the funds were generated for the purposes of accurately accounting for the funds by each RTIF District.

**Fiscal Impact:**

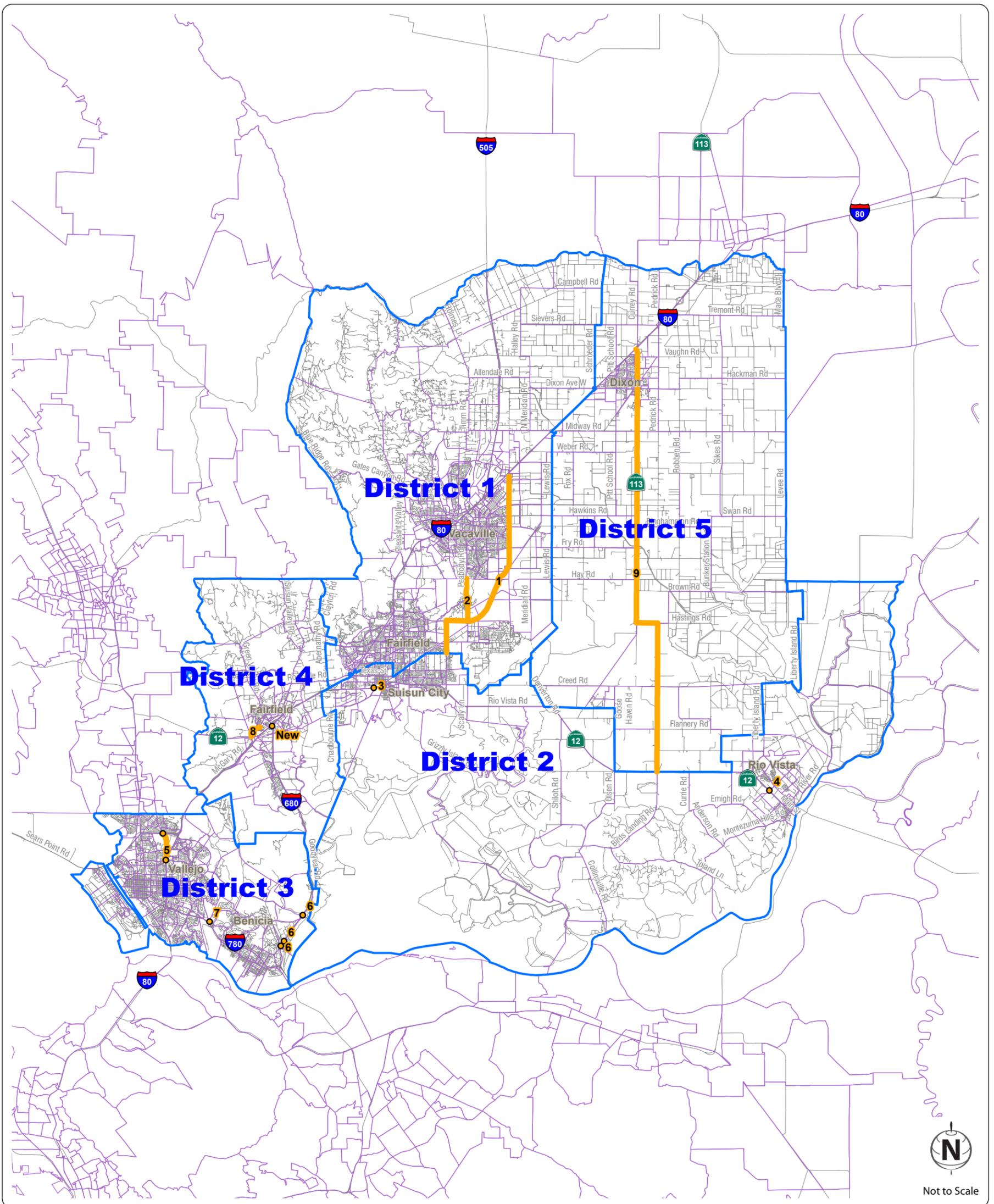
No impact to the STA Budget at this time.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Regional Transportation Impact Fee projects for FY 2014-15 as specified in Attachment B.

Attachments:

- A. RTIF District Map
- B. RTIF Working Group Project Selection
- C. RTIF Implementation Summary



**LEGEND**

- Intersection Projects
- Capital Improvement Project
- Fee District
- Traffic Analysis Zone (TAZ)

District	Project #	Agency	Project	Description
1	1	Fairfield/Vacaville/Solano County	Jepson Parkway	Remaining segments of Jepson Parkway
1	2	Fairfield/Solano County	Peabody Road	Widen to make Peabody a consistent 4-lane segment between Fairfield and Vacaville
2	3	Suisun City/Fairfield	SR 12 and Pennsylvania Avenue Interchange	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange.
2	4	Rio Vista/Solano County	SR 12/Church Road Intersection	Improve the SR 12 and Church Road intersection.
3	5	Vallejo/Solano County	SR 37/Redwood Parkway/Fairgrounds Drive	Improve Fairgrounds Drive and Redwood Parkway, including the SR37/Fairgrounds Drive and I-80/Redwood Parkway interchanges.
3	6	Benicia	Industrial Park Access Improvements	Reconfigure the Park/Bayshore and Park/Industrial split interchange, and the I-680/Lake Herman Road interchange, to add traffic signals, improve sight distance and better accommodate truck movements
3	7	Benicia	Columbus Parkway Improvements	Add westbound approach at Rose Drive, and add traffic signal at Rose/Columbus Parkway.
4	8	Fairfield/Solano County	I-80/Green Valley Overcrossing	Construct new overcrossing of I-80 at Green Valley Road
4	8	Fairfield/Solano County	North Connector West	Construct a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon.
5	9	Dixon/Solano County	SR 113 Improvements	ITS enhancements to improve safety through advanced curve warning signs, speed feedback and fog detection signs, and potential construction of a park-n-ride facility, along SR 113 between SR 12 and Dixon.

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**Regional Transportation Impact Fee (RTIF) Working Group Project Selection**

Working Group District	Coordinating Agencies	Eligible Projects	Selected Project in Priority Order	RTIF Amount Recommended	Special Instructions
1	City of Fairfield City of Vacaville Solano County	1. Remaining Segments of Jepson Parkway 2. Unincorporated segment of Peabody Road	1. Remaining Segments of Jepson Parkway	TBD	The Working Group unanimously agreed to continue to collect RTIF for the next year and reconvene to evaluate the total revenue received and select a project based on available funding. The Working Group also agreed to dedicate the RTIF revenue, if needed, to the FF/VV Train Station in the short term to backfill funding for Vacaville's bus replacement (which is the primary funding source for the City's impact fee loan for the Train Station).
2	City of Suisun City City of Fairfield City of Rio Vista County of Solano	1. SR 12/Pennsylvania Ave Interchange 2. SR 12/Church Rd Intersection	1. Church Road Environmental Documents	\$ 300,000	City of Rio Vista indicated that they have local impact fees of approximately \$600,000 to assist in fully funding the EIR when combined with RTIF funds.
3	City of Vallejo City of Benicia Solano County	1. SR 37/Redwood St/Fairgrounds Drive 2. I-680 Industrial Park Access Improvements 3. Columbus Parkway Improvements Near I-780	1. SR 37/Redwood St/Fairgrounds Drive 2. I-680 Industrial Park Access Improvements	\$ 40,000	\$40,000 of the 1st year of funds to be applied toward the County/s current federal earmark as a local match contribution to roadway improvements at Fairgrounds Drive. City of Benicia will utilize 2nd year of funding for Benicia Industrial Park Access improvements after completing the PDA Plan for the same project area. The goal was to identify projects as part of that planning process.
4	City of Fairfield Solano County	1. North Connector West 2. Green Valley Overcrossing	1. Green Valley Overcrossing	\$ 1,305,970	The RTIF will be dedicated to the construction of the Green Valley Overcrossing project as a local contribution.
5	City of Dixon Solano County	1. SR113 Corridor/County Unincorporated Road Projects	1. Pitt School Rd/ Park Rd Intersection Right of Way	\$ 200,000	The Working Group agreed to utilize the RTIF funds for the Right of Way acquisition phase of the project area.
6	City of Benicia City of Dixon City of Fairfield City of Suisun City of Vacaville Soltrans Solano County	1. Benicia Industrial Park Multi-modal Transit Center 2. Dixon Multimodal Transportation Center 3. Fairfield Transportation Center 4. Fairfield Vacaville Train Station 5. Suisun City Train Station Improvements 6. Vallejo Station or Curtola Park and Ride 7. 360 Project Area Transit Center	1. Benicia Industrial Park Transit Center Construction 2. Fairfield Transportation Center Design/Build Docu	\$ 100,000 \$ 400,000	City of Benicia to receive \$100,000 to assist in construction of the Transit Hub project. The City of Fairfield would then receive \$400,000 to complete design phase of the Fairfield Transportation Center as the next priority.
7	Solano County	1. Abernathy Rd 2. Azevedo Rd 3. Canright Rd 4. Cherry Glen Rd 5. Cordelia Rd 6. Fry Rd 7. Foothill Rd 8. Lewis Rd 9. Lopes Rd 10. Lyon Rd 11. Mankas Corner Rd 12. McCloskey Rd 13. Midway Rd 14. Pedrick Rd 15. Pitt School Rd 16. Pleasants Valley Rd 17. Porter Road 18. Rockville Rd 19. Suisun Valley Rd 20. Vacavalley Rd	1 Cordelia Rd* 2 Lake Herman Rd* 3 Mankas Corner Rd* 4 Midway Road* 5 Pleasants Valley Rd* 6 Rockville Rd* 7 Suisun Valley Rd* 8 Vaca Valley Rd*	\$ 498,171	*County projects are not in priority order.

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## Regional Transportation Impact Fee Implementation Summary

(Based on Working Group Meetings Held on January 15th and 29th)

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- I. RTIF Boundary
  - Suisun boundary to be corrected to show city limits included entirely in District 2
  - Vallejo border has anomalies related to the northeastern city limit. Notation needed to indicate that the intention is to include any parcels within Vallejo City Limit in District 3.
  - City of Fairfield is considering boundary adjustment for District 2 to include the entire Fairfield Downtown PDA. The current map splits the PDA boundary. Fairfield to provide suggested boundary changes by January 29.
  
- II. RTIF Revenue Estimate
  - Engage Planning Directors in developing a refined revenue estimate based on local growth assumptions.
  - Planning Directors requested to provide updated near-term growth projections by January 29th.
  
- III. Working Group Project Priorities
  - Need for commitment to ensure a project or a phase leading to project completion (i.e. Environmental Docs and/or PE) within the next 5 years.
  - Priority for projects that can utilize the RTIF revenue for attracting other sources of funding.
  - County list of projects eligible for their 5% Unincorporated County Road Improvement RTIF Category are also eligible for Working Groups to consider in addition to each group's unique project(s).
  - Projects priority should be adopted in local agency's Capital Improvement Plan (CIP).
  - Selected projects must have an implementation plan which potentially includes:
    - i. Interagency agreement
    - ii. Detailed scope
    - iii. Realistic schedule
    - iv. Funding plan which includes funds in addition to the RTIF
  - Express Bus Transit Centers and Train Station Working Group agreed to involve the Solano Express Transit Consortium to provide input on potential projects at their March meeting.
  
- IV. Policies
  - STA TAC will weigh in on decision to redistribute RTIF funding if project is not being implemented by a certain yet-to-be determined timeframe.
  - Loaning options within and outside of Working Groups is a possible option for Working Groups with projects not ready for implementation. STA staff to develop scenarios for loaning funding.
  - Selected projects must continue to show progress towards completion through quarterly reporting.
  - Project progress should be assessed annually by each Working Group for purposes of determining whether funds should be loaned or redistributed.

- Working Groups should work toward consensus and elevate issues within jurisdictions (e.g. city managers/CAO) if consensus cannot be reached at the local staff level. If consensus is still not reached then STA TAC will consider redistribution option recommendations.
- Working Groups should be allowed opportunities to advance projects with local funds and be repaid with future RTIF revenue.
- Express Bus Transit Centers and Train Station Working Group discussed options of keeping the 5% RTIF share within their Working Group rather than consider loaning funding out. However, options for obtaining funds from other Working Groups can be considered.

V. Revenue Tracking

- Working Groups were requested to ensure that their permitting process will track and report APN and street address for each building permit issued. This ensures that the fee revenues can be tracked by district. This is especially important for the local agencies included in multiple districts (i.e. County and City of Fairfield).



DATE: June 12, 2014  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: STA Overall Work Plan (OWP) for Fiscal Years (FY) 2014-15 and  
FY 2015-16

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**Background:**

Each year, the Solano Transportation Authority (STA) Board identifies and updates its priority plans, projects and programs. These tasks provide the foundation for the STA's Overall Work Plan for the forthcoming two fiscal years. In July 2002, the STA Board modified the adoption of its list of priority projects to coincide with the adoption of its two-year budget. This marked the first time the STA had adopted a two-year Overall Work Plan. The most recently adopted STA Overall Work Plan (OWP) for FY 2013-14 and FY 2014-15 included a list of 39 priority projects, plans and programs.

Over the past 14 years, the STA's OWP has evolved. The emphasis in the timeframe of 2000 to 2005 was to complete the first Solano County Comprehensive Transportation Plan, initiate various corridor studies, and identify a handful of priority projects to fund and advance into construction. From 2005 to the present, the STA has taken a more proactive role in advancing projects through a variety of project development activities and has expanded its transit coordination role with Solano's multiple transit operators. The past five years, STA has initiated and managed several mobility programs designed to improve mobility and access for seniors, people with disabilities, low income residents, and school age children traveling to and from school.

The STA's project development activities include completing environmental documents, designing projects, and managing construction. In 2009, the STA's eight member agencies approved a modification to the STA's Joint Powers Agreement that authorized the STA to perform all aspects of project development and delivery, including right of way functions for specified priority projects, such as the North Connector, the Jepson Parkway, State Route (SR) 12 Jameson Canyon, the I-80 Eastbound Cordelia Truck Scales Relocation Project, Dixon's Pedestrian Underpass Project, and Benicia's Intermodal Project.

In addition to planning and projects, STA also manages various programs including the Solano Napa Commuter Information (SNCI) Program, the Solano Safe Routes to Schools (SR2S) Program, Solano Abandon Vehicles Abatement (AVA) Program, SolanoExpress Transit Routes, SNCI's Guaranteed Ride Home Program and its commuter call center, the Lifeline Program (targeted for lower income communities), Mobility Management Programs such as Countywide In-Person ADA Eligibility Program, and the Transportation Planning and Land Use Solutions (T-Plus) Program that has evolved into the assessment and planning of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs).

The lack of an extension or reauthorization of the Federal Transportation Authorization Bill and an unclear State funding plan for transportation infrastructure continues to overshadow the funding of transportation projects and programs in California. Five years ago, the Governor and the State Legislature opted to zero out the State Transit Assistance Fund (STAF) for one year. In recent years, the State Transportation Improvement Program (STIP) has had little or no new funds to be programmed or allocated by the California Transportation Commission (CTC). The 2014 STIP for Solano County contained slightly over \$9 million for new capacity projects when historically \$20 to \$25 million would be available over this same timeframe. This year, the State of California combined several state grant programs into the Active Transportation Program, a state-wide competitive grant program that will fund bike, pedestrian, and Safe Routes to School programs and projects.

Seven years ago, the federal government authorized American Recovery and Reinvestment Act (ARRA) funds that provided an one time infusion of federal funds for shovel ready projects and transit operations and capital. Solano County took advantage of these ARRA funds to deliver some critically needed and ready to go projects such as McGary Road, the State Park Road Overpass, and some street overlay projects. In addition, the ARRA funds provided two years of critically needed transit operating and capital funds which helped offset the one year loss of STAF. Subsequently, the U.S. Congress has been unable to develop consensus on how to fund a long range federal transportation authorization bill, and there has been an elimination of federal earmarks. All of these issues are having a direct impact on the STA's ability to fund elements of the Overall Work Plan.

**Discussion:**

The draft OWP was presented to the Consortium and STA TAC in May as an information item. It was also presented to the STA Board as an information item in June. The STA Board provided one comment at the STA Board meeting from Benicia Mayor Elizabeth Patterson requesting for the Water Transit Study to be funded as part of the two year work plan. This request was also supported by Rio Vista Mayor Norman Richardson. Attached for review and a recommendation to be forwarded for approval by the STA TAC and the STA Board is the STA's OWP for FY 2014-15 and FY 2015-16.

**PROJECT DELIVERY/NEAR TERM CONSTRUCTION PROJECTS**

Based on the Budget for FY 2013-14 and FY 2014-15, the following OWP projects are currently fully funded and are currently under construction this year or slated to begin construction later this Fiscal Year, with construction to be concluded during the next two to three years.

- State Route (SR) 12 Jameson Canyon Widening Project
- West B Street Pedestrian Undercrossing in the City of Dixon
- SR 12 East Safety Project – SR 113 to Rio Vista
- I-80 Rehabilitation Project – Vacaville to Dixon
- Jepson Parkway – Fairfield and Vacaville (Segments 1 and 2)

Two of these highway related projects were delivered in partnership with Caltrans.

In addition, STA is continuing to advance, in partnership with the Cities of Fairfield and Vacaville, the next two phases of the Jepson Parkways which are slated to begin construction in the next two to three years and have been funded through funding agreements developed between STA with the cities of Fairfield and Vacaville, and County of Solano. Two years ago, the STA successfully fashioned an alternative funding plan with the Metropolitan Transportation Commission (MTC), Caltrans and the California Transportation Commission (CTC) that involved the swapping of State Proposition 1B funds to fund the next phase of the I-80/I-680/SR 12 Interchange. The first of seven planned phases of the Interchange is scheduled to begin construction in 2014. I-80/I-680/SR 12 Interchange – Initial Construction Package

There are several projects that are currently in the project development phase with a phase currently funded so that work can continue, but the project is not fully funded and the STA is seeking additional future funds for construction.

- I-80/I-680/SR 12 Interchange – Packages 2 and 3 (design underway)
- Westbound Truck Scales
- I-80 Express Lanes - Red Top Rd. to I-505 (environmental studies underway)
- Fairgrounds 360 Access Project – I-80/Redwood Parkway – Fairgrounds Drive (draft environmental document completed – final approval pending MTC's Air Quality Conformity Analysis)

Finally, there are several projects that are included in the OWP, but the initial or next phase of the project is not currently funded in the current two year budget.

- I-80 Express Lanes Project – Carquinez Bridge to 37
- Jepson Parkway – remaining segments
- North Connector – West Segment
- SR 12/Church Road Intersection Improvements

## **TRANSIT CENTERS**

There are several priority transit centers that the STA has successfully pursued and obtained or programmed federal, state or regional funds for. Several of these projects are fully funded and are moving into the project development stage. The agency sponsor for each of these transit projects is one of the cities or has been transferred to SolTrans, the new transit joint powers authority as part of the transfer of assets to the new agency. Four of the projects were recipients of Regional Measure 2 funds for which the STA is the project sponsor, but the cities and/or SolTrans are delivering the projects.

The construction of Vallejo Station – Phase A was successfully completed two years ago.

Three additional projects have phases fully funded and expect to be under construction in 2014 or 2015.

- Fairfield/ Vacaville Rail Station – Phase 1
- Transit Center at Curtola/Lemon Street – Phase 1
- Benicia Industrial Transit Facility

Several of these projects are initial phases of larger planned projects that are not fully funded. The larger, long range transit centers are as follows:

- Vacaville Intermodal Station – Phase 2
- Vallejo Station – Phase B
- Fairfield Transit Center
- Dixon Rail Station
- Transit Center at Curtola/Lemon Street – Phases 2 and 3
- Fairfield/Vacaville Rail Station – Phase 2

## **STA PLANNING ACTIVITIES**

The following planning studies were completed in FY 2013-14:

- Regional Traffic Impact Fee (RTIF) Nexus Study
- Public Private Partnership Feasibility Assessment of Ten Transit Centers
- Alternative Fuels and Infrastructure Study
- Active Transportation Element of Comprehensive Transportation Plan
- Solano Coordinated Short Range Transit Plan (SRTP)
- Senior and People with Disabilities Transportation Plan Update
- Safe Routes to Schools Plan Update – Increasing Number of Schools from 10 to 60

The following planning studies are currently underway and funded in the currently proposed budget.

- Comprehensive Transportation Plan Update - Transit and Rideshare Element and Arterials, Highways and Freeways Element
- Updated Transit Ridership Survey
- Intercity Transit Operations Plan Update (SolanoExpress)
- Update of Solano Rail Facilities, Service and Freight Plan
- Five Priority Development Area studies
- Priority Conservation Area (PCA) Plan

The following plans are not currently funded in the STA budget, but will be discussed as part of STA Board's future budget discussions.

- SR 29 Major Investment Study
- Solano Water Passenger Service Study
- Emergency Responders and Disaster Preparedness Study

STA serves as the lead agency for the following programs and each of these programs are funded in the currently proposed budget, but in several instances the funding for the program is short term.

- Safe Routes to School Program
- Abandoned Vehicle Abatement Program
- Congestion Management Program
- Countywide Traffic Model and Geographic Information System
- Transportation for Livable Communities (TLC) and T-Plus Programs (Transportation Sustainability Program)
- Implementation of Countywide Bicycle Plan Priority Projects
- Implementation of Countywide Pedestrian Plan Priority Projects
- Clean Air Fund Program and Monitoring
- STA Marketing/Public Information Program
- Paratransit Coordinating Council
- Intercity Transit Coordination
- Lifeline Program Management
- Solano Napa Commuter Information (SNCI)
- Mobility Management Program
- Solano Highway Improvement Partnership (SoHIP)

### **Recommendation:**

Forward a recommendation to the STA Board to approve the STA's Overall Work Plan for FY 2014-15 and FY 2015-16.

- A. STA's Overall Work Plan for FY 2014-15 and FY 2015-16

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead - Projects	1.	<p><b><u>I-80/I-680/SR 12 Interchange</u></b>            A. Manage Construction of Initial Construction Package (ICP)            B. Seek Funding and Build Logical Components</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>EIR/EIS completed December 2012.</li> <li>Identification of 7 construction packages has been completed.</li> <li>Construction to begin on Initial Construction Package (ICP) in 2014.</li> <li>Packages 2 and 3 are in design.</li> <li>Securing Funding for Packages 2 and 3 on-going task.</li> </ul> <p><u>Milestones:</u>            EIR/EIS -COMPLETED.            LEDPA – COMPLETED            ICP Construction Contract Awarded  <u>Estimated Completion Date (ECD):</u>            ICP Construction to Finish 2016</p>	STA	\$9M TCRP \$50M RM2 \$50.7 M Tolls \$24 M TCIF \$11 M STIP	X	X	By Construction Package: #1) \$111 M #2) \$61 M #3) \$176 M #4 – 7) \$403	Projects Janet Adams
STA Lead – Projects	2.	<p><b><u>I-80/ I-680 Express Lanes</u></b>            A. Convert Existing I-80 HOV Lanes to Express Lanes (Red Top Rd to Air Base Pkwy) – Segment 1            B. I-80 Air Base Pkwy to I-505 – Segment 2            C. I-80 Carquinez Bridge to SR 37 – Segment 3            D. I-680</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Environmental Studies Underway)</li> <li>Seeking construction funding for Segment 2</li> <li>Seeking funding for environmental document – Segment 3</li> <li>MTC lead for Integrator</li> </ul> <p><u>Milestones:</u>            PSR - COMPLETED            Revised Forecast – Completed            Segment 1 to be included in Regional Network  <u>ECD:</u></p>	STA PA/ED Design	\$16.4 M Bridge Tolls	X	X	A. \$30 M B. \$130M C. \$8 M (PA/ED)	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		PA/ED – March 2015 (Segments 1 & 2) PS&E – Sept 2015 (Segments 1) PS&E – Funding Dependant (June 2016) CON – Segment 1 estimated 2017 to start.						
STA Lead Projects	3.	<p><b><u>I-80 Cordelia Truck Scales</u></b></p> <ol style="list-style-type: none"> <li>1. EB Truck Scales with</li> <li>2. WB Truck Scales</li> </ol> <p><u>Status:</u> Construction EB completed December 2013. Work with Caltrans to close out contract. Work with consultant to complete work and initiate the maintenance period. .</p> <ul style="list-style-type: none"> <li>• Advocate for CT to add WB Truck Scales to State Freight Plan</li> <li>• Form Working Group for WB Scales</li> <li>• Advocate for funding WB Scales</li> </ul> <p><u>Milestones:</u> The new EB facility opened in July 2013. PA/ED COMPLETED (EB) PS&amp;E COMPLETED (EB) R/W COMPLETED (EB) CON COMPLETED (EB)</p> <p><u>ECD:</u> Begin Con 4/12 (EB) End Con 12/13 (EB)</p>	<p>STA</p> <ul style="list-style-type: none"> <li>• PA/ED</li> <li>• Design</li> </ul> <p>Caltrans</p> <ul style="list-style-type: none"> <li>• R/W</li> <li>• Con</li> </ul>	\$49.8 M Bridge Tolls \$49.8 M TCIF	X		\$100.6 M	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring Projects	4.	<p><b><u>I-80 SHOPP Rehabilitation Projects</u></b>            A. <u>Leisure Town OC to SR 113 South</u>            Construction began spring 2013 and expected to be completed in 2014.</p>	Caltrans	SHOPP	X		\$50 M	Projects Caltrans
STA Lead – Studies	5.	<p><b><u>I-80 Corridor Management Freeway Performance Initiative (FPI)</u></b>            This includes; ITS Elements, Ramp Metering Policy and Outreach tools, HOV Definition, and Visual Features (landscaping and aesthetic features).   <u>Status:</u></p> <ul style="list-style-type: none"> <li>• Equipment installed on I-80 between Red Top Rd/Air Base Parkway</li> <li>• Construction underway along I-80 for FPI elements from State Route (SR) 37 to I-505. Construction to be completed in 2014</li> <li>• Ramp Metering MOU adopted.</li> <li>• SoHip will continue to monitor implementation of Phase 1</li> <li>• STA working with SoHIP to implement Phase 2 of the I-80 Ramp Metering</li> </ul> <p>Initiated Soundwall Retrofit Policy Discussions.  <u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Phase 1 Implementation Plan - COMPLETED</li> <li>• MOU – COMPLETED</li> <li>• Initiated Phase 1 Ramp Metering – COMPLETED</li> <li>• Phase 2 Implementation Plan – IN PROGRESS</li> <li>• Soundwall Retrofit Policy – IN PROGRESS</li> </ul> <p><u>ECD:</u>            Implementation Plan Phase 2 – summer 2014            Phase 2 Ramp Metering Implementation early 2015            Soundwall Retrofit Policy late 2014</p>	Caltrans STA MTC	Regional SRTP and State SHOPP Funds	X	X	N/A	Projects Janet Adams/ Robert Guerrero Anthony Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Projects	6.	<p><b>Redwood Parkway – Fairgrounds Drive Improvement Project</b> Improve I-80/Redwood Rd IC, Fairgrounds Dr, SR 37/Fairgrounds Dr. IC</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• STA, City and County began PA/ED 2010</li> <li>• Initial Scoping Meeting January 2011</li> </ul> <p>Milestones:</p> <ul style="list-style-type: none"> <li>• Technical Studies – COMPLETED</li> <li>• Draft environmental document – COMPLETED</li> <li>• Project Waiting for Regional Air Quality Conformity Analysis</li> <li>• Funding needed for project design and construction</li> </ul> <p><u>ECD:</u> Final ED –2014 (pending MTC Air Quality Conformity Analysis)</p>	STA PA/ED	Federal Earmark	X		\$65M	Projects Janet Adams
STA Co-Lead Projects	7.	<p><b>SR 12 West (Jameson Canyon)</b> Build 4-lane hwy with concrete median barrier from SR 29 to I-80. Project will be built with 2 construction packages.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Project under construction – Napa Contract completed</li> <li>• Ribbon Cutting late summer 2014.</li> </ul> <p><u>ECD:</u> Open to traffic summer 2014</p>	Caltrans STA NCTPA	\$7 M TCRP \$74 M CMIA \$35.5 M RTIP \$12 M ITIP \$2.5 M STP \$6.4 M Fed Earmark	X		\$134 M	Projects Janet Adams NCTPA Caltrans

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Projects	8.	<p><b>State Route (SR) 12 East</b> SR 12 Corridor (I-80 to I-5).</p> <p>A. STA Future SHOPP Priorities a. SR 12/SR 113 Intersection b. Somerset to Druin shoulders</p> <p>B. SR 12/Church Road PSR a. PSR completed, Summer 2010 b. Develop funding plan for SR 12/Church (new) c. Initiate PA/ED for SR 12/ Church Rd. in partnership with the City.</p> <p>C. Monitor new construction between Azavedo to Somerset D. Follow-up to Industrial Park Access with County and Caltrans E. Development of Corridor Partnership MOU</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Monitor construction implementation,</li> <li>Caltrans has initiated the preliminary engineering on the SR 12/113 intersection improvements.</li> <li>Supporting Rio Vista R/UDAT implementation on SR 12</li> <li>MOU for implementation of SR 12 Corridor Study drafted</li> <li>Working with County on follow-ups for Industrial Park</li> <li>STA to coordinate with Rio Vista on SR12 Church environmental document</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>SR 12 Corridor Study – COMPLETED</li> <li>SR 12 Economic Study - COMPLETED</li> <li>SR 12/Church Road PSR – COMPLETED</li> <li>Rio Vista Bridge Study – COMPLETED</li> <li>SR 12 Walters Road to Currie Rd.– COMPLETED</li> <li>Construction start on segment between Azavedo to Somerset</li> </ul> <p><u>EDC:</u> Near Rio Vista start construction late 2014</p>	<p>CT</p> <p>CT</p> <p>STA/Solano EDC</p> <p>Rio Vista</p>	<p>SHOPP</p> <p>SHOPP</p> <p>Rio Vista – Fed Earmark</p>	X	X	<p>\$250,000 \$ 0.5 M – (Support Cost)</p> <p>\$ 35 M – Capital Cost</p>	<p>Projects Janet Adams</p> <p>Planning Robert Macaulay</p>

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Plans	9.	<p><b>SR 29 MIS</b> Corridor Major Investment Studies</p> <p>A. A corridor Plan that provides for through traffic, Vallejo local traffic and SolTrans transit vehicles is needed for SR 29.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>The City of Vallejo and NCPTA both prepared documents regarding the future of SR 29. A comprehensive Corridor plan, agreed to by all parties, has not been created.</li> <li>STA will begin the Phase II Transit Corridor Study in FY 14-15.</li> <li>The updated Caltrans Highway Design Manual provides for roadway standards and exceptions that are more applicable to Vallejo than previous HDM versions.</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Incorporate signal prioritization for SolTrans in Phase II of the Transit Corridor Study</li> </ul> <p><u>EDC:</u> Phase II Transit Corridor Study - FY 2014-15</p>	<p>City of Vallejo SolTrans</p> <p>Solano County NCTPA</p>			X		<p>Planning Robert Macaulay</p> <p>Programs: Liz Niedziela</p>

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Programs	10.	<p><b><u>Regional Measure 2 (RM 2) Implementation (Capital)</u></b></p> <p>A. Vallejo Station The Transfer Center - COMPLETED Phase A – COMPLETED Phase B – Post Office relocation advancing and fully funded.</p> <p>B. Solano Intermodal Facilities (Fairfield Transit Center, Vacaville Intermodal Station (Phase 1), Curtola Park &amp; Ride and Benicia Intermodal) <u>Status:</u> 1. Vacaville Transportation Ctr Phase 1 – COMPLETED 2. Curtola - PA/ED – COMPLETED, Project Development Team (PDT) – ORGANIZED (Soltrans/Vallejo/STA). Construction expected to begin in summer 2014. 3. Benicia Bus Hub – Construction expected to begin 2015</p> <p>C. Rail Improvements 1. Capitol Corridor Track Improvements COMPLETED 2. Fairfield Vacaville Rail Station Rail Station Phase 1- Construction to begin construction 2015.</p> <p>D. Develop future Bridge Toll Project Priorities</p> <ul style="list-style-type: none"> <li>• Fairfield/Vacaville Intermodal Station, Phase 2</li> <li>• Fairfield Transportation Center (FTC)</li> <li>• Vallejo Station Parking Phase B</li> <li>• Express Lanes</li> <li>• I-80/I-680/SR 12 Interchange</li> </ul>	<p>STA Fairfield Vallejo Vacaville Benicia CCJPA MTC</p>	<p>RM 2</p>	X	X	<p>\$28 M \$20 M \$25 M</p>	<p>Projects Janet Adams Anthony Adams</p>
STA Lead	11.	<b><u>City of Dixon - West B Street Undercrossing</u></b>						

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
<b>Projects</b>		Construct new pedestrian undercrossing to replace existing at grade RR crossing.  <u>Status:</u> <ul style="list-style-type: none"> <li>Construction expected to be completed summer 2014. Ribbon Cutting Late June 2014. Add'l \$250k TDA Art 3 funds awarded to project</li> </ul> <u>Milestones:</u> ED – COMPLETED PS&E – COMPLETED R/W – COMPLETED CON – IN PROGRESS  <u>ECD:</u> Construction scheduled to be completed August 2014.	STA	\$1 M City of Dixon \$1.2 M STIP TE \$975k TDA Swap \$2.5 M OBAG	X		\$6.775 M	Projects Janet Adams
<b>STA Lead – Projects</b>	12.	<u><b>Jepson Parkway Project</b></u> A. Vanden Rd. B. Leisure Town Rd. C. Walters Rd. Extension  <u>Status:</u> <ul style="list-style-type: none"> <li>EIR/EIS completed June 2011</li> <li>STA Approved MOU and Funding Agreements for first two segments (Cement Hill Rd/Vandon I/S (segment 1) to Leisure Town Rd./Elmira I/S (segment 2))</li> <li>\$2.4 M STIP funds allocated for PS&amp;E</li> <li>Design to be completed by December 2014</li> <li>\$3.8 M STIP funds allocated for R/W</li> <li>Construction scheduled to start in FY 2015-16 (\$38M STIP)</li> <li>Concept Plan Update completed, expected to be adopted by STA Board in May/June 2014.</li> <li>Updating Funding Agreements to represent actual construction implementation limits.</li> <li>STA underway with R/W acquisition (segments 1 &amp; 2)</li> <li>STA/FF/VV working on Jepson Project implementation in concert with the Train Station implementation.</li> </ul>	STA  Partners: Vacaville Fairfield County Suisun City	STIP 2006 STIP Aug Fed Demo Local	X	X	\$185 M	Projects Janet Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<p><u>Milestones:</u> PA/ED- COMPLETED STA MOUs with Fairfield, Vacaville and County – COMPLETED Funding Agreements (Phase 1 &amp; 2) – COMPLETED/UPDATE IN PROGRESS Concept Plan Update – COMPLETED Project Design and construction to be completed by Vacaville and Fairfield</p> <p><u>ECD:</u> Concept Plan Update: June 2014 PS&amp;E: Dec. 201 R/W: Dec 2014 Beg Con: FY 2015-16 (Phases 1 and 2)</p>						
<b>STA Co-Lead Projects</b>	<b>13.</b>	<p><b><u>Travis Air Force Base Access Improvement Plan (South Gate)</u></b> A. South Gate Access (priority)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>County lead coordinating with City of Suisun City, and Travis AFB for South Gate implementation</li> <li>Environmental Studies for South Gate completed</li> <li>Draft environmental document completed</li> <li>County to complete the environmental document.</li> <li>County to complete the R/W</li> <li>County to initiate construction</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>environmental document – COMPLETED</li> <li>R/W – IN PROGRESS</li> </ul> <p><u>EDC:</u> PA/ED: 8/13 PS&amp;E: 6/14 Beg R/W: 8/13 Beg Con: 2014 (request for E-76)</p>	<p>STA Funding lead</p> <p>County Implementing lead</p>	<p>\$3.2M Federal Earmark (2005)</p> <p>South Gate Fully Funded</p>	X	X	South Gate \$3M	<p>Projects Janet Adams/ Robert Guerrero</p>

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Monitoring – Programs	14.	<p><b><u>Monitor Delivery of Local Projects/Allocation of Funds</u></b></p> <p>A. Monitor and manage local projects.            B. Develop Pilot Solano Project Management Webtool            C. Implement OBAG Projects            D. Implement PCA Project</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Monitoring of local projects is an on-going activity; STA developed tracking system for these projects and holds PDWG monthly meetings with local sponsors.</li> <li>Monitor OBAG project implementation</li> <li>Monitor SR2S project implementation</li> <li>Monitor pilot PCA project</li> <li>Participate in PDT's for projects to insure successful delivery</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>OBAG Projects approved by STA Board May 2013</li> </ul> <p><u>ECD:</u> FY 2014-15 and FY 2015-16</p>	STA	STIP-PPM	X		N/A	Projects Anthony Adams

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead Studies	15.	<p><b>Private Public Partnerships (P3)</b> Feasibility Study to consider options for P3 within the County for I-80 transit centers. Study to consider a range of options for this financing/delivery of capital projects.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Scope updated to add 4 transit facilities increasing total to include 10 transit facilities</li> <li>• Draft study December 2013</li> <li>• Initiating Phase 2 work based on recommendations from Feasibility Study at Curtola Transit Facility in partnership with SolTrans.</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Feasibility Study – COMPLETED</li> <li>• Phase 2 Implementation Curtola – IN PROGRESS</li> </ul> <p><u>ECD:</u> Phase 2 Curtola 2015</p>	STA	\$100,000 Phase 2 \$25,000 SolTrans	X	X	\$125,000	Projects Robert Guerrero

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	16.	<p><b><u>Regional Traffic Impact Fee (RTIF) Nexus Study</u></b></p> <ul style="list-style-type: none"> <li>Working Group Coordination</li> <li>Strategic Implementation Plan (SIP)</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Implementation Plan development underway.</li> <li>Revenue Estimates Forecast completed and will be updated annually.</li> <li>STA developing implementation practices for Steering Committee review/comment.</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Nexus Study/AB 1600 Study - COMPLETED</li> <li>Public Facility Fee Update adopted by County – COMPLETED \$1500 DUE for RTIF included</li> <li>Implementation Policies – IN PROGRESS</li> </ul> <p><b>Implementation Plan – IN PROGRESS</b></p> <p><u>ECD:</u> First SIP July 2014 Implementation Policies – July 2014</p>	STA	PPM	X	X	\$	Projects  Robert Guerrero



CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<u>ECD:</u> Active Transportation - completed Transit and Rideshare - Draft Sept 2014, Final Oct 2014 Arterials, Highways and Freeways - Draft July 2014, Final Sept 2014 Final Document - Dec 2014						
STA Co-Lead	18.	<p><b><u>Regional Transportation Plan Update/Sustainable Communities Strategy</u></b>            A. First Bay Area Sustainable Communities Strategy (formally Regional Transportation Plan)</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Plan Bay Area adopted July 2013.</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Develop STA priority project list with CTP adoption in FY 14-15</li> <li>Development of MTC public outreach plan for next SCS to start in 2014.</li> <li>Next SCS due in 2017.</li> </ul> <p><u>ECD:</u>            Final SCS - adopted July 2013            Solano Projects to be implemented – FY 2014-15, FY 2015-16 and FY 2016-17</p>	MTC/STA	STA Planning	X	X		Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Planning	19.	<p><b>Develop and implement various Sustainable Communities plans</b></p> <p>A. Transportation for Sustainable Communities (TSC) Plan and Priority Development Area (PDA) Investment and Growth Strategy (I&amp;GS)</p> <p>B. PDA Planning Grants to cities</p> <p>C. Develop Priority Development Areas (PCAs) assessment/implementation plan</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>TSC Plan adopted; serves as basis for PDA I&amp;GS. PDA I&amp;GS adopted April 2013; annual update submitted to MTC May 2014.</li> <li>PDA Planning funding agreements signed with Benicia, Dixon, Fairfield, Rio Vista and Suisun City; PDA Planning consultant selection underway.</li> <li>PCA Assessment Plan stakeholder committee formed; RFP released.</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>PDA All PDA Planning Grants have STA/City funding agreements; consultant selection under way; Planning work to be completed first half of 2016</li> <li>PCA Plan to be completed 2015</li> </ul> <p><u>ECD:</u> FY 2015-16</p> <ol style="list-style-type: none"> <li>PDA Fairfield/Suisun - May 2016</li> <li>PDA Benicia/Dixon/Rio Vista - March 2016</li> <li>PCA - December 2015</li> </ol>	STA	Regional TLC CMAQ STP Planning	X  X  X  X	       X	\$1.5 M  \$75,000	Planning  Robert Macaulay Sofia Recalde  Andrew Hart   Robert Macaulay Sofia Recalde Drew Hart
STA Lead – Programs	20.	<p><b>Congestion Management Program (CMP)</b></p> <p><u>Status:</u> Bi-annual CMP update due in FY 2013. next CMP due in 2015.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>CMP Update to be initiated in Fall 2014</li> </ul> <p><u>ECD:</u> FY Sept 2015</p>	STA	STP Planning				Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	21.	<p><b><u>Implementation of Countywide Bicycle Plan Priority Projects</u></b></p> <p>Implement the Countywide Bicycle Plan. Periodically update as projects are completed, regional priorities change or funding changes.</p> <p><u>Status of Tier 1 Projects:</u></p> <ul style="list-style-type: none"> <li>A. Fairfield- Vanden Road (Jepson Parkway) Class II - included in Jepson Parkway design</li> <li>B. Pleasants Valley Rd Class II - not funded</li> <li>C. Suisun Valley Farm to Market - seeking ATP funding</li> <li>D. Suisun City Driftwood Drive - not funded</li> <li>E. Dixon West B Undercrossing - under construction</li> </ul> <p>A.</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Dixon West B Street Project fully funded with construction completion in summer 2014</li> <li>• Last phase of Vacaville Dixon Bike project funded by STA as part of OBAG, STA Article 3 and YSAQMD fund cycles; may receive ATP funds to free up OABG funds for other projects</li> <li>• Bike signs and way finding signs – Phase 1 signs acquired, being installed in Suisun City, Vallejo, Benicia.</li> <li>• Countywide Bicycle Plan project list - updated</li> </ul> <p><u>ECD:</u></p> <p>Deliver Phase 1 Wayfinding Signs - FY 2014-15 Complete and implement Phase 2 Wayfinding Signs Plan - FY 2015-16 Complete priority projects - FY 14-16, FY 15-16</p>	<p>County/ Fairfield/ Vacaville/ STA</p> <p>STA/Dixon County/STA</p>	<p>TDA Article 3; Bay Area Ridge Trail</p> <p>OBAG</p>	X		\$85,000	Planning Drew Hart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	22.	<p><b>Countywide Pedestrian Plan and Implementation Plan</b></p> <ul style="list-style-type: none"> <li>Implement the Countywide Pedestrian Plan. Periodically update as projects are completed, regional priorities change or funding changes. Support PDA implementation.</li> </ul> <p><u>Status of Tier 1 Projects:</u></p> <p>A. Dixon West B Street Undercrossing - under construction            B. Dixon Safe Routes Jacobs Intermediate School            C. Downtown Vallejo Streetscape - partly funded            D. Suisun Valley Farm to Market - seeking ATP funding</p> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>Dixon West B Street Project under construction</li> <li>Countywide Pedestrian Plan project list - updated</li> </ul> <p><u>ECD:</u>            Pursue funding for priority projects - FY 14-16, FY 15-16</p>	STA	TDA-ART3 OBAG RM 2 Safe Routes to School	X			Planning Sofia Recalde

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	23.	<p><b><u>STA Marketing/Public Information Program</u></b></p> <ul style="list-style-type: none"> <li>A. STA Websites and Facebook page</li> <li>B. Events</li> <li>C. Newsletter</li> <li>D. Project Fact Sheets and Public Outreach</li> <li>E. Annual Awards Program</li> <li>F. Legislative Booklets and Lobby Trips</li> <li>G. Legislative Advocacy</li> <li>H. Marketing Programs: STA/SolanoExpress/SNCI</li> <li>I. Annual report</li> <li>J. SNCI website and Facebook page</li> <li>K. SR2S website and Facebook page</li> <li>L. SolanoExpress website</li> <li>M. Mobility Management programs</li> <li>N. Implement Adobe Creative Suite platform for publications/presentations</li> <li>O. 2013 Annual Awards to be held in Vacaville</li> <li>P. 2014 Annual Awards to be held in Vallejo</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• SR 12 Jameson Canyon Ribbon Cutting</li> <li>• New website in design for SolanoExpress and Mobility Management.</li> <li>• STA, SR2S, and SNCI Facebook pages being maintained.</li> <li>• In-house individual project sheets developed on as-need basis.</li> <li>• STA Annual awards hosted every November</li> <li>• Implement SolanoExpress Marketing Campaign</li> <li>• Implement SNCI Marketing Campaign</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Groundbreaking for Dixon West B Street Project</li> <li>• Ribbon Cutting for I-80 EB Truck Scales</li> <li>• Groundbreaking for I-80/I-680/SR 12 Interchange Project</li> <li>• 2013 Awards Program in Vacaville</li> <li>• Implemented Website editors monthly meetings</li> <li>• Interviewed/hired/supervised high school intern</li> <li>• Implemented SolanoExpress Marketing Campaign</li> </ul>	STA	TFCA Gas Tax Sponsors	X			Planning Jayne Bauer

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	24.	<p><b><u>Clean Air Fund Program and Monitoring</u></b></p> <p>A. BAAQMD/TFCA B. YSAQMD</p> <p>Board approved Funding Priorities for SNCI, SR2S, Alternative Fuels, and Climate Action Initiatives FY 2013-14 funding: A. YSAQMD - 10 projects for \$290,000 B. BAAQMD:</p> <ul style="list-style-type: none"> <li>• Solano Commute Alternatives Outreach</li> <li>• Solano Community College Bus Voucher Program</li> <li>• Safe Routes to School High School Trip Reduction Pilot</li> <li>• Suisun City Park and Ride Charging Station</li> </ul> <p><u>Status:</u> Allocated annually. STA staff monitors implementation of TFCA funds until project completion.</p>	STA YSAQMD	TFCA Clean Air Funds	X		\$295,000 Annually (TFCA) \$442,000 FY 14-15 (YSAQMD Clean Air)	Planning Drew Hart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Co-Lead Programs	25.	<p><b>Solano Climate Action Program</b> Develop county-wide greenhouse gas emission inventory, GHG emission reduction plans for energy sector, and GHG emission reduction and implementation plans for non energy sectors</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• PG&amp;E project completed</li> <li>• SGC projects released to cities for action in May 2014</li> <li>• Develop multi-agency implementation strategy after CAPs adopted</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Countywide Green House Gas Emission Inventory COMPLETED</li> <li>• GHG emission reduction for energy sector COMPLETED</li> <li>• GHG emission reduction and implemented plans for non-energy sectors - COMPLETED</li> </ul> <p><u>EDC:</u> Adopted CAPs and Implementation Strategy – Summer 2014</p>	STA	PG&E and SGC grants	X		PG&E Grant \$285,000  SGC Grant \$275,000	Planning Robert Macaulay

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	26.	<p><b><u>Solano Countywide Safe Routes to Schools (SR2S) Program</u></b></p> <ol style="list-style-type: none"> <li>1. Education</li> <li>2. Enforcement</li> <li>3. Encouragement</li> <li>4. Engineering</li> <li>5. Evaluation</li> <li>6. Engagement</li> <li>7. Funding of Program</li> <li>8. Plan implementation</li> </ol> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Implement Plan Update findings Update and maintain SR2S website and Facebook pages</li> <li>• Coordinate SR2S Community Committees and SR2S Advisory Committee</li> <li>• Work with Public Health to conduct Educational and Encouragement events like school assemblies, bike rodeos, walk and roll events</li> <li>• Expand SR2S Program to incorporate middle school and high school components.</li> <li>• Monitor the implementation of selected engineering projects from SR2S Plan update</li> <li>• Continue to expand/enhance Walking School Bus implementation at 56 elementary schools</li> <li>• Continue to seek additional grant funds to fund elements of SR2S Program</li> <li>• Implement the 2<sup>nd</sup> Public Safety Enforcement Grant.</li> <li>• Develop a robust evaluation system of SR2S program</li> <li>• Introduce a Walking Wednesday initiative at selected schools</li> <li>• Develop a plan to sustain the WSB program following the pilot program</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Over \$4.5 million in SR2S funding obtained to date</li> <li>• Secured OBAG funding for SR2S Program (\$1.256M) and SR2S Engineering Projects (\$1.2M)</li> <li>• Completed 2013 SR2S Plan Update</li> <li>• Coordinated and hosted successful Safe Routes to School Summit in May 2013</li> <li>• As of July 2014, 43 schools have held 70 events attended by 10,730 children</li> </ul>	STA	STP Planning ECMAQ CMAQ TFCA-PM TFCA-Regional YSAQMD BAAQMD TDA FHWA SRTS	X	X	\$1.5 M Encouragement, Education and Enforcement	Transit/SNCI Judy Leaks Sarah Fitzgerald
			85					

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> <li>• Since January 2013, 33 Walking School Buses were started at 18 schools.</li> <li>• 26 schools with 6,665 students participated in International Walk to School Day in October</li> </ul> <p><u>EDC:</u></p> <ul style="list-style-type: none"> <li>• SR2S Engineering Projects completed by 2016</li> </ul>						
			86					

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	27.	<p><b>Countywide Transit Coordination</b> STA works with MTC and transit operators to implement countywide and regional transit coordination strategies.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Develop Countywide Coordination Mini –SRTP</li> <li>• Implement Enhance Transit Coordination Strategies               <ul style="list-style-type: none"> <li>-Standardized fare structure</li> <li>-Transit capital planning</li> <li>-Transit Service planning</li> </ul> </li> <li>• I-80/I-680/I-780/SR12 Transit Corridor Study Update</li> <li>• Select service option for Solano Express from Transit Corridor Study</li> <li>• Implement Clipper</li> </ul> <p><u>Milestones :</u> Transit Sustainability Study - Completed Countywide SRTPs - Completed Transit Coordination Plan - Completed</p> <p><u>ECD:</u> Countywide Coordinated Mini- SRTPs - July 2015 and 2016 Enhance Transit Coordination Strategies- Ongoing I-80/I-680/I-780/SR12 Transit Corridor Study Update – August 2014 SolanoExpress Service Option -2014 Update Solano Express Capital Plan - 2014</p>	STA/ Dixon/ Fairfield/ Rio Vista/ Solano County/ SolTrans/ Vacaville	MTC/STAF STAFSTAF STAF	X X X X	X X X	\$550,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	28.	<p><b>Lifeline Program</b> Lifeline Transportation Program supports projects that address mobility and accessibility needs in low-income communities throughout the Solano County.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Call for Projects</li> <li>• Project Selection</li> <li>• Monitor Projects</li> </ul> <p><u>Milestones:</u> Monitoring Lifeline Projects Operating – SolTrans Route 1, 85 and span of service; FAST Route 30 Saturday Service Capital – Vacaville curb cuts, FAST 10 local buses, SolTrans and Fairfield bus shelters</p> <p><u>ECD:</u> Lifeline Funding Fourth Cycle- Estimated FY 2014-15</p>	STAMTC	STAF	X	X	\$17,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Studies	29.	<p><b>FTA 5311</b> In Solano County, STA programs the 5311 funding. These funds are used for transit capital and operating purposes for services in non-urbanized areas.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Call for Projects in Nov/Dec</li> <li>• Project Selection</li> <li>• Monitor Projects</li> </ul> <p><u>Milestones:</u> 5311 funds were programmed for FY 2013-14 and FY 2014-15 Operating funds were programmed for Dixon, FAST Rt. 30, Rio Vista and SolTrans Rt. 85 Capital funds were programmed for Rio Vista for the design and plans for the park and ride lot.</p> <p><u>ECD:</u> 5311 Funding for FY 2013-14 - Estimated June 2015 5311 Funding for FY 2014-15 - Estimated June 2016</p>	STA/MTC	FTA 5311	X	X	\$900,000	

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	30.	<p><b><u>Paratransit Coordination Council and Seniors and People with Disabilities Transportation Advisory Committee</u></b>            STA to staff and provide administrative support to advisories committees that advocate and address transportation needs for seniors, people with disabilities and low-income individual, build community awareness and support, and locate funding sources to meet those needs.</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Proposed development of CTSA</li> <li>• STA responding to request from Solano County to administer the Intercity Paratransit Program</li> <li>• Mobility Management Programs being developed</li> <li>• Review Mobility Guide for Seniors and People with Disabilities</li> <li>• Operators TDA Claims Review</li> <li>• Score FTA 5310 applications</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• PCC Work plan approved in February 2014- Completed</li> <li>• FTA 5310 call for projects and PCC subcommittee scoring of projects - Completed</li> <li>• PCC TDA claim review for FY 2013-14 - Completed</li> <li>• Recommended projects for OBAG funding - Completed               <ul style="list-style-type: none"> <li>• PCC Brochure 2013- Completed</li> <li>• Updated Mobility Brochure for Seniors and People with Disabilities - February 2014- Completed</li> </ul> </li> </ul> <p><u>ECD:</u>            PCC Work plans - 2015 and 2016            FTA 5310 call for projects - 2015 and 2016            TDA Claim Review – FY 2014-15 and 2015-16</p>	STA	STAF	X		\$50,000 \$30,000	Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	31.	<p><b>Solano Express/Intercity Coordination</b> Coordinate to implement recommended strategies as identified in the Countywide studies and agreements.</p> <ul style="list-style-type: none"> <li>A. Manage Intercity Transit Consortium</li> <li>B. Monitor Route 20, 30, 40, 78, 80, 85, 90</li> <li>C. Funding Agreement Update</li> <li>D. RM2 Transit Operating Fund Coordination</li> <li>E. Solano Express Intercity Transit Marketing</li> <li>F. Intercity Ridership Study Update</li> <li>G. TDA Matrix - Reconciliation and Cost Sharing</li> <li>H. Development of multi-year funding plan</li> <li>I. Development of Intercity Bus Replacement Plan</li> <li>J. Marketing implementation of Clipper</li> </ul> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Solano Express Intercity Transit Marketing in process</li> <li>• Intercity Transit Funding Group Development</li> <li>• TDA Matrix - Reconciliation and Cost Sharing to be approved June 2014-15 and 2015-16</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Solano Express Capital Bus Replacement Plan Developed - Completed</li> <li>• Intercity Transit Funding agreement updated FY 2013-14 - Completed</li> </ul> <p><u>EDC:</u> 2014 Intercity Ridership Survey- July 2014 Development of Transit Capital Plan July 2015 Update Intercity Bus Replacement Plan – Sept 2014 Implement Clipper – November 2014</p>	STA	TDA	X			Transit Liz Niedziela

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	32.	<p><b><u>Solano County Mobility Management</u></b></p> <p>A. B. Implement Mobility Management Programs C. Monitor Programs D. Considering CTSA Designation</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Implementation of Ambassador Program with coordination with Transit operators on travel training</li> <li>• Partner with non-profits for one-on-one travel training (Independent Living Resource Center and Connections for Life)</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Mobility Management Plan adopted - Completed</li> <li>• Countywide In Person ADA Eligibility Program Initiated (July 2013) - Completed</li> </ul> <p><u>ECD:</u> Evaluate In Person ADA Eligibility Program Option Year One– Dec 2014 Develop Website – July 2014 Travel Training Programs developed – September 2014 Implement Call Center - September 2014 Disseminate information on Senior Safety Driver Programs – September 2014 Decision CTSA Designation June 2014</p>	STA/ County/ Transit Operators	JARC/STAF/ OBAG/NEW FREEDOM	X	X	\$800,000	Transit/ Tiffany Gephart

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	33.	<p><b>Solano Napa Commuter Information (SNCI) Program</b></p> <p>A. Customer Service Program-Call Center, Display Racks, website/facebook</p> <p>B. Vanpool Program</p> <p>C. Employer Outreach/Support Program</p> <p>D. Employer Commute Challenge Promotion</p> <p>E. Incentives Program</p> <p>F. Emergency Ride Home (ERH) Program</p> <p>G. Campaigns/Events – Bike to Work Promo</p> <p>H. Coordination with Napa County</p> <p>I. College Coordination</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>Continue to deliver overall rideshare services to Solano and Napa employers and general public</li> <li>Start 28 new vanpools and provide support to all vans with origin/destinations in Solano and Napa counties.</li> <li>Direct the Napa and Solano Employer Commute Challenges</li> <li>Assist employers in Solano and Napa counties with 50+ employees comply with requirements of the Bay Area Commuter Benefits Program. Encourage them to select Option 4 as a way to comply, with a goal to expand and sustain participation in SNCI’s Employer Program. Implement the recommendations per the Marketing Evaluation and Assessment to increase public awareness of program</li> <li>Incorporate Mobility Management calls (from seniors, people with disabilities, and low-income) into the SNCI Call Center (transit and trip planning) to become the Solano Mobility Call Center.</li> <li>Design and implement transportation information center at the Suisun City train station in partnership with the City of Suisun City.</li> <li>Develop and implement a feedback and evaluation system to assess/analyze promotions, events, etc.</li> <li>Implement a Transit Incentive pilot program that coincides with the launch of Clipper in Solano County</li> <li>Coordinate efforts with Solano Community College with a goal to encourage an overall commute alternative plan at the school</li> </ul> <p><u>Milestones:</u></p>	STA	MTC/RRP TFCA ECMAQ	X	X	\$600,000	Transit/SNCI Judy Leaks  Debbie McQuilkin Paulette Cooper  Sorel Klein

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
		<ul style="list-style-type: none"> <li>Implemented 2014 Bike to Work campaign. There were 17 Energizer in Solano County and xx 9 stations in Napa that nearly 800 cyclists visited.</li> <li>Completed the seventh Solano Commute Challenge with 40 employers and 747 employees participating; and the second Napa Commute Challenge with 24 employees and 171 employee participants.</li> <li>27 new vans were started to/from Solano/Napa counties through April 2014 and SNCI supported 193 vanpools</li> <li>Solano Community College has implemented a pilot program to provide significantly reduced-fare passes to students who use transit to get to the school.</li> </ul>						
<b>STA Monitoring Projects</b>	<b>34.</b>	<b><u>Capitol Corridor Rail Stations/Service</u></b>						
		<u>Status:</u> Individual Station Status:						
		A. Fairfield/Vacaville Train Station: First phase Fairfield/Vacaville station expected to begin construction 2015. Staff working with Fairfield on completing funding plan for Phase 1. Phase 2 funding plan to be developed this year.	City of Fairfield	RM2 ADPE-STIP ITIP Local RTIP ECMAQ YSAQMD Clean Air Funds	X		\$42 M FF/VV Station (Preliminary estimates for required track access and platform improvements.	Planning Robert Macaulay
		B. Dixon: station building and first phase parking lot completed; Dixon, CCJPB and UPRR working to resolve rail/street issues. funding plan for downtown crossing improvements	City of Dixon					Janet Adams
		C. Update Solano Passenger Rail Station Plan; consultant selected and work initiated.	STA	STAF, PPM	X		\$125,000	Sofia Recalde
D. Monitor Vallejo's Rail Service Plan for Mare Island	City of Vallejo	STP Planning, Vaca TDA, CCJPA	X		\$66,050			
E. Suisun/Fairfield Train Station Upgrade	City of Suisun City	CMAQ, TDA Article 3, STAF	X		\$600,000			
		<u>ECD:</u> Updated Solano Passenger Rail Station Plan in CY 2014. Fairfield/Vacaville Station construction scheduled to begin in 2015. Suisun/Fairfield Train Station Upgrade to begin FY 2015-16	STA/ NCTPA	MTC Rail Program	X			

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
<b>STA Monitoring Projects</b>	35.	<p><b><u>WETA Ferry Support and Operational Funds</u></b></p> <p>A. Vallejo Station B. Maintenance Facility Phase I &amp; II C. Ferry Service</p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Monitor project schedule and phasing plan for Vallejo Station.</li> <li>• Assist Vallejo in effort to relocate post office to facilitate Phase 2</li> <li>• Phase I of the Maintenance Facility are funded.</li> <li>• .</li> <li>• Support and market Vallejo ferry service</li> <li>• –Potential development of advisory committee</li> <li>• Relocation of Post Office</li> </ul> <p><u>Milestone</u> Reappointment of Anthony Intintoli – 2014 Main ground breaking on Ferry Maintenance Facility – May 2014</p>	Vallejo	RTIP Fed Demo Fed Boat TCRP Fed RM2 RTIP  Funding Plan TBD	X		\$65M \$10.8M \$0.5M	Projects Janet Adams  Transit Liz Niedziela
<b>STA Lead – Programs</b>	36.	<p><b><u>Countywide Traffic Model and Geographic Information System</u></b></p> <p>A. Develop 2040 network, land uses and projections consistent with Plan Bay Area B. Maintenance of Model, C. Approve Model User Agreements as submitted D. Periodically convene STA Model TAC</p> <p><u>Milestones:</u> Convene Model TAC Adopt new traffic model.</p> <p><u>Status:</u> Cambridge Systematics under contract and working to prepare new Activity based model..</p> <p>ECD: Model update for Plan Bay Area consistency FY 2014-15.</p>	STA, NCTPA STA  STA	Funded by OBAG	X  X		\$150,000 \$24,000	Planning  Sofia Recalde

CATEGORY	PROJ ECT#	PROJECT DESCRIPTIONS	LEAD AGENCY	FUND SOURCE	FY 2014-15	FY 2015-16	EST. PROJECT COST	DEPT. LEAD STAFF
STA Lead – Programs	37.	<p><b><u>Abandoned Vehicle Abatement Program</u></b></p> <p><u>Status:</u> Ongoing – 1,369 vehicles abated in the first 6 months of FY 2012-13.</p>	STA	DMV	X		FY 2012-13 \$365,267 countywide distribution	Projects/ Finance Susan Furtado
STA Lead – Planning	38.	<p><b><u>New or Updated Countywide Plans</u></b></p> <p>Water Transportation Plan – new Airport surface access plan – new</p>	STA	OBAG STAF		X  X		Planning/ Sofia Recalde Robert Macaulay Drew Hart
STA Lead - Planning	39.	<p><b><u>Vine Trail Alignment Study</u></b></p> <p><u>Status:</u></p> <ul style="list-style-type: none"> <li>• Consultant selected; study underway</li> <li>•</li> </ul> <p><u>Milestones:</u></p> <ul style="list-style-type: none"> <li>• Hold public meetings; first meeting held in May 2014</li> <li>• Adopt the Vine Trail Alignment Study</li> </ul> <p><u>ECD:</u> December 2014</p>	STA, City of Vallejo	ABAG Bay Trail Vine Trail Partnership		X	\$100,000	Planning: Sofia Recalde



DATE: June 17, 2014  
TO: STA TAC  
FROM: Anthony Adams, Assistant Project Manager  
RE: Solano County Annual Pothole Report

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**Background:**

On June 27, 2011, STA staff presented detailed information regarding each Solano County local agency's street rehabilitation investments at a STA Board workshop. After reviewing the Metropolitan Transportation Commission (MTC)'s recent publication "The Pothole Report: Can the Bay Area Have Better Roads?", STA staff recommended additional research and annual reports that focus specifically on Solano County's roadway conditions.

On September 6, 2011, the STA Board directed STA staff to develop a Local Streets and Roads (LS&R) Solano County Annual Report in close collaboration with public works staff. This scope of work includes:

1. Street condition maps;
2. Summary handouts of pavement issues; and
3. A countywide report on investment histories, future shortfalls, and funding outlooks for pavement projects.

While STA originally intended to complete the report deliverables by July 2012, this depended on the readiness of local agency Streetsaver users to use the budget scenario functions of Streetsaver. Between summer 2012 and March 2013, STA staff coordinated closely with MTC Streetsaver staff and local agency Streetsaver users to overcome this barrier by giving STA staff access to budget scenario development through a Streetsaver work order. Staff turnover at STA, which occurred in early 2014, also contributed to the protracted timetable for the completion of the report. The 2014 Solano County Annual Pothole Report is now in Draft form and scheduled for review by the TAC in May 2014.

The Solano County Annual Pothole Report was presented as an informational item to the TAC during their April 30<sup>th</sup> meeting. During that meeting, TAC members were asked to read the report in its entirety and provide comments prior to it coming back as an action item. One comment was provided by Fairfield to update their city's gas tax revenue information. Requested changes were made by STA staff and with approval by TAC and STA Board, the Solano County Annual Pothole Report is ready for a public comment period.

**Discussion:**

*Solano County Annual Pothole Report*

STA staff has reviewed and updated information in the 2014 Solano County Annual Pothole Report to include a summary and conclusion chapter. Comments were received from TAC members and incorporated into the final draft report. With approval from the TAC and STA

Board, the Annual Solano Pothole Report will be open for a 30-day public comment period. Key messages that the STA and the Project Delivery Work Group (PDWG) members wanted to convey with this report include:

1. Funding shortfalls
2. Projected PCI by budget scenario with maps
3. Non-pavement investments
4. Cost savings from preventative maintenance investments (compared to no maintenance)
5. Clear definitions of pavement damage with photos and their corresponding repair costs; and
6. A discussion of future revenues and the role of federal and state funds.

Production and distribution of a “locally focused” Pothole Report can be used as a tool to inform the public and decision makers about the current condition of their streets and long-term infrastructure maintenance costs. Going forward, future Solano Pothole Reports may be able to explore potential revenue options to address roadway maintenance funding shortfalls that are shown in the current report.

#### *Pavement Condition Maps and Summary Handouts*

STA staff has included, in the appendix of the Pothole Report, individual city summaries including information on past roadway investment, current Pavement Condition Index (PCI) conditions, future revenue needs, and projected PCI maps based on current budgets. The project PCI maps for each jurisdiction (featuring projections for 2014, 2018, 2023, and 2028) have been produced and are now part of the individual city summaries located in the appendix.

Once the Solano Annual Pothole Report is approved, the STA intends to create a single page handout of the Countywide Annual report that will be tailored for public review. The intended purpose of this handout is to be an educational publication, informing the public about current conditions and future outlook, while delivering the overall message of the importance of investing in local streets and roads. This handout will be completed once the final version of the report is completed.

#### **Recommendation:**

Forward a recommendation to STA Board to release the Solano County Annual Pothole Report for a 30-day public comment period.

#### Attachment:

- A. Solano County Annual Pothole Report (This attachment has been provided to the STA TAC members only under separate enclosure. A copy may be obtained by contacting the STA at (707) 424-6075



DATE: June 17, 2014  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation issues. On February 12, 2014, the STA Board approved its 2014 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2014.

Monthly legislative updates are provided by STA's State and Federal lobbyists for your information (Attachments A and B). A Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

**Discussion:**

On June 15, the California Legislature approved the 2014-15 Budget Bill (SB 852) and related trailer bills, which authorized \$872 million in one-time/budget year expenditures for the Cap and Trade program for various transit, sustainable communities, and low-carbon transportation programs that reduce greenhouse gas emissions. Additionally, the Legislature approved SB 862, the Cap and Trade trailer bill, which establishes long-term funding programs from the Cap and Trade program.

Attachment C is an email message from Josh Shaw, Executive Director of the California Transit Association, to the Members that covers a number of the lingering concerns from various members of the CTA regarding the implementation of the Cap and Trade Program. It includes an overview of the approved Cap and Trade Revenue Package as well as analysis of new revenue streams.

This Cap and Trade plan is an improvement over the version originally proposed by the Governor in January. It is particularly a step in the right direction for transit. Regional agencies, led by the four largest MPOs and CalCOG, have advocated for Sustainable Communities funds to be allocated to the regions rather than the Strategic Growth Council to provide support for local governments and transit to implement SB 375 requirements now included in recently adopted Regional Transportation Plans/Sustainable Community Strategy. Additional funding was included, but will still be allocated through the Strategic Growth Council.

Intercity Rail Service, such as the Capital Corridor, is eligible to compete for funding, but will not receive a specific allocation as previously requested. In general, this plan sets up a number of statewide competitive grant categories with various state agencies. Staff will continue to analyze the Cap and Trade process and will provide future updates.

Attachment D is a summary of the transit operator formula portion along with an estimate of how much would be available competitively. We are waiting for further written analysis of the proposal from MTC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Cap and Trade Funding Opportunities – Analysis of New Revenue Streams – CTA
- D. Transit Operator Formula - Cap and Trade - MTC

June 11, 2014

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner  
 Matt Robinson, Legislative Advocate  
 Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – June 2014**

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### **Legislative Update**

On May 13, Governor Brown released the May Revise, which is the annual spring update to the Administration's January budget proposal. The May Revise reflects an increase in overall state revenues by approximately \$2.4 billion, which is proposed to fund increased costs for schools, Medi-Cal, public employee retirement, drought relief, the judicial system, and paying down the wall of debt. With regard to transportation funding, no significant changes were made to the January proposal. The Department of Finance updated its projections for the State Transit Assistance fund to \$379.6 million for FY 2014-15, an increase of \$6 million over the January estimate. The Budget Subcommittees in both houses of the Legislature are done meeting. The Budget Conference Committee (made up of members from both the Senate and Assembly) is meeting to discuss and reconcile items that differ between the two houses' different budget versions, including Cap and Trade. The Legislature has until June 15 to send the final Budget Bill to the Governor for his signature.

May 23 marked the last day for the Senate and Assembly Appropriations Committees to meet and report-out bills introduced in their respective houses. A number of bills, mainly those with significant costs to state and local agencies, were held in the Appropriations Committees, including both bills dealing with the truck weight-fee transfers (see **Other Bills of Interest** on the next page for more detail). May 30 was the last day for the Legislature to hear bills introduced in their house and move them to the other house for consideration in 2014. The Legislature will break for Summer Recess on July 3.

**SB 1368 (Wolk)**, co-sponsored by the Board, with SolTrans, would clarify the authority of Caltrans and the California Transportation Commission to transfer park-and-ride properties to joint powers authorities providing transportation service. Specifically, this bill would allow SolTrans to take possession of the Curtola Park-and-Ride Facility in the City of Vallejo. This bill passed the Senate Floor by a vote of 35-0 on May 27.

### **Cap and Trade: Three Plans Emerge**

The release of the May Revise brought no changes to the Governor's \$850 million Cap and Trade plan, which proposes \$100 million for sustainable communities implementation, \$250 million for high-speed rail, and \$50 million for rail modernization.

On May 15, Senate President Pro Tem Darrell Steinberg (D-Sacramento) announced the Senate's long-term proposal, to begin in FY 2015-16 and to provide ongoing funding thereafter for sustainable communities, transit, intercity, and high-speed rail (HSR), by granting each a percentage of the total Cap and Trade revenues. The Senate Plan would direct 20 percent toward sustainable communities and affordable housing near transit, 25 percent to transit agencies for uses related to GHG emission reduction and sustainable communities goals, 20 percent to rail modernization (HSR and intercity rail), 15 percent to low-carbon transportation, and 20 percent to clean energy, natural resources & waste diversion programs. In addition to its long-term plan, the Senate Budget Committee proposed to add \$150 million for transit to the Governor's FY 2014-15 proposal; however, the Senate Budget Committee ultimately zeroed out *all* transportation funds from its Cap and Trade action, due to HSR concerns.

At its last meeting of the year on May 22, the Assembly Budget Subcommittee # 3, responsible for transportation and natural resources, approved a one-year plan for the expenditure of Cap and Trade funds, which differs significantly from the Governor's plan. The Assembly's plan provides \$400 million for state greenhouse gas reduction programs and \$400 million for sustainable communities grants to local agencies, both of which are proposed to be administered by the Strategic Growth Council. The Assembly Plan also proposes \$200 million for low-emission vehicle rebates.

Because the Legislature was unable to find a consensus approach to both a near-term and a long-term strategy for distributing Cap and Trade revenues, the issue will be heard in the Budget Conference Committee where it will again be discussed and debated. That being said, resolution will likely come when the Governor, the Senate President Pro Tem, and the Assembly Speaker sit down to negotiate all the critical outstanding elements of the FY 2014-15 Budget. We will continue to update the Board.

#### **California Freight Mobility Plan**

On May 9, Caltrans released the administrative draft of the California Freight Mobility Plan, which defines the overall state freight vision and identifies goals, objectives, strategies, performance measures, and a select set of high-priority projects designed to achieve that vision. The first round of comments were due on May 28. Caltrans will release a second draft on June 16 and begin a series of public workshops throughout the state between June 16 and July 24. Workshops will be held in Sacramento on June 17 and Oakland on June 24. Projects of significant importance to the Board, including the identification of State Route 12 as a freight corridor, the I-80/I-680/SR 12 interchange, and the westbound I-80 truck scales, were identified in the plan.

#### **Authority Sponsored Bills**

**SB 1368 (Wolk)** would authorize Caltrans and the CTC to relinquish a park-and-ride lot to a joint powers authority formed for the purposes of providing transportation services. From the Authority's perspective, this bill will ensure state-owned property in Vallejo can be turned over to SolTrans for long-term operation, maintenance and improvements. **The STA Board is the Co-Sponsor of this bill, with SolTrans. This bill passed off the Senate Floor by a vote of 35-0 on May 27. The bill is now in the Assembly.**

#### **Other Bills of Interest**

**AB 935 (Frazier)** would change the composition of the WETA board of directors, adding additional Senate and Assembly appointments. Because the bill specifically authorized the STA to develop the list of nominees for the seat to be appointed from Solano County. **The STA Board Supports this bill. This bill was referred to the Senate Transportation and Housing Committee last year. No hearing has yet been set.**

**AB 2170 (Mullin)** would clarify that a joint powers authority may exercise any power common to the member agencies, including the authority to levy a fee or tax (subject to the requirements of the Constitution). **This bill passed off the Assembly Floor by a vote of 44-26 on April 28. The bill is now in the Senate Governance and Finance Committee.**

**AB 2197 (Mullin)** would require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles. This bill is sponsored by MTC because it would improve the collection of toll revenues in the Bay Area. The Authority is a recipient of these revenues. **This bill was held on the Assembly Appropriations Committee Suspense File.**

**AB 2728 (Perea)** would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. The prohibition in this bill would sunset on January 1, 2019. **This bill was held on the Assembly Appropriations Committee Suspense File. The STA Board Supports this bill.**

**SB 556 (Corbett)** was amended at one point last year to require *all public agencies*, including public transit systems, to "label" employees and vehicles which are independent contractors or operated by independent contractors with a "NOT A GOVERNMENT EMPLOYEE" or "THE OPERATOR OF THIS VEHICLE IS NOT A GOVERNMENT EMPLOYEE" disclosure.

**The STA Board Opposed that version of the bill**, due to its adverse impact on transit systems. In the face of substantial opposition around the state, the author narrowed the bill's scope late in the session; it now applies only to public health or safety service providers. **The Author's office indicates there is currently no intention to move this bill in 2014.**

**SB 1077 (DeSaulnier)** would direct the California State Transportation Agency (CalSTA) to develop a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to replace the state's existing fuel excise tax by January 1, 2016. The bill would require the CalSTA to assess certain issues related to implementing an MBF, including different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system. **This bill passed the Senate Floor by a vote of 23-11 on May 12. The bill is now in the Assembly. We recommend the STA Board Support this bill.**

**SB 1122 (Pavley)** would propose a Cap and Trade funding program for the planning and development of sustainable communities strategies, enabling the Strategic Growth Council to manage and award Cap and Trade funding directly to regional agencies on a per capita basis for specified eligible projects. Additionally, this bill would require the Council, in consultation with the Air Resources Board and the metropolitan planning organizations, to establish standards for modeling systems and measurement methods to evaluate the effectiveness of projects and verifying benefits after completion. **This bill was held on the Senate Appropriations Committee Suspense File.**

**SB 1151 (Canella)** would impose an additional fine of \$35 be imposed for specified violations within a school zone and deposit fine revenues in the State Transportation Fund for school zone safety projects within the Active Transportation Program. **This bill passed the Senate Floor by a vote of 32-0 on May 12. The bill is now in the Assembly Transportation Committee. The STA Board Supports this bill.**

**SB 1156 (Steinberg)** would impose a carbon tax on fuel manufacturers. Under the Cap and Trade program, the manufacturers of transportation fuels are required to begin purchasing GHG emissions allowances on January 1, 2015. The revenues from the sale of these emissions would be available for the state for programs that reduce GHG emissions. This bill would remove transportation fuels from the Cap and Trade program, and instead impose a carbon tax on suppliers of fossil fuels to be deposited in the Carbon Tax Revenue Special Fund to be rebated to taxpayers. This bill may become a vehicle for the Senator's Cap and Trade proposal, as described above. **This bill currently sits in the Senate Governance and Finance Committee, where it was never heard.**

**SB 1418 (DeSaulnier)** would prohibit the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for the payment of debt-service on transportation bonds, mainly Proposition 1B. This bill would also allocate the money that now remains in the SHA as follows: 56 percent to the State (of which a minimum of 21.5 percent must be used for the SHOPP) and 44 percent to cities and counties. The amount of weight fee revenue transferred each year equates to almost \$1 billion. **This bill was held on the Senate Appropriations Committee Suspense File. The STA Board Supports this bill.**

**SCA 4 (Liu) and SCA 8 (Corbett)** would lower the two-thirds voter threshold to raise taxes to fund transportation projects to fifty-five percent. **The STA Board Supports both of these bills.** One of the bills was subsequently amended to add "strings" to the expenditure of local funds raised with the lowered threshold; the Board should discuss over the coming months its priorities relative to these state impositions. **Both measures are currently in the Senate Appropriations Committee.**

## M E M O R A N D U M

May 28, 2014

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** May Report

During the month of May we monitored and reported on developments with the reauthorization of MAP-21 as well as with the appropriations process.

**Surface Transportation Reauthorization**

The Senate Environment and Public Works Committee approved by voice vote a six-year bill (S. 2322) that would authorize about \$265 billion for federal highway programs. The authorization funds the highway program at the current level with a slight increase for inflation. The bill retains the program structure of MAP-21 and does not make significant changes.

Below are some of the highlights of the bill:

**Freight Formula Program:** The bill establishes a new freight formula program. Under the bill, the Department of Transportation would apportion \$400 million among the states in fiscal year 2016 with an increase of \$400 million annually after 2016 up to \$2 billion in 2020. The bill requires that within one year of enactment, the DOT Secretary shall designate a national freight network based on an inventory of national freight volume, comprised of not more than 27,000 centerline miles of existing roadways that are most critical to the movement of freight. The criteria for designation include: total freight tonnage and value of freight moved; percentage of daily truck traffic; proximity of access to other freight intermodal facilities; population centers, land and maritime ports of entry; and other factors. The bill authorizes the Secretary to expand the primary network by an additional 3,000 centerline miles, and allows states to designate additional miles to close gaps and create first and last mile connections to ports, airports, intermodal connections and borders, limited to ten percent of the mileage designated in the state's primary freight network. Additionally, the bill would expand the network for critical urban freight corridors. A state or a city or metropolitan planning organization in coordination with the State, may designate a road as a critical urban freight corridor if it provides a connection from an intermodal facility to highways, other intermodal facilities or "is important to the movement of freight within the region, as determined by the state, city, or metropolitan planning organization." States can obligate up to ten percent of their apportionment to projects within the

boundaries of public and private freight rail, maritime projects, and intermodal facilities, however, funds must be used only for surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into and out of the facility. Eligible activities include planning and construction as well as projects designed to reduce the environmental impacts of freight, railway-highway grade separations, electronic cargo and border security technologies, and intelligent transportation systems.

**Projects of National and Regional Significance:** The bill authorizes \$400 million in contract authority annually for projects of national or regional significance through a TIGER-like competitive grant program to aid in the completion of “critical high-cost surface transportation infrastructure projects.” States, local and tribal governments, transit agencies, port authorities and multistate or multi-jurisdictional groups would be eligible to apply for the grants. Projects must have a total cost that is equal to or exceeds \$350 million and 30 percent of the state’s annual highway apportionment for the most recently completed fiscal year. The minimum grant under the program is \$50 million. At least 30 days before notifying an applicant that it is selected for funding, the Secretary must notify Congress. Congress has the right to disapprove a funding recommendation by enacting a joint resolution within 30 days.

**TIFIA:** An amendment adopted during the Committee markup reduced funding for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program from \$1 billion per year to \$750 million per year to allow the \$250 million in contract authority to fund FHWA research programs. The original bill draft had funded the research programs with general funds rather than contract authority to allow the contract authority to be used to fund the Projects of National and Regional Significance program. The contract authority funding was restored because of a concern by some members that Congress would not be able to identify general funds and the research program would be unfunded or suffer reductions in funding.

The Senate Banking and Commerce Committees must complete work on the transit and safety titles of the bill. Senate Banking Committee Chairman Tim Johnson (D-SD) has said that his Committee will mark up the transit title in early June. The Senate Finance Committee must also identify the revenues to pay for the bill before the full Senate can vote on the bill. Options for supplementing gas tax revenues include generating new revenues through tax reform, increasing and/or indexing gasoline and diesel taxes to inflation, or repealing the gas tax and imposing a wholesale tax on motor fuels. Despite the complexity of identifying a long-term funding source, Chair Boxer has said that she will oppose a short-term extension because she wants to focus on developing a long term solution so as not to risk job losses in the transportation sector.

The Administration continues to warn that the growing insolvency of the Highway Trust Fund will interrupt funding for transportation projects later this summer. On May 7, DOT Secretary

Foxx sent a letter to state DOTs warning them that DOT may delay reimbursement for construction projects to maintain a positive balance in the Highway Trust Fund. Testifying before a May 8 Senate Commerce Committee hearing, he stated that state and local agencies are likely to slow down construction projects in August, unless funds are identified.

The House Transportation and Infrastructure Committee is in the process of drafting a bill. While they have mentioned possibly marking it up in late June, that is not likely to occur. Committee Chairman Bill Shuster recently said that the pressure to prevent insolvency in the Trust Fund may force the adoption of a short-term fix and delay consideration of a long-term reauthorization beyond September 30. House Ways and Means Committee Chairman Dave Camp (R-MI) has stated that he has begun efforts to identify short-term funding.

### **Fiscal Year 2015 Transportation Appropriations**

On May 21, the House Transportation Housing and Urban Development (THUD) Appropriations Committee approved a fiscal year 2015 appropriations bill that would make available \$17.1 billion for transportation programs, \$727.3 million less than in fiscal year 2014. The bill provides \$40.3 billion for highway programs, which is the same as in fiscal year 2014. Transit formula grants would be funded at \$8.5 billion, level funding with fiscal year 2014. The bill reduces the Capital Investment Grants (New Starts) from \$1.943 billion in fiscal year 2014 to \$1.691 billion in fiscal year 2015, a \$252 million reduction, which is \$819 million below the Administration's request. The funding level for the New Starts program would only provide funding for current full funding grant agreements.

The bill reduces funding for the Transportation Investment Generating Economic Recovery (TIGER) grant program from \$600 million to \$100 million. Under the House bill, only highway, bridge, port and freight rail projects would be eligible for fiscal year 2015 TIGER grants. An amendment offered by Rep. Betty McCollum (D-MN) to allow transit and passenger rail projects to continue to qualify for TIGER funding was rejected.

The Senate Appropriations Committee has not released its version of the fiscal year 2015 spending bill, but Chair Barbara Mikulski (D-MD) has stated that the Committee will complete action on the bill early in June. The Senate Appropriations Committee has \$54.4 billion for THUD spending, about \$2.4 billion more than the House Appropriations Committee. The Senate likely will provide more funding than in the House bill for housing, transit and rail programs.

### **Commuter Tax Benefits**

The Senate did not have sufficient votes to end debate on legislation to restore expired tax benefits, which includes a provision to restore tax parity for transit commuters. Provisions in *The Expiring Provisions Improvement Reform and Efficiency (EXPIRE) Act* would increase the monthly exclusion for employer-provided transit and vanpool benefits from \$130 to \$250, so that it would be the same as the exclusion for employer-provided parking benefits. The provision would also provide retroactive reimbursement by allowing employers to reimburse expenses incurred prior to enactment of the Expire Act by employees for vanpool and transit benefits on a tax-free basis if the commuter's expenses exceeded \$130 per month and were not more than \$250.

The extenders bill was withdrawn from the Senate floor when a vote to impose cloture failed by a vote of 53 to 40 on May 15. To date, negotiations to limit the amendments and return the bill for floor consideration have failed.

While the Senate bill proposed to extend a number of expired tax provisions, including Research and Development and renewable fuels tax credits, the House elected to consider only a handful of extenders and passed a standalone bill to permanently extend the Research and Development tax credit with support from some Democrats. Because the bill did not include an offset for the loss of revenue, the White House threatened to veto the bill. Following the failed Senate vote, the House delayed consideration of a short list of five additional tax extenders bills, which does not include the tax benefit for commuters. The delayed consideration and the impasse over off-setting the bills may postpone any final action until the lame duck session.

### **Legislation Introduced**

On April 30, Connecticut Senators Richard Blumenthal (D) and Chris Murphy (D) introduced *The Green Bank Act* (S. 2271), legislation to establish a federal bank to provide loans and loan guarantees to finance qualifying clean energy and energy efficiency projects. Energy efficient projects are defined as those that result a reduction of energy use or those that substantially reduce greenhouse gas emissions. The bank would be capitalized at \$10 billion. The House companion (H.R. 4522) was introduced by Rep. Christopher Van Hollen (D-MD) and has seven Democratic cosponsors. The legislation is premised on banks currently operating in Connecticut, New York, Vermont, and Hawaii to fund clean energy projects.

On May 21, Senators Tom Coburn (R-OK) and Claire McCaskill (D-MO) introduced *The Orphan Earmarks Act* (S. 2370), to eliminate unused earmarks within the Department of Transportation (DOT). The bill would void earmarks of funds provided by DOT that have 90 percent or more remaining after 10 fiscal years as well as require DOT to submit an annual report on each project that uses earmarked funds and which funds remain available at the end of

each fiscal year. A House companion bill was introduced by Rep. James Lankford (R-OK). The bills were referred to the Senate and House Appropriations Committees. The House bill was subsequently referred to the House Transportation and Infrastructure Committee.

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**From:** [Josh Shaw](#)  
**To:** [info@caltransit](mailto:info@caltransit)  
**Subject:** Cap and Trade Funding Opportunities -- Analysis of New Revenue Steams  
**Date:** Tuesday, June 17, 2014 12:46:00 PM  
**Attachments:** [Cap and Trade - Analysis of Funding Legislation 06-17-14.pdf](#)  
**Importance:** High

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Members of the California Transit Association:

**Attached please find our “technical guidance” document analyzing the major funding streams for public transit in the Cap and Trade legislation just sent to the Governor.** We cover the three major programs which either directly fund public transit agencies, or, for which transit projects and services are major eligible recipients of competitive funds, as well as mention the zero emission bus deployment funds in the 2014-15 appropriation.

While the Governor has not signed this legislation yet, we are assuming he will and we are trying to give you as much advanced notice as possible of how these new funds might flow, and how your organization might be able to access them.

While this plan does not reflect every priority or preference expressed by the Association relative to transit funding from Cap and Trade, substantial new funds *are* provided to transit agencies, either through a formula that directly funds most of our members, or, through various competitive funds for which all our members will be eligible.

We would have preferred regional agencies to receive the sustainable communities funds directly, and for a larger share of funds to go directly to transit operators on a formula basis – without direct state agency sign-off being required; while we originally asked for state rules on measuring how transit projects and services would reduce GHG emissions, and for regional agencies to play a role in ensuring our proposed projects meet state rules and would be consistent with regional plans, this plan instead gives Caltrans, the California Transportation Commission and the Strategic Growth Council more significant roles. Thus, we will all need to work together on ironing out implementation details that reduce administrative burden.

Association leadership, its member public transit systems and its private sector industry suppliers look forward to working with the Legislature and the Administration to move this important program forward and ensure that program guidelines and oversight mechanisms are developed to guarantee effective transit projects and services are funded.

We intend on providing you more guidance over time, as implementation details emerge; in the meantime, please contact us if you have any questions about this document.

Please note: **This document is being sent directly to *only* the Primary Contact at your**

**organization** we have on file in our database; **please forward this information to anyone in your organization you deem appropriate.**

CC: Executive Committee  
Legislative Committee

Thanks – Josh

--

**Joshua W. Shaw**  
**California Transit Association**  
Executive Director  
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## **Overview of 2014 Cap and Trade Legislation and Opportunities for Public Transit: Implementing 2014-15 Appropriations and a Long-Term Cap and Trade Funding Program**

In 2011 California's Air Resources Board (ARB) adopted a Cap and Trade regulation, expected to help California achieve the goals of AB 32 (the California Global Warming Solutions Act of 2006), which include reducing the greenhouse gas emissions that contribute to climate change. The Cap and Trade program sets a limit on the total greenhouse gas (GHG) emissions that can be emitted by specific sources within the state; those emitters that anticipate exceeding their cap must purchase additional allowances through this market-based system. The ARB conducts auctions for these allowances, and the revenue generated is available for appropriation by the Legislature.

On June 15, the California Legislature approved the 2014-15 Budget Bill and related trailer bills that support the overall Budget.

In the [2014-15 Budget Bill \(SB 852\)](#), the Legislature authorized \$872 million in one-time/ budget year expenditures for the Cap and Trade program for various transit, sustainable communities, and low-carbon transportation programs that reduce greenhouse gas emissions.

Additionally, the Legislature approved [SB 862, the Cap and Trade trailer bill](#), which establishes long-term funding programs from the Cap and Trade program for transit and sustainable communities & affordable housing, as well as for high-speed rail. In total, SB 862 dedicates 60 percent of ongoing Cap and Trade auction revenues, beginning in 2015-16, to these programs. The remaining 40 percent of the available funding is not dedicated for any specific program, but left to the discretion of future Legislatures to meet certain objectives in any future fiscal year.

For example, in 2014-15, the Legislature appropriated about \$200 million for low-carbon transportation, which includes zero emission and near-zero emission bus deployment. In 2015-16, the Legislature could make a determination that it sees better greenhouse gas reduction opportunities through bus rapid transit programs and could shift funding to another program that better supports bus rapid transit development. Similarly, the Legislature could fund *any other* GHG-reducing program from this 40% pot. (And, that means we have an opportunity to continue our advocacy for an even more robust transit funding program, as these funds are not locked in place in the statute just sent to the Governor.)

Following is a detailed overview of funding programs available to transit agencies throughout the state, and the amount of revenue dedicated to each program in 2014-15 and beyond. To help facilitate a review of the budget and trailer bills, specific bill and page citations have been included. (In the coming weeks, the Administration, the Legislature, and stakeholders will work on a technical cleanup bill to address drafting errors in SB 862; we preview some of that content in our analysis, below.)

Please note that all the programs discussed below require compliance with state guidelines on the measurement and reduction of GHG emissions, pursuant to direction that the Air Resources Board, in consultation with the California Environmental Protection Agency, shall develop funding guidelines for administering agencies that receive appropriations from the greenhouse gas reduction fund to ensure the requirements of AB 32 are met. The guidelines shall include a component for how administering agencies should maximize benefits for disadvantaged communities, as first described in [SB 535](#) and to be further defined by the California Environmental Protection Agency.

The ARB is further directed to provide an opportunity for public input prior to finalizing these guidelines; we will be working with our Legislative and Executive Committees to determine an advocacy approach to this guideline-setting process, with the goal of reducing administration burden on our agencies as they seek funds from these programs.

## **2014-15 ONE-TIME APPROPRIATIONS**

The 2014-15 Budget Bill (SB 852) appropriates specified dollar amounts to four programs in which transit agencies are direct recipients or for which transit agencies are eligible applicants. For one of these programs, the funding eligibility and program administration details will clearly be determined in 2014-15 by the additional guidelines and program management procedures called for in the long-term trailer bill (SB 862), as further detailed below. In other words, while the long-term trailer bill sets out percentages of all Cap and Trade dollars that this program will receive, for when those funds start to flow in 2015-16, the budget year appropriation will *also* be subject to these program rules – which we believe the Administration’s agencies and departments will endeavor to set up and run in 2014-15. For the other three programs, it is less clear that SB 862 program procedures will prevail; rather, it appears that existing administrative procedures and rules will govern how these funds flow in 2014-15.

One of the transit appropriations in the Budget Bill (SB 852) will clearly be subject to the programs and procedures called for in the long-term trailer bill (SB 862):

- \$25 million is allocated according to the State Transit Assistance program statutes, but funds must be spent on transit services that meet the GHG-reduction goals of AB 32 and be further subject to the procedures and guidelines set up in SB 862’s **Low Carbon Transit Operations Program**; see below for details (SB 852, Pages 116-117).

While these two appropriations in the Budget Bill (SB 852) *seem* to be subject only to existing programs and procedures, we also believe the Administration *intends* on making the 2014-15 funds subject to the new program details to be developed in the long-term Trailer Bill (SB 862):

- \$24.791 million is available for **transit and intercity rail capital programs** for allocation by the California Transportation Commission until June 30, 2016, and available for encumbrance and liquidation until June 30, 2020 (SB 852, Page 132).
- \$129.201 million is available for transfer to the Department of Transportation, the Department of Housing and Community Development, the Department of Conservation, and the Natural Resources Agency for **support costs and local assistance associated with administering the affordable housing and sustainable communities program** (SB 852, Pages 40-41).

And, this appropriation will clearly be subject to existing ARB rules and regulations (there is no counterpart in SB 862 for this program):

- \$197.266 million is available to the ARB for its low carbon transportation programs, which includes rebates to consumers for electric vehicle purchases, but also includes **zero emission and near-zero emission transit bus deployment programs** (SB 852, Page 275).

## LONG-TERM PERCENTAGE ALLOCATIONS

This section of our analysis describes in further detail the three programs for which transit agencies are direct recipients and/ or for which transit agencies are eligible applicants. **All references in the remainder of this analysis are to the long-term trailer bill (SB 862).**

## TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM

### Overview

The Trailer Bill (SB 862) continuously appropriates 10 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Transit and Intercity Rail Capital Program (Page 17, Lines 30-34). As written, the program will fund capital improvements and operational investments that will reduce greenhouse gas emissions and modernize intercity, commuter, and urban rail systems (Page 37, Line 14 through Page 29, Line 18).

We have already worked with legislative leadership staff and the Governor's Administration to obtain agreement on a technical clean-up bill that would add bus transit to these provisions, as was the stated intent of legislative leaders when they passed this bill.

The policy objectives of the Program are to (Page 37, Lines 19-23):

- Reduce greenhouse gas emissions;
- Expand and improve rail service to increase ridership;
- Integrate the rail service of the state's various rail operators; and,
- Improve rail safety.

The technical clean-up bill will add references to bus transit in these policy objectives.

### Program Management

The California State Transportation Agency (CalSTA) will develop and adopt Program guidelines, evaluate applications based on the established guidelines, and prepare a list of projects recommended for funding. The California Transportation Commission shall award grants to applicants using the list prepared by CalSTA (Page 37, Lines 24-30).

In evaluating applications, CalSTA will consider:

- The cobenefits of projects that support implementation of sustainable communities strategies through one or more of the following:
  - (A) Reducing auto vehicle miles traveled through growth in rail ridership.
  - (B) Promoting housing development in the vicinity of rail stations.
  - (C) Expanding existing rail and public transit systems.
  - (D) Implementing clean vehicle technology.
  - (E) Promoting active transportation.
  - (F) Improving public health.
- The project priorities developed through the collaboration of two or more rail operators and any memoranda of understanding between state agencies and local or regional rail operators (Page 38, Lines 13-31).

### Eligible Projects

In order to be eligible for funding under the Program, a project must demonstrate that it will reduce greenhouse gas emissions (Page 38, Lines 6-8). The Program has a disadvantaged community investment goal of 25 percent (Page 38, Lines 9-12). Projects eligible for funding under the program currently include (Page 37, Lines 31-38 and Page 38, Lines 1-5):

- Rail capital projects, including acquisition of rail cars and locomotives, that expand, enhance, and improve existing rail systems and connectivity to existing and future rail systems, including the high-speed rail system;
- Intercity and commuter rail projects that increase service levels, improve reliability, and decrease travel times;
- Rail integration implementation, including integrated ticketing and scheduling systems, shared-use corridors, related planning efforts, and other service integration initiatives; and,
- Bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions.

We are attempting to ensure the technical clean-up bill will add additional references to bus transit in these descriptions of eligible projects (e.g., bus systems may want to apply for integrations funds, as well).

Eligible applicants under the program shall be public agencies, including joint powers agencies, that operate existing or planned regularly scheduled intercity or commuter passenger rail service or urban rail transit service (Page 38, Line 32).

We have already worked with legislative leadership staff and the Governor's Administration to obtain agreement on a technical clean-up bill that would add bus transit agencies to this list of eligible applicants.

### Public Participation

The bill directs the California State Transportation Agency to conduct at least two public workshops on draft program guidelines containing selection criteria prior to adoption and directs the Agency to post the draft guidelines on its Internet Web site at least 30 days prior to the first public workshop (Page 39, Lines 8-14).

This gives us another opportunity to influence the implementation details, reduce administrative burden on our agencies, etc. We will be working with our Legislative and Executive Committees to determine the details of our advocacy efforts in this regard.

## **LOW CARBON TRANSIT OPERATIONS PROGRAM**

### Overview

The Trailer Bill (SB 862) continuously appropriates 5 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Low Carbon Transit Operations Program (Page 17, Lines 35-40 and Page 18, Lines 1-2). The Program will provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility (Page 39, Lines 22-25). Funding would flow according to the State Transit Assistance program formula (Page 39, Lines 26-29, which reference Page 17, Lines 39-40 and Page 18, Lines 1-2 – a cross-reference to the existing STA program statutes).

### Program Management

Caltrans, in coordination with the Air Resources Board (ARB), shall develop guidelines that describe the methodologies transit agencies shall use to demonstrate that proposed expenditures will meet specified criteria (see Eligible Projects, below), and establish the reporting requirements for documenting ongoing compliance (Page 40, Lines 18-23).

A transit agency shall submit the following information to Caltrans before seeking funds (Page 40, Lines 28-35):

- A list of proposed expenses based on anticipated funding levels; and,
- Documentation showing that Program criteria have been met.

Before funding is released by the Controller, Caltrans and ARB shall determine the eligibility, in whole or in part, of the proposed list of expenditures (Page 40, Lines 36-39 and Page 41, Lines 1-2). Once a determination has been made, Caltrans notifies the Controller of approved expenditures for each transit agency, and the amount of the allocation for each transit agency determined to be available at the time of approval (Page 41, Lines 3-6). The recipient transit agency shall provide annual reports to Caltrans (Page 41, Lines 7-11).

### Eligible Projects

Funding in the Program must be expended to provide transit operating or capital assistance that meets all of the following criteria (Page 39, Lines 37-39):

- Supports new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities (Page 40, Lines 1-4); and,
- A transit operator must demonstrate that each expenditure directly enhances or expands transit service to increase mode share and that each expenditure reduces greenhouse gas emissions (Page 40, Lines 5-9).

For transit agencies whose service areas include disadvantaged communities at least 50 percent of the total funding must be used for projects or services that meet the above requirements and benefit the disadvantaged communities (Page 40, Lines 10-17).

### Public Participation

The bill does not direct Caltrans or the California State Transportation Agency to conduct any sort of public participation process on the development of the guidelines overseeing this program.

We will be requesting clear statutory direction that such a public process must be undertaken.

## **AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM**

### Overview

The Trailer Bill (SB 862) continuously appropriates 20 percent of all Cap and Trade revenues throughout the life of the Cap and Trade program, beginning in 2015-16, to the Affordable Housing and Sustainable Communities Program (Page 18, Lines 3-10). The Program will reduce greenhouse gas emissions through projects that implement land use, housing, transportation & agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following (Page 34, Lines 16-36):

- Reduce air pollution;
- Improve conditions in disadvantaged communities;
- Support or improve public health and other cobenefits;
- Improve connectivity and accessibility to jobs, housing, and services;
- Increase options for mobility, including the implementation of the Active Transportation Program;
- Increase transit ridership;
- Preserve and developing affordable housing for lower income households; and,
- Protect agricultural lands to support infill development.

### Program Management

The Strategic Growth Council (Council) is responsible for the development and administration of the Program (Page 34, Lines 16-22). Prior to awarding funds, in coordination with ARB, the Council must develop guidelines and selection criteria for the Program (Page 36, Lines 11-15). The Council shall incorporate comments from local governments and regional agencies (Page 36, Lines 24-28). The Council is required to coordinate with the metropolitan planning organizations and other regional agencies to identify and recommend projects for funding (Page 37, Lines 4-7).

### Eligible Projects

In order to receive funding from the Program, a project must demonstrate that it will achieve a reduction in greenhouse gas emissions, support implementation of an adopted or draft sustainable communities strategy or a regional plan that includes policies & programs to reduce greenhouse gas emissions, and is consistent with the state planning priorities. Projects eligible for funding pursuant to the program include (Page 34, Lines 37-40 and Page 35, Lines 1-37):

- Intermodal, affordable housing projects that support infill and compact development;
- Transit capital projects and programs supporting transit ridership;
- Active transportation capital projects that qualify under the Active Transportation Program, including pedestrian and bicycle facilities and supportive infrastructure, including connectivity to transit stations;
- Noninfrastructure-related active transportation projects that qualify under the Active Transportation Program, including activities that encourage active transportation goals;
- Transit-oriented development projects, including affordable housing and infrastructure at or near transit stations or connecting those developments to transit stations;
- Capital projects that implement local complete streets programs;
- Other projects or programs designed to reduce greenhouse gas emissions and other criteria air pollutants by reducing automobile trips and vehicle miles traveled within a community;
- Acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses;
- Planning to support implementation of a sustainable communities strategy.

The bill sets a goal for the Program of spending 50 percent of available revenues in disadvantaged communities (Page 36, Lines 4-10). Also, no less than half of the funding available must be spent on affordable housing projects (Page 18, Lines 7-10).

#### Public Participation

The bill directs the Council, prior to adoption of the guidelines and the selection criteria, to conduct at least two public workshops to receive and consider public comments. One workshop shall be held at a location in northern California and one workshop shall be held at a location in southern California (Page 36, Lines 16-20).

This gives us another opportunity to influence the implementation details, reduce administrative burden on our agencies, etc. We will be working with our Legislative and Executive Committees to determine the details of our advocacy efforts in this regard.

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This analysis was prepared by the California Transit Association, on June 17, 2014.

Please contact Executive Director Joshua W. Shaw ([josh@caltransit.org](mailto:josh@caltransit.org)) or Legislative Advocate Matt Robinson ([matt@caltransit.org](mailto:matt@caltransit.org)) if you have any questions, or call 916-446-4656.

**Legislation Committee Handout**  
**June 13, 2014**  
**FY 2014-15 Budget Agreement (as of 6/13/14)**

	Fiscal Year 2014-15	Future Years*
<b>State Administered Competitive Programs</b>		
Sustainable Communities (Includes transportation & affordable housing)	\$ 130,000,000	20% (~ \$500,000,000)
Transit and Intercity Rail Capital Program	\$ 25,000,000	10% (~ \$250,000,000)
Low Carbon Transportation (clean vehicles)	\$ 200,000,000	TBD

	Fiscal Year 2014-15	Future Years*
<b>Total Statewide Revenue Disbursed by State Transit Assistance Formula (5% of total Cap &amp; Trade Revenue)</b>	<b>\$ 25,000,000</b>	<b>\$ 125,000,000</b>
<b>San Francisco Bay Area Total</b>	<b>\$ 9,306,250</b>	<b>\$ 46,531,250</b>
<b>Revenue-Based Funds</b>	<b>\$ 6,893,750</b>	<b>\$ 34,468,750</b>
<b>Population-Based Funds</b>	<b>\$ 2,412,500</b>	<b>\$ 12,062,500</b>
ACCMA - Corresponding to ACE	\$ 12,484	\$ 62,418
Caltrain	\$ 347,828	\$ 1,739,138
CCCTA	\$ 40,277	\$ 201,386
City of Dixon	\$ 323	\$ 1,615
ECCTA	\$ 17,177	\$ 85,886
City of Fairfield	\$ 8,064	\$ 40,321
GGBHTD	\$ 311,795	\$ 1,558,975
City of Healdsburg	\$ 51	\$ 255
LAVTA	\$ 19,252	\$ 96,261
NCPTA	\$ 3,144	\$ 15,719
City of Petaluma	\$ 1,706	\$ 8,528
City of Rio Vista	\$ 401	\$ 2,004
SamTrans	\$ 290,238	\$ 1,451,192
City of Santa Rosa	\$ 8,719	\$ 43,593
Solano County Transit	\$ 20,530	\$ 102,652
Sonoma County Transit	\$ 10,062	\$ 50,312
City of Union City	\$ 3,027	\$ 15,137
VTA	\$ 834,322	\$ 4,171,610
VTA - Corresponding to ACE	\$ 16,281	\$ 81,404
WCCTA	\$ 22,377	\$ 111,887
WETA	\$ 70,657	\$ 353,285
AC Transit	\$ 652,051	\$ 3,260,253
BART	\$ 1,867,003	\$ 9,335,017
SFMTA	\$ 2,335,980	\$ 11,679,902

\* Note: Assumes total annual Cap & Trade revenue of \$2.5 billion per year.



DATE: June 16, 2014  
TO: STA TAC  
FROM: Elizabeth Richards, Mobility Management Project Manager  
RE: Mobility Management: Consolidated Transportation Services Agency (CTSA)  
Designation

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**Background:**

*History of and what is a Consolidated Transportation Service Agencies (CTSA)*

In 1979, the State of California passed AB120, sometimes known as the Social Services Transportation Improvement Act, which allowed county or regional transportation planning agencies to designate one or more organizations within their areas as Consolidated Transportation Services Agencies (CTSAs). CTSAs are intended to promote the coordination of social service transportation for the benefit of human service clients including the elderly, people with disabilities and people with low income. An effective CTSA functions as a proactive facilitator of transportation coordination among multiple agencies creating solutions to travel needs. This could be done by directly providing services or through cooperative agreements to coordinate and/or share funding, procurement, training, services, capital assets, facilities and other functions.

In the Bay Area, the Metropolitan Transportation Commission (MTC) is the agency responsible for designating county CTSAs. In the 1990s, MTC became more focused on American with Disabilities Act (ADA) required paratransit service and they deferred designating CTSAs within the region to focus on the implementation of paratransit service. In recent years, MTC has become increasingly interested in mobility management and the establishment of CTSAs to coordinate services. In their recently updated Coordinated Public Transit-Human Service Transportation Plan (“Coordinated Plan”), MTC elaborates on why Mobility Management and CTSAs are coming to the forefront. The Coordinated Plans points out that the need to improve coordination between human service and public transportation providers has been well documented over the past ten years at the federal and state level.

To strengthen mobility management in the Bay Area, the Coordinated Plan identifies three major points:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts.
- Providing information and manage demand across a family of transportation services.
- Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities.

MTC also incorporated seven regional priority strategies from the 2011 Transit Sustainability Project ADA Paratransit Study. The strategies include Travel Training and promotion to seniors, enhanced ADA paratransit certification process such as in-person eligibility and subregional mobility managers such as CTSAs. See Attachment A for the complete list.

The Federal Transit Administration (FTA) has recognized Mobility Management by issuing guidance stating what eligible Mobility Management activities may include (Attachment B). In California, Caltrans developed a Draft Strategic Implementation Plan of their Mobility Action Plan that recommended a stronger role for CTSA as local or regional coordinating bodies as well as preference in certain statewide funding processes for CTSA.

In May 2013, MTC approved Resolution 4097 (Attachment C) extending CTSA designation of the only CTSA in the Bay Area (the non-profit Outreach in Santa Clara county) for another four years. Resolution 4097 also outlined MTC's process for designating CTSA. The six steps and how agencies are evaluated are shown on Attachment D. One of the steps is "MTC staff evaluates candidates for consistency with mobility management activities as outlined in the Coordinated Public Transit-Human Services Transportation Plan.

In April 2014, the STA Board approved the Solano Mobility Management Plan. The Plan identified four key strategies to assist seniors, people with disabilities, low income and transit dependent individuals with their transportation needs. These four strategies are:

- One Stop Transportation Call Center
- Travel Training
- Countywide In-Person ADA Eligibility and Certification Process
- Older Driver Safety Information.

The STA is managing or implementing the following:

1. Countywide in-person eligibility ADA assessment process was funded and began implementation July 2013.
2. The STA Board approved a RFP for a Travel Training program and selected a consultant. STA will also be working with local non-profits to expand and complement their existing Travel Training programs so that they complement Travel Training countywide and duplication of services is avoided.
3. In October 2013, the STA Board also approved the implementation of a Mobility Management Call Center as an expansion of the STA's Solano Napa Commuter Information (SNCI) program. The Call Center will also be responsible for maintaining the Mobility Management website. A RFP to create a Mobility Management website was approved by the STA Board and a consultant has been selected.

### **Discussion:**

At the Consortium meeting on May 27<sup>th</sup>, two issues were raised concerning designation. One issue concerned funding. There was a request to add language to the CTSA proposal (Attachment H) to clearly state that if STA sought CTSA designation the CTSA could not be funded with transit operators' Federal Transit Administration (FTA) 5307 or 5339 funds, nor from transit operator Transportation Development Act (TDA) funds without an agreement between the operator and STA.

The second issue raised was an interest in taking another look at considering a non-profit to function as a CTSA in Solano. County staff raised this issue as an opportunity to determine how intercity paratransit is to be delivered and the possibility that a CTSA could deliver intercity taxi/paratransit service in its current or an evolved state. More specifically, Partnership Health Plan was mentioned as a possible non-profit that should be approached to be considered though the operators were also interested in exploring the possibility of a new non-profit agency as a CTSA. Staff explained that a CTSA could be an operator of an intercity taxi/paratransit program either as a non-profit or public entity. A majority of Consortium staff members voted to table the CTSA agenda action item and requested STA contact Partnership HealthPlan to discuss this

issue before the next Consortium. STA will report on the status of the follow-up with Partnership HealthPlan at the Consortium meeting.

Establishing a new non-profit or JPA would require additional resources and time to set up. The recent mobility management efforts of the STA are consistent with MTC's Coordinated Public transit Human Service Transportation Plan. The STA is already staffed to coordinate Mobility Management and/or CTSA activities, and has experience working with advisory committees, and pursuing and allocating resources. The STA Board includes representation of all seven cities and the County. The STA Board also represents all five transit operators.

At the STA TAC meeting on May 28<sup>th</sup>, the item was presented along with an update of what transpired at the Consortium. The TAC also voted to table a recommendation on the item.

On June 2<sup>nd</sup>, the STA Board's Executive Committee considered the item and recommended the STA Board approve STA requesting CTSA designation by MTC for Solano County as prescribed in Attachment H. At the June 11 meeting, the STA Board approved STA requesting CTSA designation by MTC for Solano County.

At the meeting, STA staff will discuss next steps in CTSA designation.

**Fiscal Impact:**

Designation as a CTSA by MTC has the potential to open up future funding opportunities as mobility management is becoming a higher priority at the regional, state, and national level. It is recommended CTSA functions to be funded through grants and revenue sources excluding transit operators' TDA, FTA 5307 and 5339 funds unless an agreement has been established with the transit operator(s). These fund sources are outlined in Attachment A.

**Recommendation:**

Informational.

Attachments:

- A. MTC Transit Sustainability Project ADA Paratransit Study Recommendations
- B. FTA View of Mobility Management
- C. STA's CTSA Proposal
- D. STA Ltr. (dated June 18, 2014) to MTC's Steve Heminger re. Solano County's Request for CTSA Designation

**MTC Transit Sustainability Project  
ADA Paratransit Study Recommendations  
(incorporated into Coordinated Plan)**

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1. Consider fixed-route travel training and promotion to seniors
2. Consider charging premium fares for trips that exceed ADA requirements.
3. Consider enhanced ADA paratransit certification process which may include in-person interviews and evaluation of applicant's functional mobility to confirm rider eligibility.
4. Implement conditional eligibility for paratransit users who are able to use fixed-route service for some trips.
5. Create one or more sub-regional mobility managers (e.g.CTSAs) to better coordinate resources and service to customers.
6. Improve fixed-route transit to provide features that accommodate more trips that are currently taken on paratransit.
7. Implement Plan Bay Area programs that improve access and mobility options for ADA-eligible transit riders.

**FTA View  
of  
Mobility Management**

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According to guidance issue by FTA, eligible mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services including the integration and coordination of services for individuals with disabilities, older adults, and low income individuals.
- Support for short term management activities to plan and implement coordinated services;
- The support of State and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The development and operation of one-stop transportation call centers to coordinate transportation information on all travel modes and to manage transportation program eligibility requirements and arrangements for customers among supporting programs;
- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems;
- Testing and implementing technology that could account for individual client activity on a vehicle supported with multiple fund sources.

## **Consolidated Transportation Service Agency (CTSA) Designation Proposal for Discussion**

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### **Designation:**

Solano Transportation Authority (STA) makes request to Metropolitan Transportation Commission (MTC) for CTSA designation on behalf of STA.

### **Governance:**

The governance will be the STA Board consisting of the mayor of each of seven Solano County's Cities and a Solano County Board of Supervisor.

### **Funding:**

CTSA function funding by STA to be provided by STAF and STAF paratransit, Lifeline, New Freedom grants, JARC grants, future MAP-21 Section 5310, and future regional funds. Transit operators' FTA Section 5307 and 5339 funds as well as their directly allocated TDA funds shall not be funding sources for the CTSA unless an agreement has been established with the transit operator(s).

### **CTSA Advisory Committee (11 Members):**

- (1) Seniors and People with Disabilities Transportation Advisory Committee
- (1) Paratransit Coordinating Council
- (1) Lifeline Advisory Committee
- (3) SolanoExpress Intercity Transit Consortium (Transit operators only)
- (1) Solano County Department of Health and Social Services
- (1) Area Agency on Aging
- (3) Board Members

### **Reason for CTSA Designation:**

To enhance and expand Solano County's ability to identify and obtain future federal, state, and Mobility Management at the regional level by identifying and designating Consolidated Transportation Service Agencies (CTSAs)

- To facilitate mobility management and transportation coordination efforts in Solano County
- Provide information and manage demand across a family of transportation regional services
- Coordinate advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery.

### **Purpose:**

To pursue Mobility Management funding and identify and facilitate implementation of various Mobility Management Programs and Services to support Mobility for Solano County Seniors, People with Disabilities and Low Income.

### **Current Mobility Management Programs and Services:**

- To continue administering the Countywide In-Person ADA Eligibility Program Contract
- In coordination with the transit operators assist in the development of Ambassador Programs and partner with social services agencies to provide more intensive one-to-one travel training for people with disabilities, intercity transit trips, and all other as requested.
- Establish a Mobility management Call Center by expanding the SNCI call center to include services for the seniors, people with disabilities, and low income with a complementary website including Senior Safe Driving Information.
- Update Solano Seniors and People with Disabilities Mobility Guide as needed.



Solano Transportation Authority

... working for you!

June 18, 2014

Mr. Steve Heminger  
**Metropolitan Transportation Commission**  
101 Eighth St.  
Oakland CA 94607

**RE: STA's CTSA Designation Request for Solano County**

Dear Mr. Heminger:

I am writing on behalf of the Solano Transportation Board (STA) Board to request the Metropolitan Transportation Commission (MTC) designate the Solano Transportation Authority (STA) as the Consolidated Transportation Services Agency (CTSA) for Solano County. On June 11, 2014, the STA Board unanimously took action to request CTSA designation by MTC for Solano County (see attachment A).

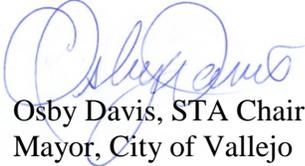
Over the past several years, the STA has been actively planning and implementing a number of mobility management programs to help meet the mobility needs of our growing population of seniors, people with disabilities and low income residents. In April of this year, the STA adopted its first countywide Mobility Management Plan and we appreciate the support that MTC staff has provided during this process. Solano's senior and people with disabilities population will increase significantly in the next five to ten years and Solano's Mobility Management Plan (see attachment B) outlines a number of programs that STA and our partner agencies and non-profits are interested in implementing.

The Plan was developed in partnership with our transit operators, Solano's Paratransit Coordinating Committee (PCC), Senior and People with Disabilities Advisory Committee, and other stakeholders. As highlighted in MTC's Coordinated Plan for the region, the STA recognizes that new, countywide coordinated programs and services that cut across specific modes of transportation will be necessary to address the transportation needs of these segments of our population. The Solano Mobility Management Plan outlines the initial implementation of four countywide programs: a Countywide In-Person ADA Eligibility Assessment Program, a Mobility Management Call Center (including a Mobility Management website), a Travel Training program, and an Older Driver Safety Information program. The Countywide In-Person ADA Eligibility Assessment Program was successfully implemented July 1, 2013 by the STA, in partnership with the County's transit operators, and the program will be commemorating the completion of its first full year in operation. The other three programs have all been authorized by the STA Board and currently are being developed with implementation scheduled to take place between July and September of 2014. These were also priority programs as identified in the STA's 2011 countywide Transportation Study for Seniors and People with Disabilities and several Community Based Transportation Plans.

As part of the Solano Mobility Management Plan, the formation of a Consolidated Transportation Services Agency (CTSA) was raised, discussed and evaluated. Based on this evaluation, a CTSA Proposal was developed by the STA and reviewed and discussed by the PCC, Transit Operators, Senior and People with Disabilities Advisory Committee, and unanimously approved by the STA Board. This CTSA proposal reflects that the STA has been effectively functioning as a CTSA for the past few years by advancing the implementation of the programs noted above.

We look forward to MTC approving the STA's request to be designated the CTSA for Solano County and to continue to work together with MTC and our local partners to successfully advance mobility management programs in Solano County. Please contact STA Executive Director Daryl Halls at (707) 424-6075, if you have any questions.

Sincerely,

  
Osby Davis, STA Chair  
Mayor, City of Vallejo

Attachments:

- A. CTSA Designation Staff Report from STA Board Meeting of June 11, 2014
- B. Solano Mobility Management Plan Approved April of 2014
- C. STA's CTSA Proposal for Solano County

Cc: James Spring, MTC Commissioner and Solano County Supervisor  
STA Board Members  
Solano County Board of Supervisors  
Alix Bockelman, MTC  
Jennifer Yeamans, MTC  
Brad Kilger, City Manager, City of Benicia  
Jim Lindley, City Manager, City of Dixon  
Janet Koster, Dixon Redit-Ride  
David White, City Manager, City of Fairfield  
Wayne Lewis, Transit Manager, Fairfield and Suisun Transit  
Tim Chapa, City Manager, City of Rio Vista  
John Harris, Interim Transit Manager, Rio Vista Delta Breeze  
Mona Babauta, General Manager, Solano County Transit  
Suzanne Bragdon, City Manager, City of Suisun City  
Laura Kuhn, City Manager, City of Vacaville  
Brian McLean, Transit Manager, Vacaville City Coach  
Dan Keen, City Manager, City of Vallejo  
Birgitta Corsello, County Administrator, County of Solano  
Matt Tuggle, Engineering Manager, County of Solano  
Edith Thomas, Solano PCC Chair  
Daryl Halls, STA Executive Director  
Liz Niedziela, STA Transit Manager

DATE: June 3, 2014  
TO: STA TAC  
FROM: Daryl Halls, Executive Director  
RE: Intercity Paratransit Assessment Update and Recommendation

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**Background:**

On July 12, 2013, the Solano Transportation Authority (STA), the five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a new Countywide taxi-based intercity paratransit service. The proposed new service will provide trips from city to city, to both ambulatory and non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service. Solano County is currently the lead agency coordinating on behalf of the cities in preparing to solicit proposals from contractors to provide Countywide taxi-based intercity paratransit service.

With the authorization of the County Board of Supervisors, on December 16, 2013, the Solano County Director of Resource Management requested that STA explore the feasibility of providing oversight and long term operation of the Countywide intercity paratransit service (Attachment A). In response to this request, in mid-January 2014, STA retained Nelson\Nygaard to develop and evaluate intercity paratransit service delivery models and asked Nancy Whelan Consulting (NWC) to prepare a financial analysis of the service options.

Status reports on the various elements of the study have been presented to the Consortium over the past several months and the consulting team's final report was presented to the Consortium on April 29, 2014. A report on the background for the study and a summary of the study results were presented as an information item to the STA Board on May 14, 2014.

The STA Joint Powers Agreement (JPA) clearly stipulates this is a responsibility envisioned to be undertaken by the STA. The STA JPA Agreement specifies that the STA is designated a provider of transit and paratransit, and that any transit and paratransit services operated within the county by the STA shall be complementary and shall not compete with local transit services operated by parties to the STA JPA. The JPA further stipulates that STA will coordinate all alternative modes of transportation within the county and with agencies outside Solano County and operate or cause to have operated transit and paratransit and submit TDA claims, and operate or contract for the operation of transit and paratransit services as determined appropriate by the STA Board.

**Discussion:**

On June 11, 2014, the following recommendation was approved by the STA Board:

1. The STA to accept the County of Solano's request to manage the Intercity Paratransit Service;
2. Authorize the Executive Director to recruit for a project manager to transfer the service from the County and manage the service on behalf of STA; and
3. Authorize the Executive Director to work with the Solano County Department of Resource Management to transfer management of the Intercity Taxi Scrip Program.

There are three issues that will need to be addressed to respond affirmatively to the County of Solano. The first two are near-term. The first is to authorize the STA to retain a project manager to develop the RFQ for intercity paratransit service, setting up the intercity paratransit program, and then managing the contract and program once it is established. Initially, this is recommended to be through retaining a consultant or consulting firm with the necessary experience in managing paratransit service to initially establish and manage the program. This task could then transfer to a permanent project manager who could be hired to manage this program once it is established; perhaps during the first or second year of the service. It is envisioned that a project manager be selected during the first three months to help the determination of the second issue.

The second near-term issue is the selection of a preferred service option based on one or some combination of the three options identified by Nelson/Nygaard. This is recommended to take place after the hiring of the project manager, in approximately 2 to 4 months.

The third is more longer term in nature and concerns the funding of the intercity paratransit service in the long term. Based on the nine scenarios assessed, all of them have the potential to have sustainability issues, somewhere between 2 to 6 years, if the service is not managed within the transit resources expected to be available. There is adequate funding available through the TDA funds to be provided by the County of Solano, the TDA pooled by the five transit operators and the two federal transit grants already obtained by the County to fund the start up of the service to operate the service during the two fiscal years with a reasonable expectation of being able to cover the program's cost. Similar to the start up by the STA of the Countywide in-person ADA eligibility process through Care Evaluators, the best indicator of how the service will function is the annual cost and service demand that will be determined during the initial year of operation. Adjustments will likely need to be made whichever service option is selected.

**Recommendation:**

Informational

Attachment:

- A. Copy of County of Solano Request Letter to STA dated December 16, 2013 re Consideration of Intercity Paratransit Service Delivery by the STA



**SOLANO COUNTY**  
**Department of Resource Management**

Public Works Engineering  
 675 Texas Street, Suite 5500  
 Fairfield, CA 94533  
 www.solanocounty.com

Telephone No.: (707) 784-6765  
 Fax No.: (707) 784-2894

Bill Emlen, Director  
 Clifford K. Covey, Assistant Director

December 16, 2013

Daryl K. Halls, Executive Director  
 Solano Transportation Authority  
 One Harbor Center, Suite 130  
 Suisun City, Ca 94585

Subject: Consideration of Intercity Paratransit Service Delivery by the Solano Transportation Authority

Dear Mr. Halls,

On December 10, the Solano County Board of Supervisors directed the Department of Resource Management (DRM) to make a request of the Solano Transportation Authority to explore the feasibility of oversight of countywide intercity paratransit. As you are aware, Solano County is preparing a request to solicit proposals (RFP) for an intercity paratransit service contract. This will begin the next deliverable phase of the Memorandum of Understanding, executed in July by the partner agencies. The potential for this taxi-based service to grow in the future has facilitated some discussion as to whether Solano County is the best agency for long-term delivery. In light of the Solano Transportation Authority's (STA) recent efforts to coordinate mobility management, ADA eligibility, and enhance its call center, we believe that there should be further discussion regarding the final intercity paratransit delivery agency.

We are requesting that the STA consider this potential change prior to any release of an RFP. For your information, attached is the latest draft of the RFP, some paratransit cost comparisons, and the existing Intercity Paratransit MOU. If you have any questions pertaining to our request, please give me a call at 707-784-6062.

Sincerely,

Bill Emlen  
 Director

Building & Safety  
 David Cliche,  
 Chief Building  
 Official

Planning Services  
 Mike Yankovich  
 Program Manager

Environmental  
 Health  
 Terry Schmidbauer  
 Program Manager

Administrative  
 Services  
 Suganthi Krishnan  
 Sr. Staff Analyst

Public Works-  
 Engineering  
 Matt Tuggle  
 Engineering Manager

Public Works-  
 Operations  
 Wayne Spencer  
 Operations Manager

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DATE: June 12, 2014  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager  
Anthony Bruzzone, Arup  
RE: Transit Corridor Study Update

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**Background:**

The I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study (“Transit Corridor Study”) updates the Transit Corridor Studies completed in 2004 (I-80/I-680/I-780) and 2006 (SR 12) and addresses current and future travel demand in the corridor, existing service and alternatives for serving the corridor, and a recommended phased implementation plan. The Transit Corridor Study not only addresses transit services, but also updates the facilities and connections needed to support these services into the future. The Transit Corridor Plan will provide guidance and coordination for future investments.

Preparation of the I-80/I-680/I-780/State Route (SR) 12 Transit Corridor Study and the related Coordinated Short Range Transit Plan (SRTP) for Solano County was initiated in the summer of 2012. On September 11, 2013, the STA Board approved the Solano County Coordinated Short Range Transit Plan and adopted performance benchmarks for intercity transit service.

The Consortium has reviewed key elements of the Corridor Study as it has been developed. In the winter of 2013, the Consortium reviewed the alternative service designs, how they meet the service design goals and criteria, and the pros and cons of each. Based on the input of the Consortium members the alternatives were refined, focusing on the following 3 alternatives:

- A. Modest Change to the existing system; some consolidation of routes
- B. BART-like Trunk system; consolidates current 7 route system to 4 routes
- C. Alternative Trunk System; an alternative 4 route consolidated system.

STA staff and the consultant team presented the Corridor Study results and routing alternatives in a workshop with the STA Board on March 12, 2014. The powerpoint presentation is available on the STA’s website. A summary of the STA Board comments from the March 12th workshop were provided and discussed provided at the Consortium meeting on March 25, 2014. The Corridor Study Service Alternatives, Recommended Service Design, Capital Plan, and Implementation Plan were discussed at the meetings of the Consortium and TAC on May 27, 2014 and May 28, 2014, respectively. On the recommendation to select Alternative B – BART-like Trunk system as the preferred alternative for the intercity transit system, the Consortium voted 4 in favor (aye) and 4 abstentions. The TAC voted unanimously to table the recommendation for one month, pending review of the draft final report and further consultation with their transit staffs.

## **Discussion:**

Following the presentation and discussion of this item during the May 2014 Consortium and TAC meetings, the Draft Final Transit Corridor Study report is currently being finalized and the report will be provided to the Consortium before the meeting on June 24, 2014. At this point, selection of the service alternative and presentation of a few key elements remain to be considered by the Consortium. The purpose of this memo and the focus of the June 24, 2014 meeting is to:

- Review the service alternatives and their performance
- Select a preferred service alternative
- Review and discuss the capital requirements and phasing plan
- Review and discuss the implementation plan and schedule
- Consider approval of near term actions to implement the plan

The majority of the discussion provided below is summarized from the Draft Final Transit Corridor Study.

### **Service Alternatives**

Three service alternatives were designed, refined, and evaluated, and have been presented over the past year to the Consortium. They are:

- Alternative A – Modest Change to the existing intercity bus system
- Alternative B – BART-Like Trunk System
- Alternative C – Alternative Trunk System

All alternatives were designed with nearly the same level of service hours overall. Additionally, the alternatives can be operated within the number of intercity buses currently in the fleet.

All alternatives recommend the following changes and assumptions:

- Pleasant Hill BART express bus stop is eliminated while the Walnut Creek BART express bus stop is retained on the Vallejo/Benicia to Walnut Creek service. This change allows for faster service and fewer buses to provide that service. Almost all the passengers using Pleasant Hill BART express bus stops are transferring to BART, which can still occur at Walnut Creek. Walnut Creek has more all day attractions than Pleasant Hill and better regional connections to the I-680 corridor south.
- BART agrees to charge the same fare for transferring SolanoExpress passengers from either El Cerrito del Norte or the Walnut Creek BART Station.
- The current Route 85 segment between Vallejo and Solano College is revised to instead use Highway 37 and uses freeway ramp stops.
- Solano College in Vacaville is served on all alternatives, a new bus station is provided for Solano College Fairfield at Suisun Parkway and Kaiser Drive and Fairfield Transportation Center is redesigned to allow Solano Express buses to remain on freeway ramps and avoid city streets.

Service frequency on all routes is modified to have consistent service frequencies. Each alternative includes an initial service level and an “Improved” service level. Improved service levels are assumed to occur as demand increases and are likely within a five year period.

Route diagrams for each alternative are shown in Figures 1-3.

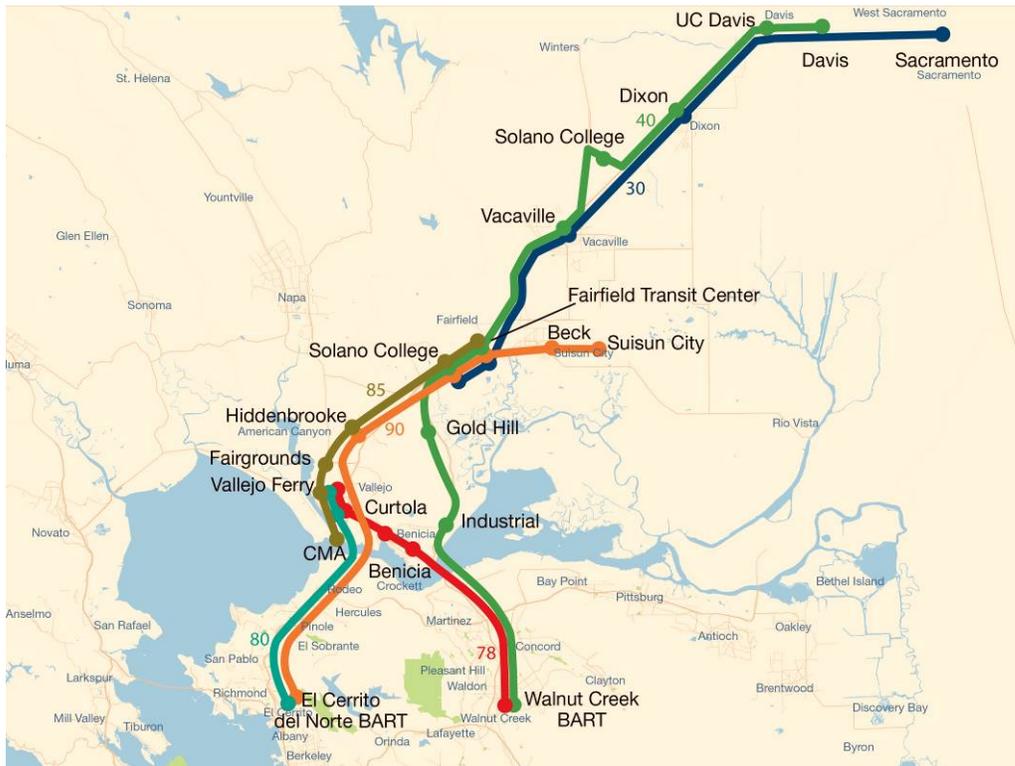


Figure 1: Alternative A – Modest Change

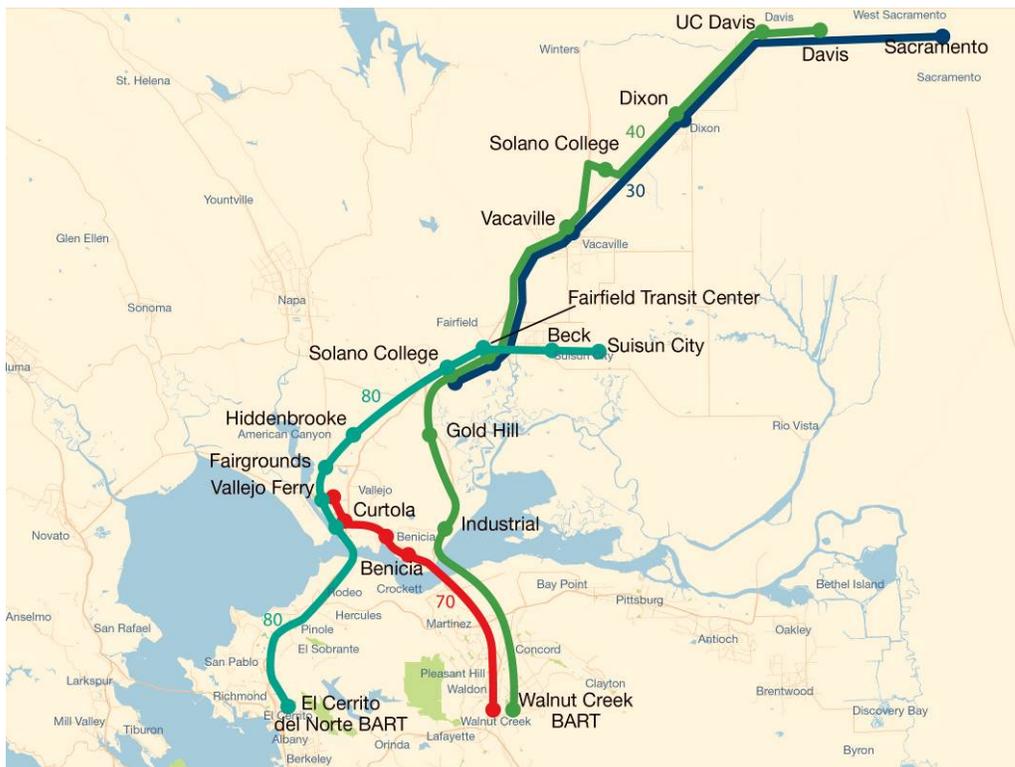


Figure 2: Alternative B – BART-Like Trunk System

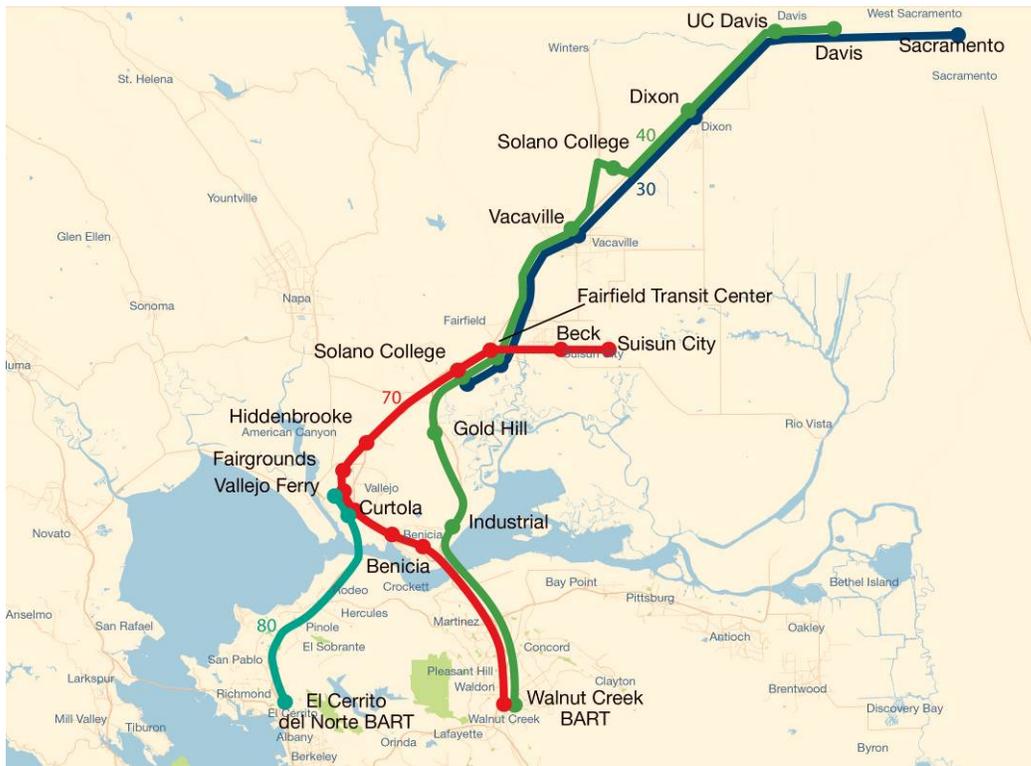


Figure 3: Alternative C - Alternative Trunk System

Table 1 on the following page summarizes the performance of the three alternatives compared to the current system, both the basic service levels and improved service.

The table identifies the three options and provides an assessment of an improvement sub-option for each alternative that increases service, generally to every 15 minutes south of Fairfield. The green shading indicates a “good” rating, while the rose shading indicates a “poor” rating. As can be seen, Alternative B has the most instances of “good” assessment. This is due to Alternative B’s simple route structure resulting in efficient use of vehicles and labor.

The implementing concept assumes that the current subsidy level of about \$4 million annually is maintained. As patronage increases, additional fare revenues allow for more service so that while gross cost increases, net costs (after fares) remain about the same, or in the best estimates, could decline.

		Benchmark	Current	Alternative A - Year 2020	Alternative B - Year 2020	Alternative C - Year 2020
Service Attributes	Peak Service Frequencies	15	60	15/30	15	15
	Midday Service Frequencies	30	60	15/30	15	15
	Average Speed (mph)	35	31	35	35	35
	Simple, Legible Routings	Y	N	Y	Y	Y
	Connects to Regional Transit	Y	Y	Y	Y	Y
	Connects Solano Cities	Y	Marginal	Y	Y	Y
Service Performance	Daily Service Hours		250	285	287	297
	Increase in Service Hours		N/A	14%	15%	19%
Financial Performance	Annual Gross Cost		\$7,421,666	\$8,470,100	\$8,520,568	\$8,806,549
	Ridership Increase	Base 19% Increase to 2020	N/A	34%	43%	43%
	Annual Net Cost		\$3,931,664	\$3,779,285	\$3,539,171	\$3,825,152
	Capacity Utilization	35%	20.5%	24.2%	25.5%	24.7%
	Farebox Recovery	50%	48%	55%	58%	57%
					Meets Standard	Close to Standard

**Table 1: Alternatives Performance Summary Compared to Current System**

### Recommended Service Design

Alternative B is recommended as the preferred alternative and will provide a restructured, simple, easily legible and high quality transit service for Solano County. The alternative is designed to adhere to the vision of a rubber-tire, freeway oriented high quality transit system, resulting in:

- Higher ridership
- Incremental growth in the frequency and span of service
- Incremental improvements in transit capital facilities to provide more reliable and faster service to the county.

Among the benefits of the plan are:

- Faster transit speeds
- Simple and easily understandable system and more direct routings
- Better service frequencies
- Excellent connections between major college campuses

While passengers traveling from Fairfield to Berkeley have either a slightly longer ride via the new Blue Line (or need to park instead in Vallejo), the upside is that passengers on all routes experience less waiting. Passengers traveling to Central Contra Costa County have much better service from all parts of Solano County. College students traveling between Solano College Fairfield and Solano College Vacaville are directly connected and are connected to UC Davis.

### **Capital Plan**

Alternative B assumes that the proposed Express Lanes program is delivered and that freeway travel times for the buses improve. Critical to achieving faster times is the concept of minimizing route diversions off the freeway right-of-way. This allows for faster speeds and better city-to-city connections.

A minimum speed of 35 mph plus station sites to provide the necessary access is the performance specification for this alternative. Further study is warranted to identify the best suite of improvements, but generally they grouped in the following categories:

***Transit Priority Measures*** including queue jumps, signal priority, bus lanes, bus ramps and other general “rail like” improvements that make bus service faster and more reliable.

***On-Line Stations*** are facilities that allow the bus to stop without leaving the freeway right-of-way. The best examples of freeway bus stations maintain bus operations within the freeway right-of-way and give an exclusive location for buses to decelerate, stop, dwell and then accelerate back into the freeway. Examples include the El Monte Busway in Los Angeles and the freeway bus stations in Seattle.

***Equipment*** is the most intimate contact the passenger has with the transit system. How a bus looks, feels, and operates is of paramount importance. With the evolution of vehicle performance expectations – including disabled access, noise, comfort and bicycle provisions – buses need to be better.

Prior to the hub improvements at Fairfield Transit Center and Solano College being phased in, routings would be slower and somewhat indirect, but service can be implemented. As the hubs are developed and improved, service frequencies will improve and passenger loads should also increase.

### ***Major Capital Improvements, First Tier***

The two most critical transit improvements are the:

1. Redesign and reconstruction of the I-80 ramps adjacent to the Fairfield Transportation Center to allow buses to remain in the freeway right-of-way, and
2. Establishment of a new station at Solano College adjacent to the westbound truck scales and Suisun Parkway with direct access to I-80.

These stations act as the “hubs” of the system and provide both access and connection between different regional transit lines and the local transit network.

Coupled with these initial on-line stations, Solano Express also needs new equipment better suited for transit service, in contrast to express service.

- The most progressive transit operators are now considering double deck buses for regional services because they have high capacity, reasonable operating costs, good ride quality and low floor access that benefits both cyclists and disabled passengers.

### ***Minor Capital Improvements-Caltrans right-of-way, First Tier***

In addition to the FTC and Solano College improvements, the Study proposes additional freeway stops on existing ramps, requiring minor improvements (for example, extensions of sidewalks). These minor improvements include:

- American Canyon/Hiddenbrooke Ramp Stop – Sidewalk Improvement
- Highway 37/Fairgrounds – Sidewalk Improvement
- I-680/Gold Hill – Sidewalk Improvement and Park & Ride Lot, and
- Benicia Industrial Park.

### ***Minor Capital Improvements-City rights-of-way, First Tier***

In the first tier improvements, transit priority measures should be developed and delivered for the following streets:

- UC Davis Campus
- Vaca Valley Parkway
- Curtola Parkway
- Military in Benicia

These measures should include:

- Signal priority
- Queue jumps and bus bulbs
- Bus Lanes

Signal priority extends green time when a bus is approaching (or reduces red time) through the bus “talking” with the signal controller. In addition, other measures include queue jumps (where a separate lane is created nearside of the intersection for the bus to “jump” the queue of automobiles and advance to the front of the line, bus lanes (dedicated lanes for buses where density of service warrants), and bus bulbs (sidewalk extensions to allow the bus to stay within the travel lane which saves time for the bus and is safer for all traffic than pulling into and out of the travel lanes).

### ***Major Capital Improvements, Second Tier***

As the system develops and additional access is desired, several other on-line stations can be considered. These include:

- I-80 Dixon (adjacent to Pitt School Road)
- I-80 Vacaville
- I-80 Air Base Parkway
- Hwy 37/Hwy 29

### **Implementation Plan**

A draft work plan identifying the follow up action items and further analysis needed to implement Alternative B is provided in Attachment A. The work plan addresses the service plan, a transition plan for consolidating the current 7 route structure into 4 routes, coordination with NCTPA, BART, and Solano College, the funding plan and the capital plan.

The schedule for this work plan would require approximately one year (FY 2014-15) to complete all of the planning, coordination and transition activities with service changes to be effective in the July 2016 – June 2017 timeframe. Capital projects will require additional time to complete. This schedule has been modified based on modifications requested at the May Consortium meeting. A summary schedule is provided in Table 2 below.

<b>Activity</b>	<b>Time Frame</b>
Develop detailed implementation plan per workplan outlined in Corridor Study	July 2014 – June 2015
Develop overall capital program, conceptual project plans, and cost estimates per 5-year capital plan outlined in Corridor Study	July 2014 – June 2015
Identify capital funding, develop 30% plans, and obtain environmental clearance for 5-year capital plan outlined in Corridor Study	July 2015 - June 2017
Implement initial Alternative B service changes	July 2016 - June 2017
Initiate construction and deliver minor capital projects for 5-year capital plan	July 2017- June 2019
Implement 2nd phase of Alternative B Service Changes	July 28 – June 2019
Begin construction of major capital projects for 5-year capital plan	July 2019
Complete capital projects for 5-year capital plan	July 2021
Other major capital improvements	10- and 15-year programs

**Table 2: Summary Schedule for Implementation Plan**

### **Near Term Actions**

To complete the implementation of the Transit Corridor Study work plan, STA will need to accomplish the following:

1. Assign a project manager to oversee the development of a detailed implementation plan as required by the work plan outlined in the Transit Corridor Study.
2. Issue a RFP for undertaking the tasks outlined in the Transit Corridor Study work plan.

The schedule presented in Table 2 is dependent on assigning a project manager to the implementation plan and to getting a consultant under contract to take the Corridor Study to the next level towards implementation over the next few months.

### **Recommendation:**

Informational.



DATE: June 16, 2014  
TO: STA TAC  
FROM: Andrew Hart, Associate Planner  
RE: I-80/I-680/State Route (SR) 12 Interchange – Bicycle Facility Improvements

---

**Background:**

The I-80/I-680/SR 12 Interchange, located along the I-80 corridor in Solano County, is one of the busiest in Northern California. Each day, the volume of cars, buses, and trucks exceed the roadway's capacity, causing long delays and back-ups, particularly during commute hours. Improving this major bottleneck is a top priority for Solano County and the State of California.

For many years, the California Department of Transportation (Caltrans), in cooperation with the Solano Transportation Authority (STA), Solano County, and the cities of Fairfield and Suisun City, has been evaluating a variety of alternatives to improve local and regional mobility and safety within the corridor.

The entirety of the interchange complex includes local roads, on-ramps, and off-ramps, and overcrossings. The added infrastructure will be used by cars, busses, bicycles, and pedestrians. The effected infrastructure includes Green Valley Road, Business Center Drive, Lopes Road, and Red Top Road in addition to Interstates 80, and 680, and State Route 12.

Alternative C, Phase 1 was selected as the preferred alternative. The ground breaking was held on June 2, 2014 for the Initial Construction Package. The complete project will be build with a total of 7 packages.

**Discussion:**

Currently, this area has many challenges for bicyclists and pedestrians alike. To name a few, the Green Valley Road overpass that becomes Lopes Road is restrictive to bicyclists and pedestrians because of the narrow sidewalks and no shoulder to act as a buffer to passing cars. Additionally the poor, deteriorating condition of the Class I bike path north of I-80 connection Green Valley to Jameson Canyon makes it nearly impassible. Most phases of the interchange project will add new, safe facilities that serve non-motorized transportation.

The following are bicycle and pedestrian challenges during construction followed by planned improvements that the interchange project delivers. The improvements mentioned are also planned in the Fairfield Bicycle Circulation Plan.

Package 1 – Phase 1

During construction, the Class I bike path north of I-80 (behind Costco) becomes a staging area. As a result, a temporary closure of this Class 1 facility is necessary. Additionally, Green Valley

Road just north of I-80 will be under construction as well due to the required re-alignment of this section of road. Package 1 offers the following improvements upon completion:

- Ample sidewalks and shoulders on the new bridge connecting Green Valley Road and Lopes Road/I-680
- Class I bike path from Business Center Drive to the newly constructed State Route 12/Jameson Canyon Road
- Class II shoulders on east- and west-bound sides of State Route 12/Jameson Canyon Road

#### Package 2

Lopes Road near Rodriguez High School will be re-aligned, which may cause disruptions in the bicycle circulation pattern. After Package 2 concludes, the following improvements are offered:

- Class II bike lane on Lopes Road from Pascal Court south to Red Top Road

STA staff intends on presenting to the STA Board the existing bike/ped facilities in this area along with the phased improvements that will be built with each I-80/I-680/SR 12 interchange construction package. In addition, staff will present the measures that will be utilized during construction for the Initial Construction Package.

#### **Fiscal Impact:**

None at this time.

#### **Recommendation:**

Informational.



DATE: June 18, 2014  
TO: STA TAC  
FROM: Sofia Recalde, Associate Planner  
RE: Solano Rail Facilities Plan Update

---

**Background:**

In March 2014, the STA began work on the Solano Rail Facilities with assistance from a consultant team led by Menzies & McCrossan. The objectives of the plan are to:

- Evaluate the demand for freight facilities in Solano County;
- Update the 1995 Rail Facilities Plan and examine the potential for new rail stations on the Capitol Corridor line and for improving ridership and service at existing and planned rail stations;
- Consider investment opportunities to improve safety and throughput, and to combat the effects of sea-level rise; and
- Evaluate the potential for Napa-Solano passenger rail connections.

The purpose is to develop a plan that can assist STA and local jurisdictions in making policies and local land use decisions to support future passenger and freight rail activity. The Plan has a 10-year life horizon.

A Rail Technical Advisory Committee (RTAC) was established to provide input and feedback as elements of the Plan are developed. The RTAC consists of Planning and Public Works staff from cities whose boundaries contain rail facilities, as well as representatives from Napa County Transportation and Planning Agency (NCTPA), Capitol Corridor Joint Powers Authority (CCJPA) and Solano Economic Development Corporation (Solano EDC). Since the beginning of this Plan, the RTAC has met twice and intends to meet monthly starting in July until the conclusion of this Plan in December 2014.

**Discussion:**

**Demand for Freight Rail**

A draft of the Demand for Freight Rail chapter (Attachment A) was presented to the RTAC on May 20. RTAC members were given two weeks to provide feedback on the plan. Comments have not yet been incorporated in the attached draft.

The freight rail chapter identified the following:

- Existing and future (10-year) service activity for current and former freight rail served businesses;
- Former rail served lines that could potentially be reactivated;
- Locations for future rail served businesses; and
- Rail demand at the site level based on commodity trends and forecasts
- Current and future bottlenecks
- Considerations of future demand for freight rail

The existing rail infrastructure and the nature of rail served businesses in Solano County suggests that there is capacity to accommodate freight rail growth. The current level of freight service along the Union Pacific Railroad (UPRR) mainline is 15-25 trains daily per day, which is below pre-recession levels of up to 40 freight trains per day. Currently, the number of passenger rail trains (34) along UPRR mainline exceeds freight movements.

There are 17 active and 10 inactive rail-served businesses in Solano County. The majority of inbound/outbound commodities generated by Solano County can be categorized as liquid non-petroleum chemicals, plastic feedstock, beverage manufacturing, and automotive. These commodity trends typically track the health of the overall economy and are expected to increase 2-7% annually over the next 10 years. Rail served businesses appear to be operating at 30-60% of current capacity, suggesting that businesses can endure the maximum projected growth.

The exception to this trend is crude oil by rail. This commodity is growing much faster than any other in the United States. The City of Benicia is currently undergoing an environmental review process for the Valero Crude by Rail project, which proposes to transport up to 70,000 barrels of crude oil in 1-2 trains per day. This Plan will highlight the safety concerns of transporting crude oil rail in the context of national policy discussions regarding public health and safety.

The Plan identifies several factors for potential future sites for rail-served businesses, including local land use/zoning designation, the quantity of traffic the business would generate and type of commodity. As such, four sites have the potential for large-scale freight rail service including the Vallejo Marine Terminal, Fairfield General Plan Areas 6A and 6B, Cordelia (south of Busch plant), and the unincorporated area north of Dixon.

Currently, there are three rail bottleneck areas in Solano County. The most significant delays occur at the Suisun Bay Bridge when the drawbridge needs to be lifted. Although it is outside the county (in Yolo County), speed reductions along the Davis Curve can also cause delays within Solano County. There are no current plans to address the delays at the Suisun Bay Bridge or Davis Curve. Finally, delays around Tolenas Industrial Park will soon be alleviated with the Fairfield station siding project.

Future bottlenecks on the Mare Island Causeway can be anticipated with the reintroduction of freight service on Mare Island, depending on the service frequency. Delays can also be anticipated at Vallejo Marine Terminal since that track route to the Terminal contains several at-grade crossings. Information gleaned in upcoming tasks for this Plan may uncover additional bottlenecks.

The chapter concludes by noting that while local jurisdictions can zone and plan for rail served business, some things are outside local control. For instance, the mode choice and routes for major growth commodities (e.g., crude oil) change frequently. In addition, future negotiations to increase passenger rail service along UPRR would impact freight rail.

#### Capitol Corridor Update

The potential for additional rail stops along the Capitol Corridor is the next task to be addressed by this Plan. The DRAFT technical memo (Attachment B) describes the current CCJPA criteria for new rail stations and proposes Solano-specific criteria to help guide decision-making and funding for future passenger stations in Solano County.

CCJPA updated its policies for new train stations in 2006, well after the original 1995 Rail Facilities Plan. These policies include minimum station standards for ridership, station platform length, accessibility, passenger amenities, and safety and security, as well as having the support of the UPRR and a funding plan. The memo acknowledges that even if a city's proposal meets CCJPA criteria, CCJPA may require additional measures in order to maintain total travel time, system-wide ridership, on-time performance, etc.

The suggested Solano specific criteria incorporate CCJPA policies and establish requirements to ensure transit connectivity, accessibility, capital and operations/maintenance funding plan to support a new facility, and that the new rail stations are consistent with regional planning and funding requirements.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

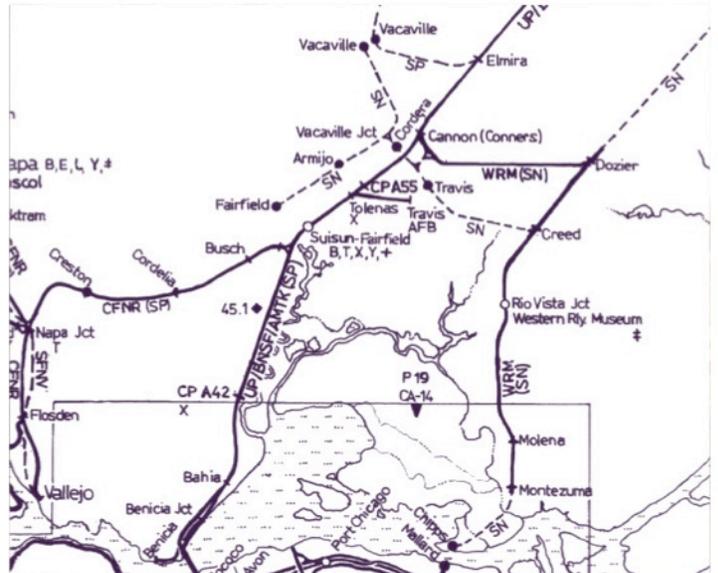
Attachments:

- A. Draft Solano Rail Facilities Plan Update – Task 3 Technical Memorandum: Demand for Freight Rail in Solano
- B. Draft Criteria for New Station Development (To be provided under separate cover.)

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# Solano Rail Facilities Plan Update



with



Nancy Whelan Consulting  
Hughes Environmental Consultants  
Professional Engineering & Survey

May 2014

## Task 3 Technical Memorandum:

# Demand for Freight Rail in Solano

**DRAFT**

**TABLE OF CONTENTS**

**1 INTRODUCTION ..... 1**

**2 CURRENT FREIGHT RAIL NETWORK IN SOLANO COUNTY ..... 2**

    2.1 Class I: ..... 2

    2.2 Short lines ..... 3

**3 RAIL SERVED BUSINESS (RSB) FACILITIES ..... 5**

    3.1 How RSBs are typically served ..... 5

    3.2 Individual RSB Facilities Profiles ..... 5

**4 CURRENT FREIGHT RAIL ACTIVITY IN SOLANO ..... 16**

    4.1 Class I: ..... 16

    4.2 Short lines ..... 16

**5 FUTURE DEMAND FOR RAIL SERVICE ..... 18**

    5.1 Key Rail Commodities in Solano and Trends ..... 18

        5.1.1 Existing RSBs ..... 18

        5.1.2 Former Rail Served Business (RSBs) ..... 19

        5.1.3 Potential New Rail Served Business (RSB) Sites ..... 22

**6 FREIGHT CAPACITY BOTTLENECKS AND NEEDS ..... 25**

    6.1 Current Bottlenecks ..... 25

    6.2 Future Bottlenecks (10-year outlook) ..... 26

    6.3 Initial Conclusions: Key Freight Rail Capacity Enhancement Needs ..... 27

        6.3.1 The Current Mainline Network: ..... 27

        6.3.2 Short-Line Facilities: ..... 28

        6.3.3 RSB Facilities: ..... 28

**7 APPENDIX: COMMUNITY IMPACTS SUMMARY (in progress) ..... 30**

## LIST OF EXHIBITS

**Figure 1: Solano County Rail Served Businesses (RSBs) Summary 2014** (listed East-West)

**Figure 2 Estimated Current Level Of Regular Freight Service to RSBs**

**Figure 3 Estimated RSB Facility utilization 2014\***

**Map A: Solano County Freight Rail Network**

**Map B: Solano County Freight Rail Served Businesses (RSBs)**

**Map C: Current levels of Freight Rail Service**

**Map D: Potential Future Locations For Large Scale Freight Rail**

**Map E: Current and Potential Freight Rail Network Bottlenecks**  
(to be updated when passenger tasks are complete)

## 1 INTRODUCTION

The Solano Rail Facilities Plan Update comprises seven tasks:

Task 1. Budget and Schedule

Task 2. Coordinate with STA and Partnering Agency Staff

**Task 3. Demand for Freight Rail**

Task 4. Capitol Corridor - Review and Update the 1995 Solano Rail Facilities Plan

Task 5. Rail Infrastructure and Safety (update the 2012 Solano rail crossings study)

Task 6. Napa-Solano Rail Connections (update the 2003 Napa-Solano passenger rail study)

Task 7. Final Solano Rail Facilities Plan Update

This technical memorandum comprises **Task 3**, and is the first of the technical tasks in the Plan Update. Its purpose is to describe the demand for freight rail, to determine whether current facilities are adequate for that demand and any determine the requirements for enhancements or expansion of freight rail capacity in Solano County.

Since the capacity of the core freight rail network is also shared extensively with passenger services in the County, the potential of facility Improvements to meet future demand is not at this stage in the process comprehensive. The future passenger tasks and final plan will include the comprehensive list of improvements. Since there is some overlap with future Task 6 to update the Napa-Solano passenger study, connecting freight rail services to Napa County are also referenced in this document.

The horizon for the freight rail demand task – and for the plan as a whole – is 10 years, i.e. 2024.

### Methodology

The methodology employed a multi-step process to determine the potential demand for rail infrastructure facilities:

- **Step 1:** Identify current and future ten-year activity from current freight rail served businesses (RSBs)
- **Step 2:** Identify former RSBs with unused/mothballed freight rail connections that could be reactivated
- **Step 3** Identify locations for future RSB's that are zoned for rail-appropriate industrial uses (manufacturing and rail-served distribution, primarily) either located trackside or with a potential for near connection to the network
- **Step 4:** Overlay the current, former and future RSB level of rail demand at a site level with published industry forecasts for the commodities that currently travel by rail within the County.
- **Step 5:** Compare the demand picture developed in steps 1 through 4 demand with current facility and network capacity and identify major bottlenecks/pinch points within the current and committed rail infrastructure.

It should be noted that for reasons of commercial privacy, the consultant team used industry and current County rail infrastructure knowledge, operator contacts, site visits, and input from individual planning and business interests on future development sites to develop an aggregate picture of capacity across the Solano freight rail network. Individual business site-level data will not be published.

## 2 CURRENT FREIGHT RAIL NETWORK IN SOLANO COUNTY

There are three freight operators in Solano County (and for the purposes of the plan update, one in Napa County):

Class I:

### **Union Pacific Railroad**

Short line:

### **California Northern Railroad**

### **Mare Island Rail Service**

### **Napa Valley Railroad**

These are summarized on Map A: Solano County Freight Rail Network.

### 2.1 Class I:

#### **Union Pacific Railroad**

Union Pacific Railroad (UP) provides the majority of freight rail service in Solano County, both in terms of traffic volume and miles of rail line. Headquartered in Omaha, Nebraska, UP's rail network extends to 23 states. Construction of today's route through Solano County commenced in the late 1870s by the California Pacific Railroad, was completed by the Central Pacific Railroad, which eventually became part of the Southern Pacific. In 1996, Southern Pacific was merged into the Union Pacific. The UP operates approximately 41 miles of route in Solano County, with most of their main line comprised of two parallel, closely spaced tracks. The UP's route through Solano County provides the most direct access linking the Port of Oakland with eastern destinations.

From the south, UP's route through Solano County begins, at the Solano/Contra Costa county line in the middle of the Carquinez Strait. UP owns and operates the nearly 1-mile long Benicia Railroad Bridge, which includes a lift span to allow vessel traffic to pass. With tracks over 70 feet above the water level, one UP track employs a low-grade route, paralleling I-680, as it descends toward the prevailing ground level north of Benicia Industrial Park (this is the track on the viaduct adjacent to I-680 just north of the Benicia Bridge).

This track is generally used for heavy freight trains destined for Oakland, since it is easier for heavy freight trains to climb the gentler grade. The other track is descends from the bridge much more steeply and also provides access to the Benicia Industrial Park, AmPorts, and Valero refinery. The route extends along the eastern edge of Benicia and serves major industries at the Benicia Industrial Park, AmPorts automotive marine terminal, and the Valero refinery.

From Benicia, the UP route extends northward across the Suisun marshland before reaching Suisun, where the junction with the rail line to Vallejo, Napa, and Sonoma (operated by California Northern Railroad) is located. Several industries are located along the railroad at Suisun City and the western edge Fairfield, with Anheuser Busch (a division of AB InBev) the Sheldon United propane distribution facility and Amcor Plastics. Through Suisun City and Fairfield, there are only four grade crossings: Cordelia Road, Sunset Avenue, East Tabor Avenue, and Peabody Road.

North of Suisun City, near the Peabody Road grade crossing (site of a proposed grade separation and station for the Capitol Corridor Joint Powers Authority (CCJPA)), the UP route passes by the Tolenas Industrial Park, site of 8 current and 2 former rail served businesses.

Just north of Peabody Road, near the Cannon Road crossing, is the junction with the branch line (former Sacramento Northern) owned by the Western Railway Museum (WRM). This line currently has no freight traffic, although WRM runs its own maintenance of-way trains at the more active eastern end of the (south of SR-12).

Continuing towards Sacramento, the railroad extends northeasterly through a predominantly agricultural area, along the south edge of Vacaville, through Elmira, and through Dixon. Beyond Dixon, it crosses Putah Creek on a long, low steel bridge before leaving Solano County and entering Yolo County. Between Vacaville and the Yolo County line, the UP has many rural grade crossings, all equipped with active warning devices and gates.

## 2.2 Short lines

Short line:

### California Northern Railroad

The California Northern Railroad (CFNR) is a shortline based in Napa Junction and owned by the holding company Genesee and Wyoming (G&W), which is headquartered in Jacksonville, Florida. CFNR provides service between Suisun City (the junction with the UP), American Canyon, Lombard (near American Canyon), Napa, and Vallejo. Together, these lines comprise approximately 27 route miles of railroad. CFNR's route from Suisun City includes the Thomasson Tunnel under Cordelia Hill, a bridge over Interstate 80, and a steep grade in both directions through American Canyon, roughly paralleling Highway 12. Historically, the grade through American Canyon was an operating constraint, requiring extra locomotives for anything but short trains. At the western side of American Canyon is a junction - Napa Junction. CFNR also operates railroads between Davis and Tehama and between Tracy and Los Banos.

Napa Junction is the confluence of the route to Suisun City, the route that extends westward to Lombard and Brazos Junction, the interchange with the Northwestern Pacific Railroad (NWP). This is also the junction with the CFNR route northward approximately 7 miles, through the former Napa Pipe factory, and to the interchange with the Napa Valley Railway (operator of the Napa Valley Wine Train) at Rocktram in Napa. CFNR also operates the route between Lombard and Schellville, although CFNR has assigned operating rights to this segment to the NWP; thus, interchange between NWP and CFNR is effected at Lombard.

The line southward from Napa Junction extends through Vallejo across 20 grade crossings and through a residential area, to the former General Mills site, which is proposed for future industrial development. This line also includes the junction with Mare Island Rail Service.

Note that Napa Junction, American Canyon, Lombard, and Napa, as well as the entirety of the territory served by the Northwestern Pacific Railroad and Napa Valley Railway are all outside of Solano County; however, these other railroads have their only connection to the "outside world" via the CFNR and the junction with UP.

Short line:

### Mare Island Rail Service

Mare Island Rail Service (MIRS) operates approximately 5 route miles from Vallejo, across the Mare Island Strait on a lift bridge (shared with auto traffic) and on Mare Island itself, on the grounds of the former Navy Base. The former Navy Base trackage on Mare Island is largely located in roadways and features sharp curves to access various spur tracks.

Via agreements with other railroads, UP, CFNR, and MIRS are able to provide service to nearly any rail-served shipper in the US, Canada, or Mexico.

Short line:

### **Napa Valley Railroad**

The Napa Valley Railroad (NVR) operates approximately 19 miles from their interchange with the CFNR along the Napa River (at Rocktram) northward to St. Helena. The southern 2 miles of the railroad extend northward through Napa and under Highway 29. The majority of the railroad is immediately west of Highway 29, though the northernmost 4 mile section (at St. Helena) is along the east side of the Highway. The railroad has many grade crossings – every public and private road that has an intersection along Highway 29 has a grade crossing with the railroad immediately adjacent to the intersection. Note that, while NVR is entirely in Napa County, its rail access to the rest of the nation’s rail network is via the CFNR and UP through Solano County.

**Note:** Via industry-standard protocols and agreements with other railroads, UP, CFNR, MIRS, and NVR are able to provide service to nearly any rail-served shipper in the US, Canada, or Mexico.

### 3 RAIL SERVED BUSINESS (RSB) FACILITIES

#### 3.1 How RSBs are typically served

A brief explanation all how these businesses are served will help in understanding of the potential need for new facilities as patterns of demand change over the ten-year period of the plan update.

**Unit trains** are comprised entirely of goods shipped from a single origin to a single destination. Automobiles, for example, move in unit trains, with the origin being the factory in the Midwest and the destination being the AmPorts facility at Benicia. Unit trains avoid intermediate switching and are thus very efficient, thereby allowing railroads to offer a premium service to customers.

**Manifest trains** move carload traffic moves in small groups of railcars, generally on the order of 1 to 10 cars at a time, in trains comprised of many different types of railcars. Each railcar or group of railcars within a manifest train may have a different destination. The individual carloads are gathered together in one location (a switching yard) into sufficiently large groups to comprise an entire train. The time required to assemble a train is dependent upon the volume and timing of loaded railcars offered by multiple shippers.

Once a full train of cars is available, it is dispatched to a location – typically another large railyard – on the route to the destination of most of the cars in the train. At that railyard the cars are sorted into smaller groups for local delivery, or for assemblage into another train for forwarding to their final destination. Carload traffic traveling in manifest trains requires more time to reach its destination compared to unit train service.

#### 3.2 Individual RSB Facilities Profiles

The full list of current and recently served (since 2000) former RSBs (from East to West across the County) is shown in Fig. 1.

Map B summarizes current RSB facilities, both active and inactive.

Following the table is a summary profile of each of the major rail served businesses (RSBs) in Solano County, outlining the diversity of enterprises that use rail and the locations where they are concentrated.

Figure 1: Solano County Rail Served Businesses (RSBs) Summary 2014 (listed East-West)

RSB Name	Active/ <i>inactive / future</i>	RSB Rail Facility Jurisdiction	Inbound / Outbound Primary	Primary Rail Traffic / Commodity
<b>Tremont Supply Co (Dixon)</b>	✓ active	Solano Co/ Dixon	outbound	ag product
<i>Campbell Soup Supply Co</i>	<i>inactive</i>	<i>Solano Co/ Dixon</i>	outbound	<i>food/bev product</i>
<i>Sucro-Dixon</i>	<i>inactive</i>	<i>Solano Co/ Dixon</i>	outbound	ag product
<b>Tolenas Bus Park Clorox</b>	✓ active	Fairfield	outbound	bulk liquid chemical
<b>Tolenas Bus Park Ball Metal Beverage</b>	✓ active	Fairfield	outbound	bev container
<b>Tolenas Bus Park Macro Plastics</b>	✓ active	Fairfield	outbound	plastic raw materials
<b>Tolenas Bus Park Goodyear</b>	✓ active	Fairfield	outbound	rubber product materials
<b>Tolenas Bus Park Nexeo Solutions</b>	✓ active	Fairfield	outbound	bulk liquid chemical
<b>Tolenas Bus Park Sunpol Resins</b>	✓ active	Fairfield	outbound	bulk liquid chemical
<b>Tolenas Bus Park Compu-Tech Lumber</b>	✓ active	Fairfield	inbound	dim lumber
<b>Tolenas Bus Park Frank-Lin Distillers</b>	✓ active	Fairfield	inbound	beverage product
<i>Tolenas Bus Park Rexam</i>	<i>inactive</i>	<i>Fairfield</i>	inbound	<i>bev container</i>
<b>Travis AFB</b>	<i>inactive</i>	<i>Fairfield</i>	inbound	<i>avgas/DOD</i>
<b>Anheuser Busch</b>	✓ active	Fairfield	inbound	beverage production
<b>Sheldon United Terminal</b>	✓ active	Fairfield	inbound	propane
<i>Amtcor Rigid Plastics</i>	<i>inactive</i>	<i>Fairfield</i>	inbound	<i>plastic raw materials</i>
<i>Jensen Precast Building Systems (fmr Fibrebond)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<i>West Cordelia (North bay Auto Auction)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<i>West Cordelia (White Cap Construction Supply)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<i>West Cordelia (fmr. Glass Pak)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<i>West Cordelia (Dependable Plastics)</i>	<i>inactive</i>	<i>Fairfield</i>	<i>n.a.</i>	<i>n.a.</i>
<b>Valero Benicia</b>	✓ active	Benicia	inbound	refined petroleum
<b>Benicia Ind Park Terminal Biagi Bros</b>	✓ active	Benicia	inbound	beverage product
<b>Benicia Ind Park Coca-Cola Enterprises Inc.</b>	✓ active	Benicia	inbound	beverage product
<b>AmPORTS Auto rack</b>	✓ active	Benicia	inbound	finished autos
<b>AmPORTS Benicia Port Terminal</b>	✓ active	Benicia	inbound	petroleum feedstocks
<b>Vallejo Mare Island Terminal</b>	✓ active	Vallejo	inbound	railcars

### Benicia: Valero Refining

Valero is one of the largest industries in Solano County and also one of the largest users of rail service. Some feedstock and some refined products are transported to and from the refinery by rail, mostly in railroad tank cars, on a daily basis. Note that the vast majority of the feedstock is crude oil. Ships that dock at a dedicated wharf in at Benicia currently transport this crude. The tracks accessing Valero are well off the main line, providing the opportunity for switching service uninterrupted by main line trains. Valero has a proposal to shift its crude oil traffic volume to rail: this is considered in more detail in section 5 below.



Image: Google 2014

### Benicia: AmPorts

AmPorts is the operating entity for the automobile terminal at Benicia. This facility consists of dock space, vehicle inspection and preparation areas, vehicle storage space, and areas for loading vehicles onto railcars. AmPorts is the distribution hub for Ford and Chrysler vehicles, and is also the receiving port for imported Toyota vehicles. Domestic automobiles arrive by railcar and are generally transported to Northern California by truck. Imported vehicles are received from ships and transported to inland destinations by truck (for Northern California destinations) or railcar (for destinations throughout the western US).

The level of rail service to the AmPorts facility is dictated by the demand for automobiles and, in the case of autos handled by both ship and rail, also by ship schedules. Benicia competes with other West Coast locations for automobile imports, and volumes can rise and fall based on contract status. Benicia is, for example, currently the beneficiary of imports that have been switched from the Port of Richmond, lifting current automobile volumes 20% over the past three years. However, when shipped by rail, automobiles are always moved in unit trains consisting exclusively of auto carrier cars. Like Valero, the tracks serving AmPorts are located well away from the main line, providing the opportunity for switching service uninterrupted by main line trains.

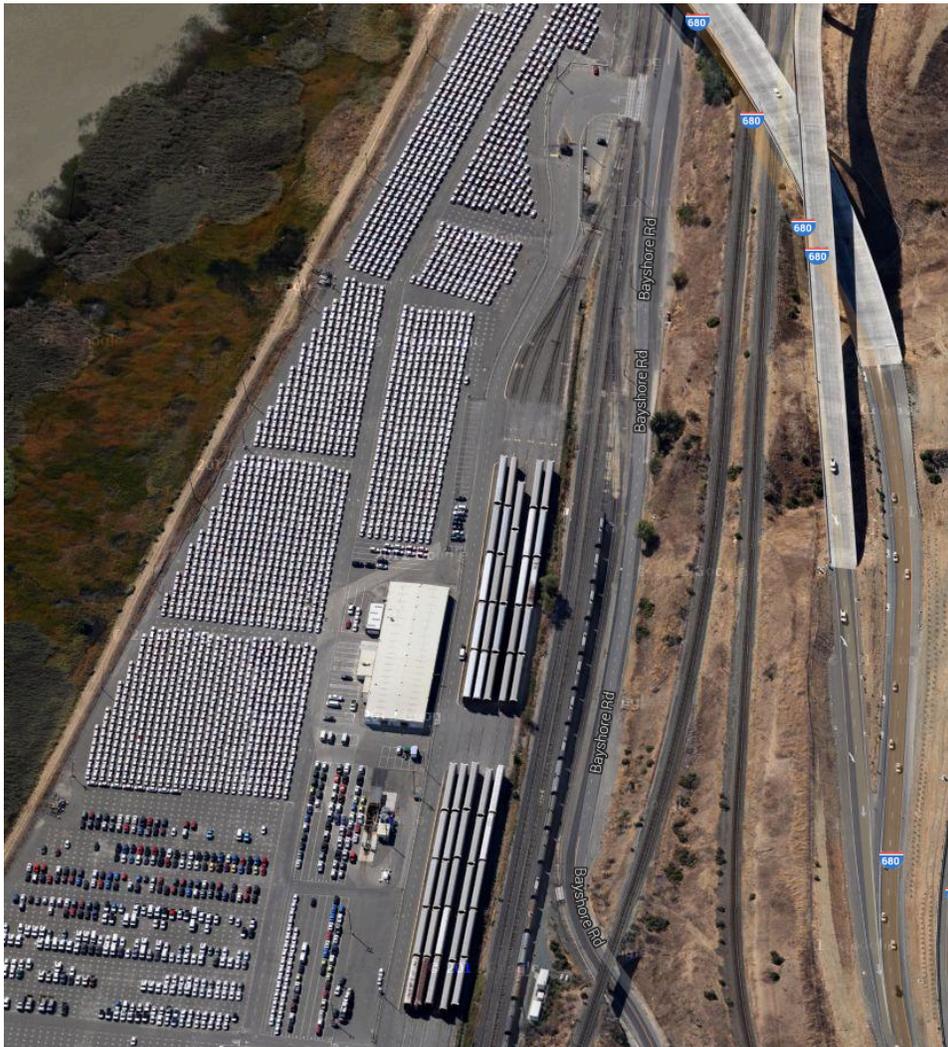


Image: Google 2014

**Benicia Industrial Park**

Benicia Industrial Park caters for distribution and transloading needs for several firms, mainly in beverage/bottling sector. Biagi Brothers is a trucking and transload firm located in the Benicia Industrial Park. They receive beer and wine deliveries from Mexico via railcar and transload those goods into trucks for delivery to regional distribution centers or wholesale or retailer warehouses. Railcar deliveries to Biagi Brothers are in boxcars, with frequent service to their location. Biagi Brothers is located well away from the main line, and thus can be switched uninterrupted.

Other occasional customers at the industrial park include Bruni Glass packaging, one of the larger suppliers of glass for the Northern California wineries, and Coca-Cola bottling. Many more warehouse facilities in the industrial park have rail connection but the needs of customers change with turnover in tenancy.

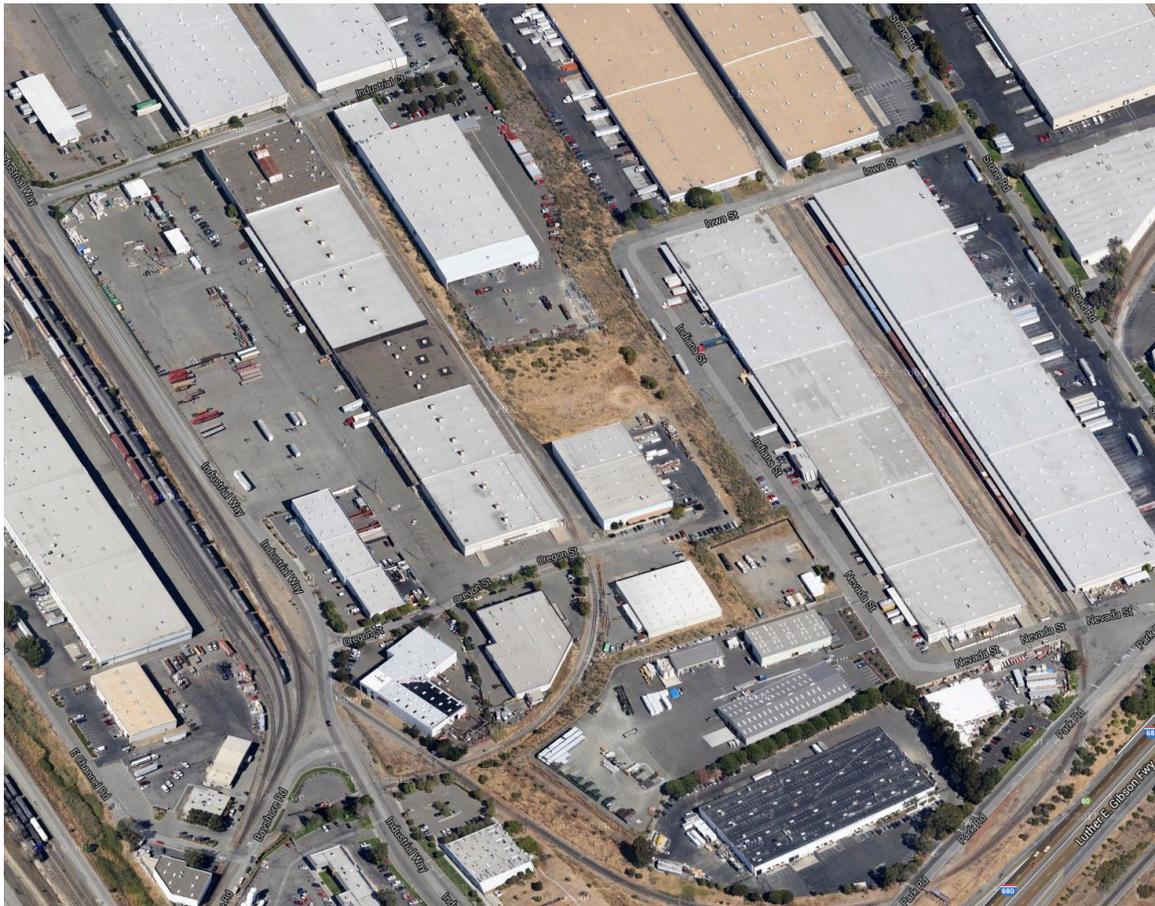


Image: Google 2014

**Fairfield: Anheuser Busch**

Anheuser Busch is a major shipper and receiver of goods by rail. Inbound traffic includes grains for brewing in covered hopper cars and packaging (i.e., bottles, cans, or kegs), generally in boxcars. Outbound traffic is primarily boxcar loads of beer. Traffic is handled in manifest trains. Even though they are close to the Union Pacific main line at Suisun City, the California Northern Railroad serves Anheuser Busch daily.



Image: Google 2014

**Fairfield: Sheldon United**

The Sheldon United terminal is a propane distributor. They receive tank cars of propane, which is then distributed via local delivery trucks throughout the region. These tank cars arrive in carload lots. There is no outbound traffic. Like Anheuser Busch, California Northern serves Sheldon Oil.



Image: Google 2014

### Fairfield: Tolenas Industrial Park

Tolenas Industrial Park is a group of industries on the north side of Fairfield located along a switching track adjacent to the Union Pacific main line. By having a separate switching track, many of the rail switching activities in the industrial park present less interruption to main line operation (and the switching operations themselves are interrupted less frequently by main line traffic). All rail traffic at the Tolenas Industrial Park is carload rather than unit train.

Rail-served industries at Tolenas include:

- Clorox, which receives inbound cars of raw materials;
- Ball Corporation, which receives inbound raw materials;
- Macro Plastics, which receives plastic pellets in covered hopper cars;
- Ashland Distribution Company, which receives raw materials in tank cars and distributes specialty chemicals;
- Frank-Lin Distillers
- Goodyear Tire, which receives raw materials in covered hopper cars, and
- Compu-Tech Lumber, which has received lumber products via flatcar.

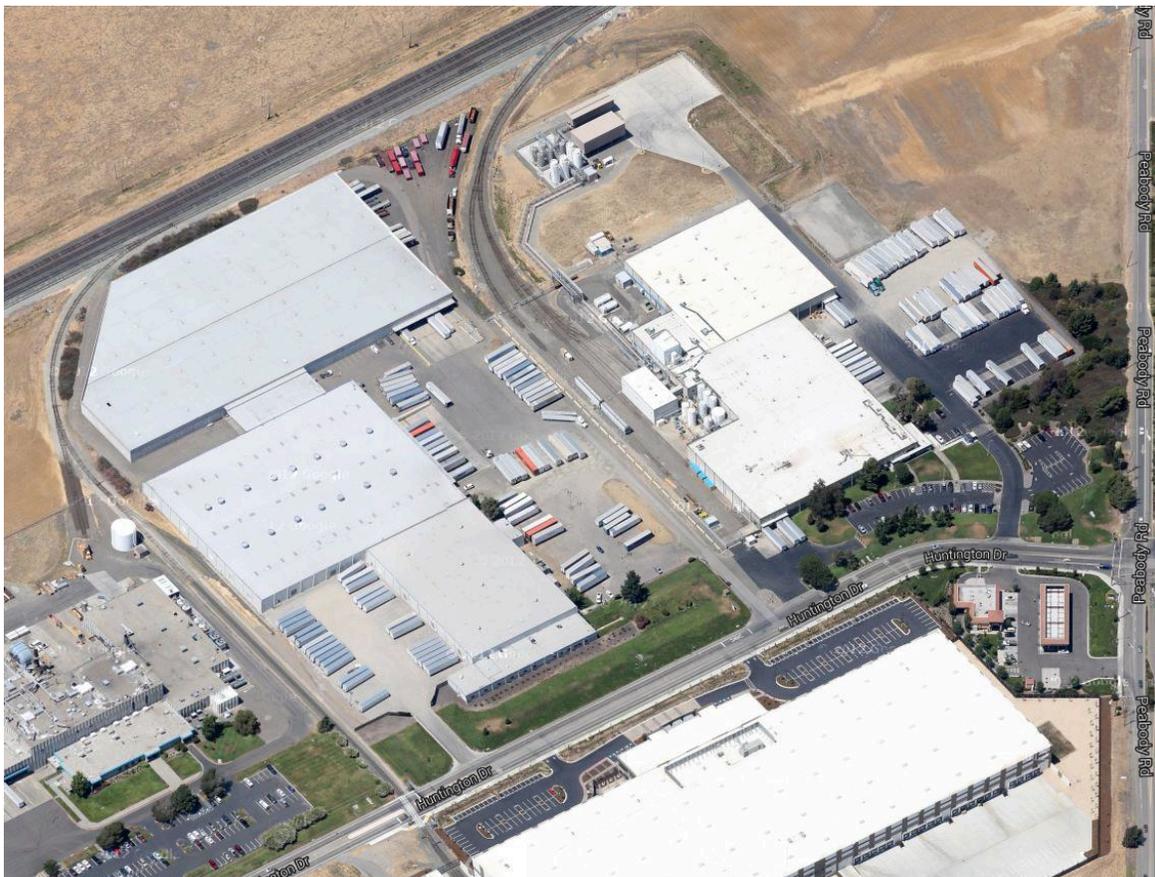




Image: Google 2014

**Dixon: Campbell's Soup / Dixon Canning**

Campbell's Soup has shipped carloads of tomato paste via boxcar in the last few years, though it is believed they have not shipped via rail recently. Campbell's Soup is located directly on the main line, meaning that any switching at this location has to compete with main line traffic.



Image: Google 2014

**Dixon: Tremont Seed**

Tremont Seed receives carloads of inbound raw materials which are used to manufacture fertilizer products for the agricultural industry. Like Campbell's Soup, Tremont Seed is located directly on the main line, meaning that any switching at this location has to compete with main line traffic.



Image: Google 2014

## 4 CURRENT FREIGHT RAIL ACTIVITY IN SOLANO

A summary of the current levels of scheduled freight service can be found in Map C.

Since scheduled and unscheduled moves vary on a week-to-week basis and some commodities (e.g. propane) have some seasonality, these are currently expressed in a range. Local network moves by shortline operators are current estimates. Updated data from California Northern will also be included in the final document.

### 4.1 Class I:

#### Union Pacific Railroad

Union Pacific is the main freight carrier in Solano County. They operate *approximately* 15-25 trains per day on their double-track main line extending from the Contra Costa County line, in the middle of the Carquinez Straight near Benicia, to the Yolo County line near Davis. Most freight trains are through trains, operating to (or from) the Port of Oakland as unit trains of containers.

While the majority of freight to and from Oakland is containerized, there are several manifest trains carrying all types of traffic to or from the Oakland area, as well. There are manifest trains stopping in Solano County to interchange (the railroad term for exchanging cars with connecting railroads) cars with the California Northern and to pick-up or drop off cars at Benicia Industrial Park.

Note that the freight activity on the UP main line is in addition to the 4 Amtrak long distance trains and 30 Capitol Corridor trains currently operating through Solano County. In addition, on selected dates in the winter an excursion train operates between Oakland and Reno.

### 4.2 Short lines

#### California Northern Railroad

California Northern railroad (CFNR) serves a host of industries west of Fairfield, including connections with other carriers: the Northwestern Pacific Railroad, Mare Island Rail Service, and the Napa Valley Railroad. In addition, CFNR serves a host of industries in Fairfield, Lombard, and Napa.

CFNR operates daily switching engines at Fairfield, and offers service three to five days per week to Napa Junction, Lombard, Napa, and to connecting carriers. CFNR interchanges cars almost daily in a manifest train with Union Pacific Railroad; UP receives from the originating shippers or forwards them to their destinations.

#### Mare Island Rail Service: Alstom

While not a major shipper, Alstom is one of the few customers on Mare Island. Alstom repairs passenger railcars, chiefly the fleet of double-deck cars for the Capitol Corridor and San Joaquin services. Alstom receives cars one at a time for overhaul, with the schedule highly dependent upon the passenger providers' equipment rotations. Service is infrequent, with cars arriving or departing at the rate of a few per month (at most). They are served by Mare Island Rail Service, which connects to California Northern in Vallejo, which in turn connects with Union Pacific, which provides access to the Amtrak maintenance and storage yard in Oakland.

#### Northwestern Pacific Railroad

Northwestern Pacific Railroad (NWP) handles grain and lumber traffic as far north as Windsor in Sonoma County. NWP also currently handles some construction materials for the Sonoma-Marin Area

Rail Transit (SMART) project. They rely on the California Northern to handle traffic between Lombard (near Napa Junction) and the Union Pacific at Suisun. Current traffic is a few manifest trains per month.

### Napa Valley Railroad

The Napa Valley Railroad handles very little freight traffic. The vast majority of their traffic is oriented towards the tourist market in the Napa Valley. While passenger service is operated on a daily basis, only a few, if any, freight cars are handled each year. Any freight traffic to or from the Napa Valley Railroad would pass through Solano County on the Union Pacific and California Northern railroads.

Figure 2 summarizes the estimated current level of regular freight service to the RSBs.

**Figure 2 Estimated Current Level Of Regular Freight Service to RSBs**

RSB Name	Active/ inactive/ future	RSB Rail Facility Jurisdiction	Inbound / Outbound Primary	Primary Rail Traffic / Commodity	Typical Annual Rail Delivery Frequency
Tremont Supply Co (Dixon)	✓ active	Solano Co/ Dixon	outbound	ag product	24
Tolenas Bus Park Clorox	✓ active	Fairfield	outbound	bulk liquid chemical	150
Tolenas Bus Park Ball Metal Beverage	✓ active	Fairfield	outbound	bev container	100
Tolenas Bus Park Macro Plastics	✓ active	Fairfield	outbound	plastic raw materials	100
Tolenas Bus Park Goodyear	✓ active	Fairfield	outbound	rubber product materials	100
Tolenas Bus Park Nexeo Solutions	✓ active	Fairfield	outbound	bulk liquid chemical	100
Tolenas Bus Park Sunpol Resins	✓ active	Fairfield	outbound	bulk liquid chemical	100
Tolenas Bus Park Compu-Tech Lumber	✓ active	Fairfield	inbound	dim lumber	50
Tolenas Bus Park Frank-Lin Distillers	✓ active	Fairfield	inbound	beverage product	100
Anheuser Busch	✓ active	Fairfield	inbound	beverage production supply	300
Sheldon United Terminal	✓ active	Fairfield	inbound	propane	240
Valero Benicia	✓ active	Benicia	inbound	refined petroleum products	400
Benicia Ind Park Terminal Biagi Bros	✓ active	Benicia	inbound	beverage product	100
Benicia Ind Park Coca-Cola Enterprises Inc.	✓ active	Benicia	inbound	beverage product	100
AmPORTS Auto rack	✓ active	Benicia	inbound	finished autos	300
AmPORTS Benicia Port Terminal	✓ active	Benicia	inbound	petroleum feedstocks	200
Vallejo Mare Island Terminal	✓ active	Vallejo	inbound	railcars	12

(Note these have been aggregated up from daily/weekly/several times per week service to produce annual totals).

## 5 FUTURE DEMAND FOR RAIL SERVICE

### 5.1 Key Rail Commodities in Solano and Trends

#### 5.1.1 Existing RSBs

There are five primary groups of rail commodities in Solano County. For the purposes of planning the need for rail facilities, these can be grouped into two categories, each of which has very different trajectories for growth in the ten-year period of the plan:

#### A) Solano rail commodities that closely track growth in the overall domestic economy:

- Beverage container manufacturing (primarily plastics)
- Liquid bulk chemicals (non-crude)
- Beverage production supplies
- Construction supplies

#### B) Solano rail commodities that will track the shift in domestic oil refining sources:

- Crude Oil by Rail (CBR)

#### Solano rail commodities that closely track growth in the overall domestic economy:

The first group has industry forecasts that show growth in the 2 - 4% annual range over the plan period\*. Of course, actual requirements for supply of product to RSBs in Solano County are highly individual to each location, but these will serve as a guideline for the order of magnitude range of growth anticipated.

Even within the upper end of the range for all of these products (or even beyond if volumes work to double over the decade), the level of demand for these commodities is likely to remain within the scale current level of service provided through current facilities – i.e. carload rather than new trainload-level demand.

This is because current RSB sites in Solano, from 2014 data\*\*, appear to be operating between 30 and 60% of current capacity, some considerably lower.

#### Crude Oil by Rail (CBR)

There has been a widely publicized growth in demand for crude oil by rail (CBR), reflecting a replacement by domestic supply all formerly imported crude oil. Currently (as of 5/2014) there is no CBR being transported within the County\*.

The rates of growth in CBR vary widely across the country based on the source of domestic crude, refining needs and frequent fluctuations in prices – all of these factors will have a bearing on the level of demand for CBR locally.

Commodity growth trends are less relevant to the Solano picture for this commodity than the stated intent by the sole destination for CBR, the Valero refinery in Benicia. Valero has indicated that rail deliveries of Canadian crude would offset the more costly crude that currently arrives at these refineries via marine vessel from Alaska and overseas sources. All of the proposed CBR is understood to be originating in Canada\*\*.

Valero is planning an expansion to receive crude feedstock by rail. Currently, an Environmental Impact Report is being prepared pursuant to the California Environmental Quality Act (CEQA). Based on information in the EIR project description, it appears that Valero is considering accepting as much 70,000 barrels a day by rail (approximately 50-100 additional cars) which can be accommodated on two 50-car trains (sized to the terminal facilities or less likely, one 100 car train per day of crude oil).

The rail routing into the plant has yet to be determined: if coming north across the Benicia Railroad Bridge, the daily train would make less than one mile of its trip within the County. If coming west from the Davis direction via Roseville, the train would make a 40-mile transit of the County to the refinery, through Dixon, Vacaville, Fairfield, Suisun and Benicia.

*Note:*

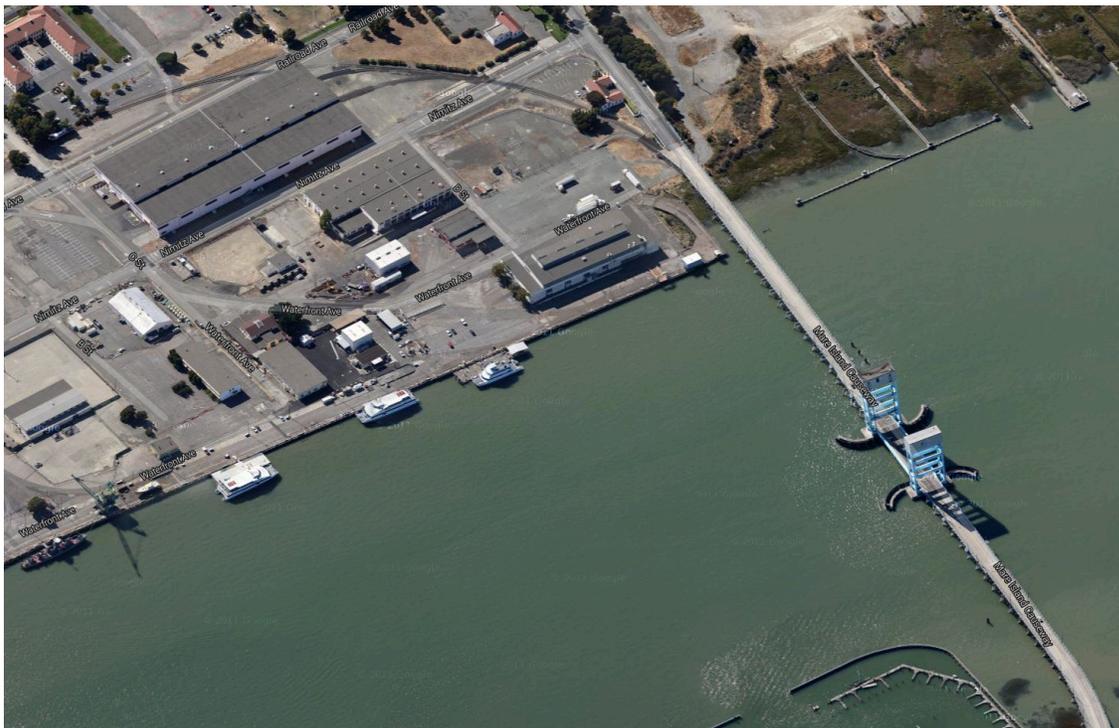
*For commercial confidentiality and practical reasons, the final Solano Rail Facilities Plan Update will not include specific carload counts or operational patterns to specific customers. Both are considered proprietary information, can change at short notice and are subject to the vagaries of the shipper's respective industries.*

### 5.1.2 Former Rail Served Business (RSBs)

The major former rail-served businesses in Solano County include:

#### ***Mare Island***

The Navy's presence at Mare Island was the main generator of the types of freight traffic that would employ rail service – heavy, bulk items traveling long distances. For the Navy, this traffic comprised raw and fabricated steel products. The potential for a large rail shipper on the Island is dependent upon a large manufacturing facility locating there. The remaining traffic would be occasional scrap metal from ship breaking operations. There have been discussions of establishing an industrial park or bulk handling facility on the north side of the island.



### ***Travis Air Force Base***

Travis Air Force Base is a major facility for the USAF Air Mobility Command and had a rail connection for bulk items on the side western side of the base, crossing at Walters Rd., but the connection with the Union Pacific was severed at least 7 years ago. Travis currently serves as a base for cargo and military passenger aircraft, and has the largest throughput of both in the United States.

Equipment that could be handled by rail for air deployment is typically staged at an Army base located near an air base (rather than loaded on trains for transport to an air base and subsequent loading on planes). Although bulk liquids (aviation fuel, for example) is often well suited to rail in its volume, weight and length of rail haul characteristics, the type of military equipment handled by rail (tanks, munitions) is not typically conducive to air transport unless a rapid deployment situation is necessary.

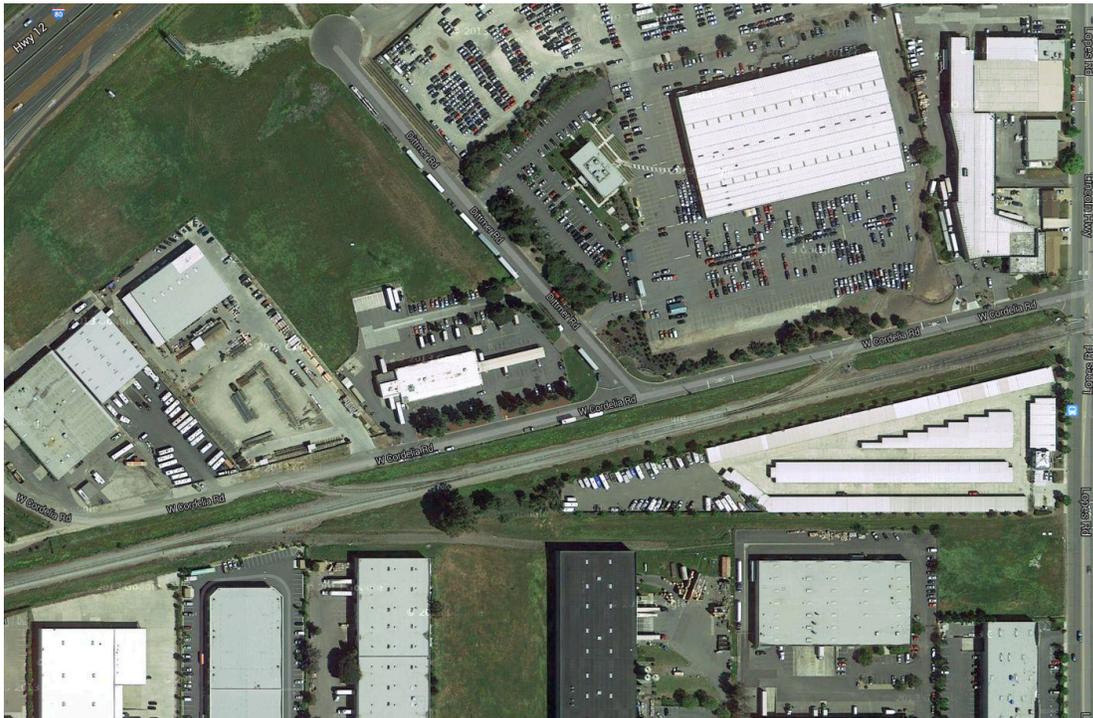
Several decades ago, additional rail service to the base was made via the former Sacramento Northern route (note on by the Western Railway Museum, as described in this report), crossing the North Gate road, which still has a live connection to the UP main line. The consultant is in ongoing discussions with Travis AFB staff to confirm the potential for future cargo by rail potential and for reactivating the former rail connection.

### ***Cordelia former RSBs***

There are four former RSB locations in south Cordelia, all of which have private sidings intact on both sides of W. Cordelia Rd., but which have changed activity/ownership since they were served by rail:

- North Bay Auto Auction
- White Cap Construction Supply
- Glass Pak (former)
- Dependable Plastics

It is some years since these were rail-served, and not considered very likely, given their current activity profiles, to be returning RSBs.



### ***General Mills (Vallejo Marine Terminal)***

The General Mills flour mill at Vallejo was a major receiver of grain products. It has since closed and some of the facilities and equipment demolished or auctioned-off. Orcem has proposed repurposing the site for receiving raw cement admixture material by ship, processing it, and shipping it out by rail to cement makers. Depending upon demand of the product, this could generate substantial rail traffic. The proposal currently in the environmental review process envisages up to 8,200 carloads annually. This would equate to at least twice weekly service, a substantial boost to the viability of this segment of the local rail network, but still within the overall level of traffic which the line has accommodated in past decades.



### ***Napa Pipe***

While not technically in Solano County, the Napa Pipe plant was a major rail shipper. Some inbound steel arrived by rail, and significant outbound pipe departed – often in unit trains as frequently as weekly. Several of the main structures at Napa Pipe have been demolished, and there is little opportunity for this facility to manufacture steel pipe, though it could conceivably be re-purposed.

### 5.1.3 Potential New Rail Served Business (RSB) Sites

#### Factors in identifying future RSB sites:

Although much of Solano County has suitable frontage to the UP mainline, in practice there are three major considerations which factor into identifying future RSBs: serve

#### *Land Use/Zoning Designation*

Given the rural nature of large parts of the County, there are many other potential sites that could be suitable for rail served businesses. Flat sites with extensive frontage along railroad tracks and access to roadways and utilities are the main candidates. However, land use regulations and development policies are a major factor in determining whether these sites are ultimately suitable for rail served businesses. With this in mind, only sites that are currently or soon to be designated for rail-served industrial use have been included in this assessment.

#### *Rail Traffic Thresholds Service Providers*

Another major factor in determining whether a site is suitable for a rail served business is the quantity of traffic it would generate for the serving railroad. Generally, businesses located along a busy mainline (such as UP's main line) would need to generate dozens or hundreds of carloads – the equivalent of several unit trains – each month in order for the economics of establishing a new rail connection to be viable (the economics are often related to the engineering parameters of the connection to the main line).

Conversely, shortlines (such as California Northern or Mare Island Rail Service) are able to cost-effectively serve much smaller enterprises, though the minimum shipping volume is often still on the order of a few cars per week or per month in order to justify a new service. Several of the current RSBs served by CFNR are currently at the lower end of this threshold.

#### *Typical Rail-suited Commodities*

Examples of typical industries that can be effectively served by rail (if located in close enough proximity to a rail line) and could be candidates for Solano County include grain storage and distribution facilities, fertilizer distribution facilities, cement distribution facilities, petroleum or ethanol products facilities, plastics manufacturing facilities, and manufacturing facilities that require high volumes of inbound raw materials.

There are therefore four potential future locations for large scale freight rail service that have been included in the plan assessments to date, shown on Map C:

#### **1) Vallejo Marine Terminal (Orcem)**

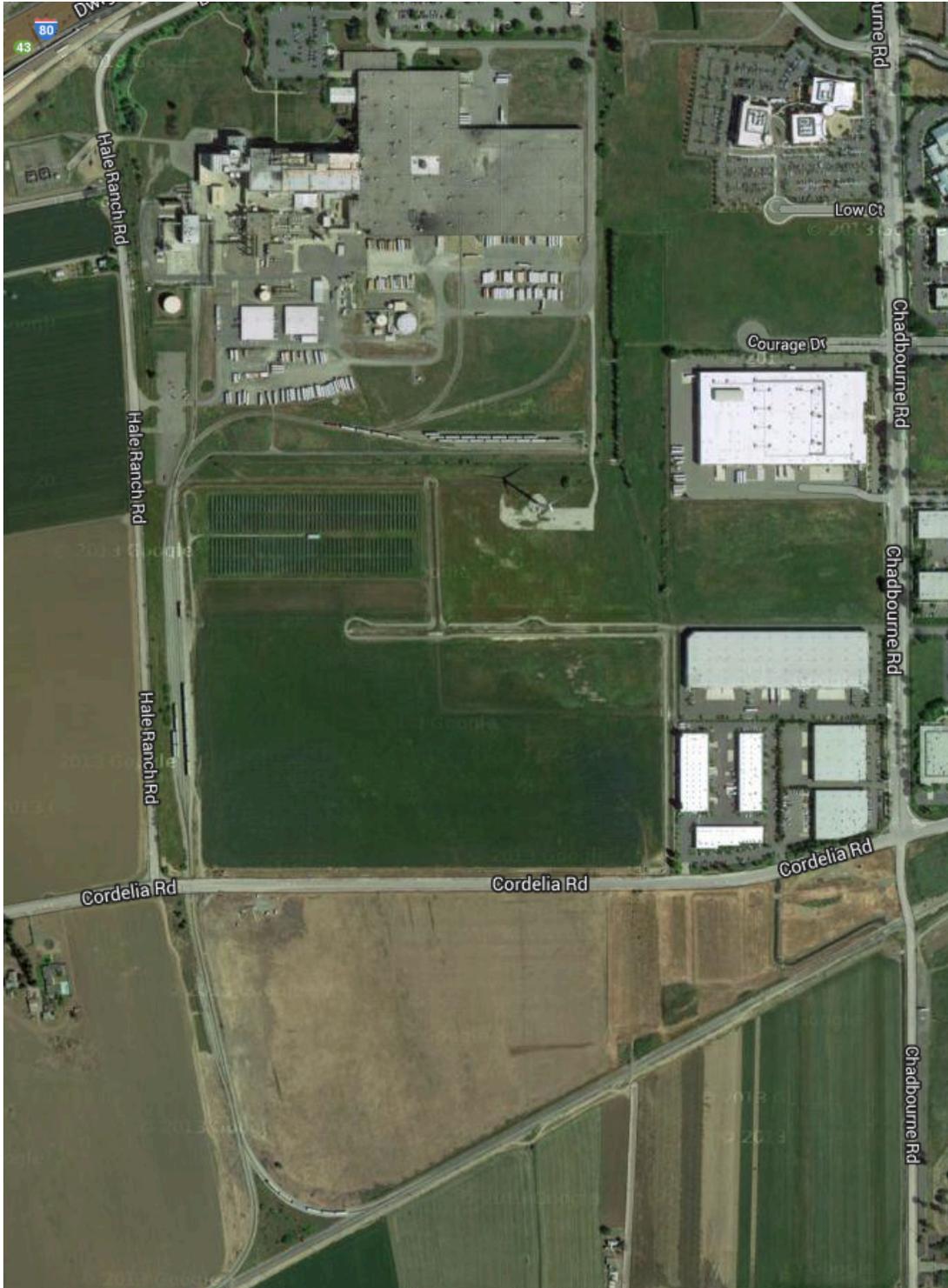
As mentioned, the proposed Orcem Vallejo Marine Terminal facility could be the most well advanced significant new rail served business in Solano County, generating potentially 8,000+ annual railcars outbound (inbound materials would arrive by ship). The project is commencing the environmental review process.

#### **2) Fairfield General Plan Areas 6 A and 6B**

Some 300 acres of potential rail-served industrial use have been designated in the updated Fairfield General Plan and Fairfield-Vacaville Station Specific Plan, identified as Plan Areas 6 A and 6B. Both are likely suitable for the small number of larger rail users – either manufacturing are rail-linked distribution facilities.

**3) Cordelia Road, Fairfield (adjacent Busch)**

The 43-acre “Buzz Oates Development” site at the Cordelia Road/Hale Ranch Road intersection adjacent to the southern boundary of the Busch plant and the California Northern line has been identified, with the potential for direct access from the Bush spur.



#### ***4) Dixon-Unincorporated County***

There may be additional sites that could be suitable for rail served businesses, assuming land use patterns supported industrial uses. Solano Economic Development Commission (EDC) has considered the potential for a 700-acre area (currently used for agriculture) northeast of Dixon being zoned to support agricultural-related industries. In order for this site to be conducive to rail-served businesses, track connections and configurations would need to be identified, based on likely interest from manufacturing or distribution operators. As yet these are speculative.

## 6 FREIGHT CAPACITY BOTTLENECKS AND NEEDS

### 6.1 Current Bottlenecks

Freight bottlenecks often occur at locations where trains slow down due to curves or grades. There are none of these in Solano County. The steepest grade is in American Canyon, on the California Northern line. However, since that railroad typically only handles short trains and speed is not a key factor, it does not represent a major bottleneck. The descent from the Suisun Bay Bridge is very short and is normally only used for “downhill” trains, with “uphill” trains employing the other track which has a much gentler grade which has much less effect on train movement.

However, the low-grade track does feature several curves and a trestle that limits speeds for the fastest trains (including passenger trains).

#### Suisun Bay Bridge

The bridge itself can be an operational bottleneck when ship traffic requires that the moveable span be lifted. Since ship traffic has the right-of-way, trains may have to wait until vessel traffic has passed. (At this location, a sophisticated signal system prevents trains from approaching the bridge when it is in its open position.) Typically the duration of the open lift span is 10-15 minutes for a ship passing which, given the volumes of freight and passenger traffic, can have an impact on the fluidity and reliability of rail movements across both sides of the bridge.

#### Tolenas Industrial Park

The industrial park’s switching activity is another bottleneck . Due to the current track configuration, some of that switching may affect main line operations. However, it is the consultant’s understanding that the proposed improvements associated with the new Fairfield-Vacaville train station will alleviate many, if not all, of the remaining issues by lengthening the switching tracks. This will provide space for entire trains switching in the Industrial Park to exit the main line.

#### Suisun Junction

To the extent that some switching may occur on the main line, the junction at Suisun with the California Northern can also be a bottleneck. This could be alleviated by providing more storage space for trains to exit the main line, or possibly by providing more space for switching along the California Northern route.

This ability of trains to completely exit the main line while switching is a benefit for rail served businesses, present and future, located along the Union Pacific. When the engineering conditions are such that a train can completely exit the main line, through freight and passenger trains can pass uninterrupted.

#### Davis Station Curve

Although just outside Solano County, the curve at Davis train station is also a bottleneck for freight trains, since they slow down while traversing the curve. However, eliminating the bottleneck would likely require re-routing freight traffic around Davis on a new alignment (possibly extending into Solano County), and would likely be uneconomical.

## 6.2 Future Bottlenecks (10-year outlook)

### Suisun Marsh

Because Union Pacific's route through Solano County is relatively flat and has few curves, there may be areas which are candidates for higher passenger train speeds. Since the Suisun Marsh is a very long section with no stations and a single, very broad curve, there may be a time in the future when this becomes a candidate section for faster passenger train speeds. To allow passenger trains to overtake slower passenger or freight trains, an additional track may be necessary. Although, in many areas of the County this would present few significant challenges, the environmental sensitivity of the Suisun Marsh could pose permitting problems that may ultimately constrain capacity.

### Suisun Bay Bridge

The Suisun Bay Bridge (as discussed previously) will likely also continue to be a bottleneck into the future. Resolving the boat traffic issue may necessitate a higher bridge, which would come at great expense.

### Vallejo Marine Terminal

The proposed bulk import facility at Vallejo Marine Terminal may also be subject to bottlenecks, since the route to the Terminal passes through a residential area with many grade crossings. Unit trains operating slowly through this area could cause intermittent roadway traffic congestion as they pass or are switched. However, this would likely not be a major issue for roadway traffic unless rail freight traffic was frequent. These unit trains could also encounter slow operation through American Canyon due to the steep grade; however, since there is no rail congestion in this area, a single slow freight train would not affect grade crossings or other rail traffic.

### Mare Island Causeway

Another potential bottleneck is the Mare Island Causeway lift bridge crossing the Mare Island Strait. The loading capacity of this structure is not known, and it could present challenges if frequent, heavy loads were operated. The trackage shared with roadway traffic on the bridge as well as on the streets of Mare Island could also create conflicts between trains and motorists. This would likely not be a problem if train operations are infrequent, but if more frequent operations or longer trains were considered this could pose a challenge.

**This is not a definitive list of all current future bottlenecks: these will be assessed further in the passenger elements of the Plan Update.**

Map F provides an overview of these current and potential freight rail network bottlenecks, and will be updated when passenger tasks are complete).

### 6.3 Initial Conclusions: Key Freight Rail Capacity Enhancement Needs

Our Initial conclusions are organized within the three major levels of the Solano County freight rail network. They are focused on the freight rail capacity enhancement needs which have emerged from the foregoing analysis and the team's industry experience, both locally in these rail corridors and nationally. These may be modified or augmented when the overlay of passenger service needs is conducted in subsequent tasks of the Plan Update. These should therefore at this stage be regarded as very preliminary conclusions.

#### 6.3.1 The Current Mainline Network:

Infrastructure was built for service levels considerably above current demand – in the pre-2009 Great Recession era, this Subdivision of the mainline was carrying as many as 40 freight trains a day. Presently the range current level of freight service is typically 15-25 freight trains per day through Solano. In reality, regular scheduled passenger services currently *exceed* the number of scheduled freight moves through Solano County, meaning that, at least during daytime, passenger services actually predominate on the mainline.

Looking ahead 10 years in Solano, there are many unknowns, which include:

- The growth trends and choices by the Class I's of routing of port-generated /Northern California intermodal traffic
- Frequently changing origin locations and mode choices for major growth commodities (especially petrochemicals/CBR)
- Any future renegotiations to add passenger slots on the mainline above the current CCJPA agreement

Many of these passenger-freight mainline 10-year capacity considerations are items to be considered in subsequent tasks, but for the purposes of this Task 3 assessment, the following appears possible:

- Freight train numbers may have not recovered to pre-recession levels, and it is unclear when or even if they will within the 10-year horizon.
- Depending shippers' schedule needs, there are potentially slots available for *all* of the anticipated major growth on mainline-served freight demand in Solano i.e.
  - A daily full CBR train serving Valero
  - Several Busch-scale production facilities in the three potential Fairfield sites (unlikely even to total a daily trainload)
  - Several large production facilities in to be designated the unincorporated County east of Dixon

A single medium-sized plant generating say a dozen cars a week would unlikely sustain the costs of a new mainline connection. A plant or group of facilities receiving a dozen cars per day (or perhaps a train every few days) may sustain the costs of such a connection.

However, the establishment of major customers served directly from the mainline at any of these three designated areas might be handled on existing infrastructure *if* the switching operations were configured properly, with extended sidings to remove all local rail traffic from the mainline, as is being developed for Tolenas as part of the Fairfield-Vacaville station project.

### 6.3.2 Short-Line Facilities:

California Northern currently interchanges around 24,000 cars annually\* with UP: this is less than half of the level of the mid-1990s 2000's and reflects that:

The shortline business base in Northern California has been contracting, (even before the Great Recession) and the business market for carload rail is a challenging one: with a few exceptions, shippers' traffic needs have decreased, not increased

- even with a 10 year look ahead, based on known development sites (North Mare Island and the Orcem Vallejo Marine Terminal project, which is forecasting 30,000 annual carloads), may yield traffic levels restored to below where they were when the Navy was operating at Mare Island and General Mills had regular service to Vallejo. The VMT project could however reactivate and secure the future of freight rail infrastructure that could otherwise be vulnerable to closure.
- Several customers have been lost to rail, e.g. all of the Cordelia area customers together with Napa Pipe and former sugar beet growers in northeast Solano County. They have mostly changed ownership, or through lack of overall competitiveness in their respective industries, the rail-linked sites have abandoned manufacturing/distribution and are unlikely to return to rail.

### 6.3.3 RSB Facilities:

Our review of current capacity of the RSB-level and utilization based on multiple 2014 local observation/site visits shows the current utilization of private sidings is generally in the 30- 60% range). The former RSBs identified in this document who become rail shippers again are unlikely to generate a need for major rail infrastructure facilities investment beyond their own sites, since shortline and mainline capacity appears adequate to absorb all of their former traffic.

**Figure 3 Estimated RSB Facility utilization 2014\***

RSB Name	Active/ inactive/ future	RSB Rail Facility Jurisdiction	Inbound / Outbound Primary	Primary Rail Traffic / Commodity	Est. RSB Facility utilization 2014
Tremont Supply Co (Dixon)	✓ active	Solano Co/ Dixon	outbound	ag product	50%
Tolenas Bus Park Clorox	✓ active	Fairfield	outbound	bulk liquid chemical	60%
Tolenas Bus Park Ball Metal Beverage	✓ active	Fairfield	outbound	bev container	40%
Tolenas Bus Park Macro Plastics	✓ active	Fairfield	outbound	plastic raw materials	40%
Tolenas Bus Park Goodyear	✓ active	Fairfield	outbound	rubber product materials	50%
Tolenas Bus Park Nexeo Solutions	✓ active	Fairfield	outbound	bulk liquid chemical	40%
Tolenas Bus Park Sunpol Resins	✓ active	Fairfield	outbound	bulk liquid chemical	60%
Tolenas Bus Park Compu-Tech Lumber	✓ active	Fairfield	inbound	dim lumber	20%
Tolenas Bus Park Frank-Lin Distillers	✓ active	Fairfield	inbound	beverage product	60%
Anheuser Busch	✓ active	Fairfield	inbound	beverage production supply	60%
Sheldon United Terminal	✓ active	Fairfield	inbound	propane	70%
Valero Benicia	✓ active	Benicia	inbound	refined petroleum products	70%
Benicia Ind Park Terminal Biagi Bros	✓ active	Benicia	inbound	beverage product	50%
Benicia Ind Park Coca-Cola Enterprises Inc.	✓ active	Benicia	inbound	beverage product	30%
AmPORTS Auto rack	✓ active	Benicia	inbound	finished autos	70%
AmPORTS Benicia Port Terminal	✓ active	Benicia	inbound	petroleum feedstocks	70%
Vallejo Mare Island Terminal	✓ active	Vallejo	inbound	railcars	10%

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## 7 APPENDIX: COMMUNITY IMPACTS SUMMARY (in progress)

When additional data is available from potential RSBs returning to rail and future RSB site development assumptions are agreed, a 10 year growth in traffic on the rail network in Solano will be broken out by the seven individual jurisdictions:

- Unincorporated Solano County
- City of Vallejo (including Mare Island)
- City of Benicia
- City of Fairfield
- Suisun City
- City of Vacaville
- City of Dixon

to create a community impacts summary, covering three indicators:

**1. Change in estimated railcar volumes within each jurisdiction (expressed as a range)**

**2. Change in overall train movements within each jurisdiction (expressed as a range)**

(The second indicator will be completed in analysis of the subsequent task next updating the 2012 rail safety/grade crossings inventory, scheduled for ).

**3. A measure of the truck equivalent movements that the 10-year incremental growth in rail traffic would translate to if they were to travel by road in Solano (expressed as vehicle-miles, not on individual routings).**

Note that since existing rail traffic is already moved by the most advantageous or appropriate or cost-effective mode, the consultant team will not include any those movements in the truck-equivalent calculations, although the data is available if the Technical Advisory Committee sees this as relevant to the Plan Update.

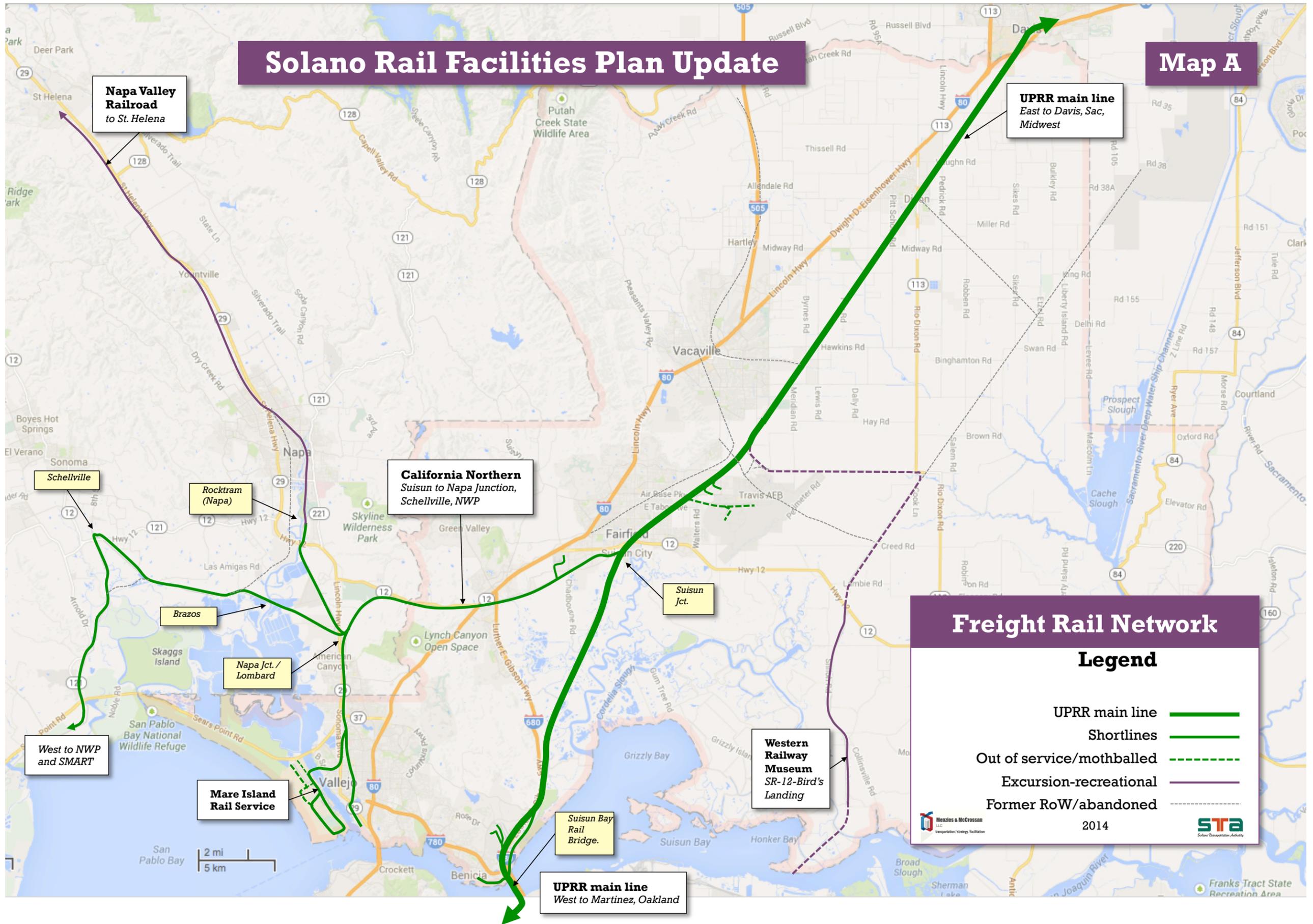
It should also be noted that some or all of the future growth in rail would most likely *only* be conveyed by that mode, such as crude oil by rail.

Nevertheless, the truck equivalent data provide some measure all the benefit of having an adequate rail infrastructure in Solano County to accommodate future traffic growth by these commodities and to these locations.

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# Solano Rail Facilities Plan Update

## Map A



**Napa Valley Railroad**  
to St. Helena

**UPRR main line**  
East to Davis, Sac,  
Midwest

**California Northern**  
Suisun to Napa Junction,  
Schellville, NWP

Schellville

Rocktram  
(Napa)

Suisun  
Jct.

Brazos

Napa Jct./  
Lombard

West to NWP  
and SMART

Mare Island  
Rail Service

**Western  
Railway  
Museum**  
SR-12-Bird's  
Landing

Suisun Bay  
Rail  
Bridge.

**UPRR main line**  
West to Martinez, Oakland

### Freight Rail Network

**Legend**

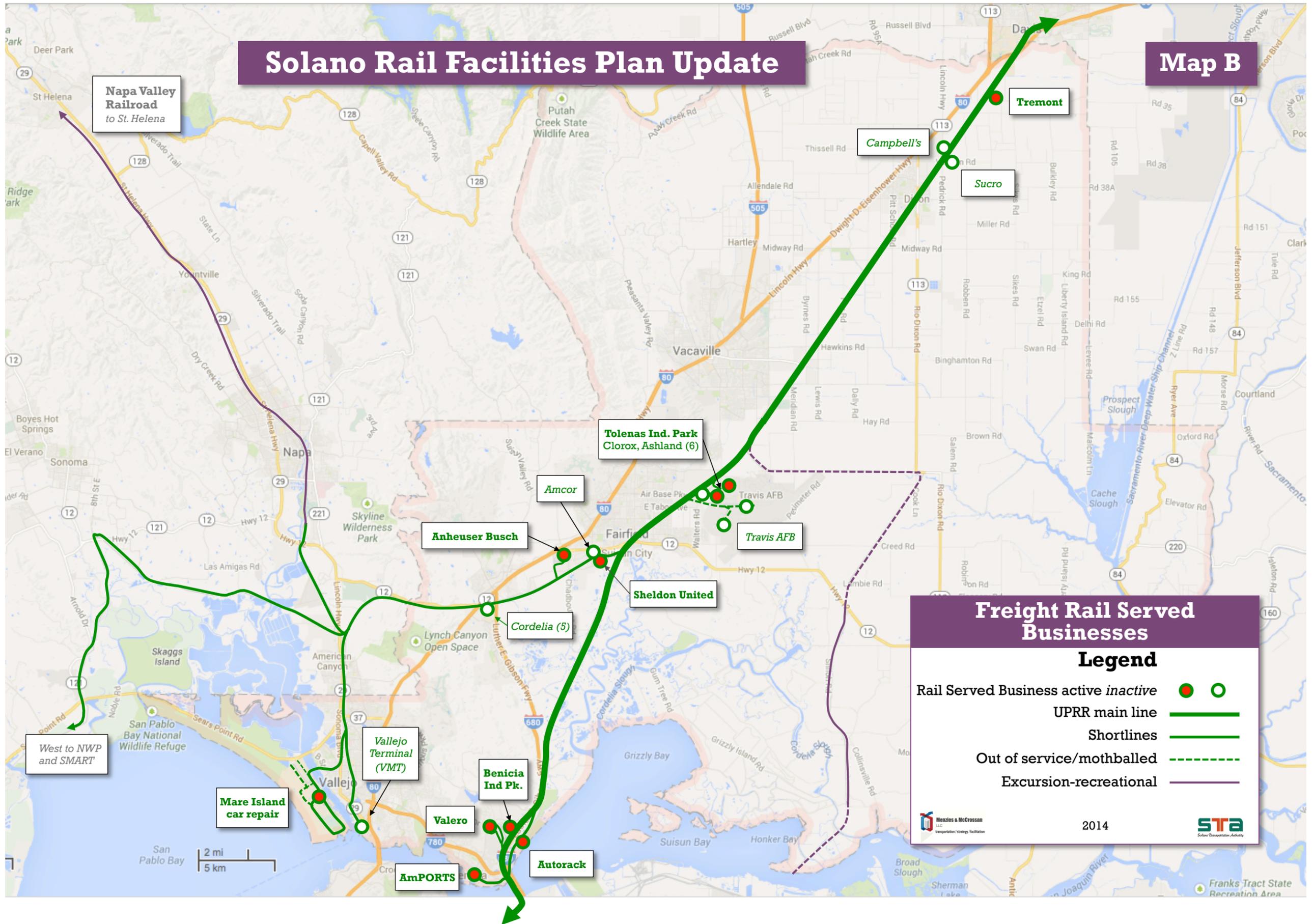
- UPRR main line ———
- Shortlines ———
- Out of service/mothballed - - - - -
- Excursion-recreational ———
- Former RoW/abandoned - - - - -

2014

2 mi  
5 km

# Solano Rail Facilities Plan Update

Map B



## Freight Rail Served Businesses

### Legend

- Rail Served Business active ● inactive ○
- UPRR main line —
- Shortlines —
- Out of service/mothballed - - -
- Excursion-recreational —



2014



Napa Valley Railroad to St. Helena

Campbell's

Tremont

Sucro

Tolenas Ind. Park Clorox, Ashland (6)

Amcor

Anheuser Busch

Travis AFB

Sheldon United

Cordelia (5)

West to NWP and SMART

Mare Island car repair

Vallejo Terminal (VMT)

Benicia Ind. Pk.

Valero

Autorack

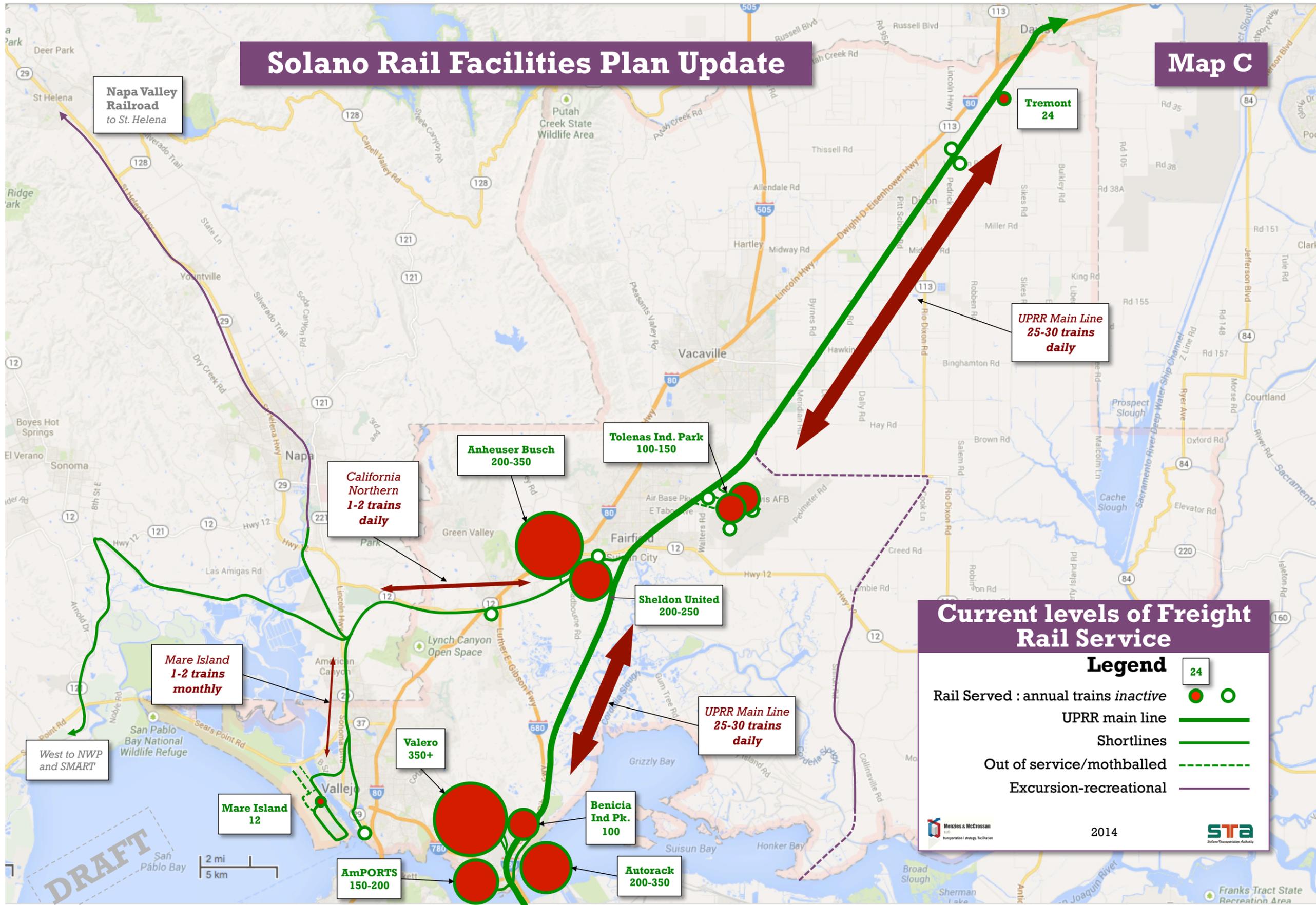
AmPORTS

2 mi / 5 km

Franks Tract State Recreation Area

# Solano Rail Facilities Plan Update

Map C



**Napa Valley Railroad**  
to St. Helena

**Tremont**  
24

**UPRR Main Line**  
25-30 trains  
daily

**California Northern**  
1-2 trains  
daily

**Anheuser Busch**  
200-350

**Tolenas Ind. Park**  
100-150

**Sheldon United**  
200-250

**Mare Island**  
1-2 trains  
monthly

**UPRR Main Line**  
25-30 trains  
daily

West to NWP  
and SMART

**Valero**  
350+

**Mare Island**  
12

**Benicia Ind. Pk.**  
100

**AmPORTS**  
150-200

**Autorack**  
200-350

## Current levels of Freight Rail Service

### Legend

- Rail Served : annual trains *inactive*
- UPRR main line
- Shortlines
- Out of service/mothballed
- Excursion-recreational

24



2014



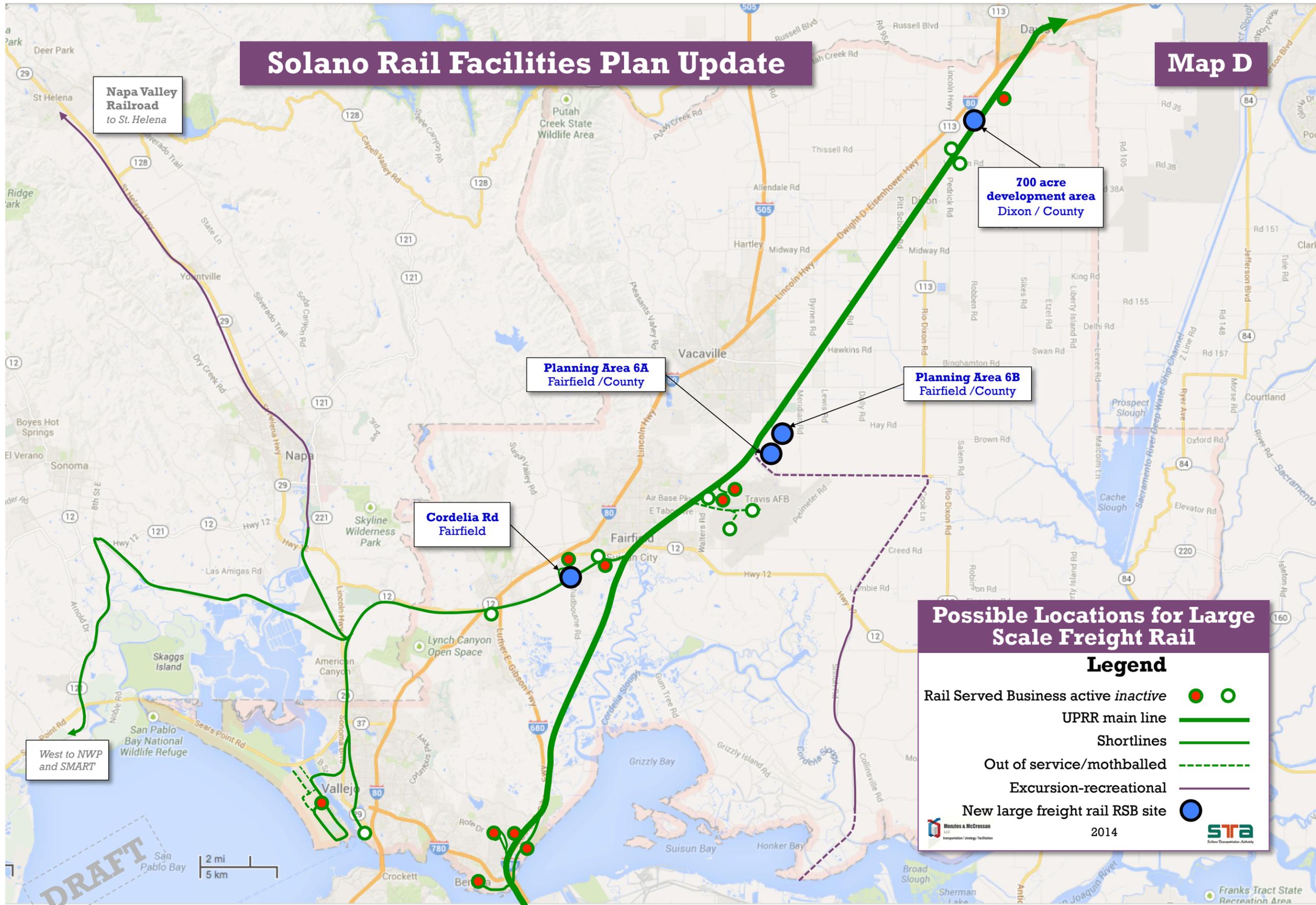
**DRAFT**

2 mi  
5 km

Franks Tract State Recreation Area

# Solano Rail Facilities Plan Update

Map D



Napa Valley Railroad to St. Helena

700 acre development area Dixon / County

Planning Area 6A Fairfield /County

Planning Area 6B Fairfield /County

Cordelia Rd Fairfield

## Possible Locations for Large Scale Freight Rail

### Legend

- Rail Served Business active ● inactive ○
- UPRR main line —
- Shortlines —
- Out of service/mothballed - - -
- Excursion-recreational —
- New large freight rail RSB site ●



2014



**DRAFT**

2 mi  
5 km

Franks Tract State Recreation Area



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NOTE: THIS ATTACHMENT WILL BE PROVIDED TO THE TAC MEMBERS UNDER SEPARATE COVER.

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DATE: June 25, 2014  
TO: STA TAC  
FROM: Robert Macaulay, Planning Director  
RE: SB 743 California Environmental Quality Act (CEQA) Guidelines Update

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**Background:**

The California Environmental Quality Act (CEQA) is the primary environmental statute for discretionary projects approved by governmental agencies in California. Implementation of the CEQA statutes are guided by the State CEQA Guidelines, published by the State Office of Planning and Research (OPR). Since CEQA requires the identification and, in most cases mitigation, of "significant" environmental impacts, one of the important roles of the CEQA Guidelines is to establish the threshold for when an impact is considered significant.

CEQA thresholds for traffic impacts are currently based upon Level of Service (LOS) analysis. LOS is generally analyzed as either the volume of traffic on a roadway compared to its capacity (VC Ratio) or the amount of delay experienced by drivers at an intersection, measured during the Peak Hour of travel. A typical CEQA traffic analysis identifies if a project will produce enough trips to have a significant impact on the road system. If so, roadway improvements (such more lanes or widened intersections) are required of the developer in order to mitigate the project's impact to a level of Less Than Significant.

AB 32 and SB 375 were signed into law in an effort to reduce the emissions of Greenhouse Gasses (GHG) from all sources, including cars and light trucks (the focus of SB 375). Total emissions of transportation-related GHGs are difficult to measure, so proxies are used. One of the preferred proxies is Vehicle Miles Traveled (VMT). Modeling of current and future GHG emission totals is based on VMT and the emission profile of the car and light truck fleet.

**Discussion:**

At the end of 2013, SB 743 was amended to become a CEQA reform bill. The bill was passed by the legislature and signed by the governor. SB 743 and the new CEQA Guidelines focus first and foremost on Transit Priority Areas (TPAs) - specific locations served by fixed or high-frequency public transit. TPAs are similar, but not identical, to the Priority Development Areas (PDAs) established as part of Plan Bay Area. The new CEQA Guideline criteria "must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and diversity of land use."

OPR must circulate the draft CEQA Guidelines implementing SB 743 by July 1, 2014. OPR staff has spent the last six months consulting with CMAs, cities and counties, advocacy groups and traffic modeling firms across the state regarding what approach should be taken in the new CEQA Guidelines. As of early June, OPR staff has indicated that they will recommend that all CEQA traffic analysis use reduced VMT as the standard of significance, rather than only CEQA documents for TPAs.

If the final Guidelines contain this requirement, future CEQA documents from STA and its member agencies will be required to use VMT reduction as the measure of a project's traffic impact. This does not prohibit jurisdictions from using LOS standards in General Plan, specific plan or zoning documents, and it does not invalidate development impact fees based upon LOS. It also does not invalidate the LOS standards in Congestion Management Programs (CMPs); SB 743 exempts CMPs from the VMT requirement.

As a result, projects subject to CEQA analysis that wish to use a Negative Declaration will be required to show a less-than-significant impact to modeled VMT. If a project has an impact that is significant, an Environmental Impact Report will be needed. The threshold for impact significance has not been established.

An important question will be how traffic modeling software calculates the potential for additional vehicle trips, and therefore additional VMT, from intersection and roadway improvements. If the models calculate that a project that improves LOS results in more trips, and therefore additional VMT, then a project that wishes to have a less-than-significant impact must have some feature or mitigation that results in a corresponding reduction in VMT.

**Fiscal Impact:**

Unknown. It is expected that traffic modeling software reports will require modification to accommodate whatever requirements are adopted by OPR.

**Recommendation:**

Informational.



DATE: June 17, 2014  
TO: STA TAC  
FROM: Anthony Adams, Project Assistant  
RE: Quarterly Project Delivery Update

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**Background:**

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about project delivery deadlines.

The STA recently changed its project delivery policies to include a quarterly project delivery update. This update is intended to be a more comprehensive update including a breakdown of current projects by member agency and the current project status. This report marks the first quarterly progress report from STA to the TAC and Board.

**Discussion:**

A summary of projects and their statuses by member agency is available in Attachment A and by Fiscal Year in Attachment B. A brief summary of projects for the current fiscal year and the next fiscal year can be found below.

There are a total of 20 projects within Solano County that were scheduled for obligation for **Fiscal Year (FY) 2013-14**, either in Preliminary Engineering (PE), Right of Way (ROW), or Construction (CON) phases. All projects but one, Vallejo's Downtown Streetscape, has received their E-76 obligation as of the time of this report. Caltrans HQ is working with FHWA to finalize paperwork to approve the funding necessary for the Downtown Streetscape project.

- 14 OneBayArea Grant (OBAG) projects, including:
  - Three (3) Local Streets & Roads (LS&R) projects
  - Three (3) Safe Routes to School Projects (SR2S)
- Two (2) New Freedom/Job Access Reverse Commute (JARC) funded projects
- Two (2) RM2 funded projects
- One (1) Federal Earmark project
- One (1) other federally funded project (HSIP)

There are a total of ten (10) projects within Solano County that are schedule for obligation in **FY 2014-15**, either in PE, ROW, or CON phases.

- Seven (7) OBAG projects, including:
  - Three (3) Local Streets & Roads (LS&R) projects
  - Two (2) Safe Routes to School Projects (SR2S)
- One (1) RM2 funded project
- One (1) TDA funded project
- One (1) Caltrans funded project (Ramp Meters)

### Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. The inactive projects list previously had six (6) listings from Solano County, but due to action by our member agencies, there are currently 4 inactive projects in the County of Solano on the Caltrans list. Four projects were removed from the previous list and two new additions were made to the list, McGary Rd and Vanden Rd. Solano County's project Cordelia Rd has been on the list for an extended period of time; this project needs to be addressed by Solano County staff as soon as possible.

Projects placed on the Inactive Projects list will have all of their funds made unavailable and those funds cannot be re-obligated to another project. It is important to close out projects whenever they are done, so that any remaining funds can be programmed to other projects in need of further funding. Please see Attachment C for Inactive Project

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

### **Fiscal Impact:**

None.

### **Recommendation:**

Informational.

Attachments:

- A. Projects sorted by Member Agency
- B. Projects sorted by Fiscal Year
- C. Inactive Projects List

City of Benicia										
Project Name	Sponsor	Project Type	Project Description	Funding Program	Phases in Project	Current Phase	Total Project Cost Estimate	Percent Complete (Current Phase)	Project Completion Expected	Notes
Benicia Industrial Pk Multi-Modal Trans Study	Benicia	Study	Plan and construct a bus hub station in the Benicia Industrial Park for the I-680 corridor and northern Benicia for transit service across the Benicia-Martinez Bridge into	RM2	Plan	Concept	\$125,000			Need Project Delivery Sheet
Benicia - East 2nd Street Preservation	Benicia	Street Repair	Patch & Resurface Sections of East 2nd Street between I-780 and Industrial Way	OBAG	PE, Construction	Construction	\$495,000	0%	8/20/2014	Authorization to proceed with construction received on April 14, 2014, Advertised May 20, 2014, Bid Opening June 12, 2014
Benicia Safe Routes to Schools	Benicia	SR2S - Capitol	New sidewalks in the vicinity of Robert Semple School install widened sidewalk landings and new crosswalks across Dempsey Drive and the entrance to the parking lot adjacent to Matthew Turner School, install a flashing beacon on Southampton Road in front of the Benicia Middle School, and construct wider sidewalk landings on Southampton Road in front of Benicia Middle School	OBAG	PE, Construction	Construction	\$100,000	0%	8/20/2014	RFA submitted to Caltrans 3/28/14, Advertised project May 20, 2014, Bid Opening June 12, 2014

**Color Key Code**

-  = Project is On-Track
-  = Project Info Needs Updating/Missed Project Delivery Milestone
-  = Project Missed Delivery Deadline

**City of Dixon**

Project Name	Sponsor	Project Type	Project Description	Funding Program	Phases in Project	Current Phase	Total Project Cost Estimate	Percent Complete (Current Phase)	Project Completion Expected	Notes
West A Street Paving Project	Dixon	Street Repair	West A Street from Pitt School Road to I-80: repave and install fabric, minor concrete repairs, and utility cover adjustments.	OBAG	PE, Construction	Preliminary Engineering	\$659,663		9/13/2015	Has Caltrans Field Review Occurred? Project delivery schedule estimates this at 10/13/2013
Parkway Blvd/UPRR Grade Separation	Dixon	Transit		Earmark		Preliminary Engineering	\$2,125,000			Need Project Delivery Sheet
West B Street Bicycle and Ped Undercrossing	Dixon	Pedestrian Safety			PE, Construction	Construction	\$6,100,000		8/1/2014	Construction due to be complete by August 2014
Dixon SR2S Infrastructure Improvements	Dixon	SR2S - Capitol	Tremont Elementary School: Construct sidewalk bulb-out; At various schools: Install high visibility crosswalks; at CA Jacobs: install bike racks and overhead covering; Near Silveyville Elementary School: Install gate in fence along pedestrian path; on Rehrmann Drive from Evans Road to North Lincoln Street : Restripe bike lane; Along Rehrmann Drive at Tremont Elementary School : Plant trees and gate improvements; At Tremont Elementary and CA Jacobs; Miscellaneous striping improvements.	OBAG	PE, Construction	Construction	\$124,956			Need Project Delivery Sheet

**City of Fairfield**

<b>Project Name</b>	<b>Sponsor</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Funding Program</b>	<b>Phases in Project</b>	<b>Current Phase</b>	<b>Total Project Cost Estimate</b>	<b>Percent Complete (Current Phase)</b>	<b>Project Completion Expected</b>	<b>Notes</b>
Beck Avenue Pavement Rehabilitation	Fairfield	Street Repair	"Pavement rehabilitation of Beck Avenue, from Highway 12 to West Texas Street, including ADA improvements."	OBAG	PE, Construction	Preliminary Engineering	\$1,980,000		1/15/2016	Has Caltrans Field Review Occurred? Project delivery schedule estimates this at 1/13/2014
Fairfield Transportation Center Phase III	Fairfield	Transit	Construct approximately 600 automobile parking spaces in a parking structure, multi-use trail to improve access to FTC and other passenger amenities.	RM2/ TDA/ CMAQ /RTIF	PE, Construction	ROW	\$7,180,000	25%	TBD	Trail and access improvements are designed, but construction not funded. Anticipate completing Design-Build advertising package in FY 2014/2015, using TDA and RTIF funds, to be more competitive for funding. \$7.735 million RM2 previously assigned to FTC was shifted to FFVV Train Station. 600 space parking structure cleared NEPA and CEQA in 2008, but environmental being updated to cover ultimate planned 1200 new parking spaces in structure and access improvements. Target for updated NEPA and CEQA is 12/31/2014.
Fairfield/Vacaville Intermodal Rail Station	Fairfield	Transit	Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities. Project is phased.	TDA/ RM2/ STIP/ Earmark	ENV, PSE, PE, ROW, Construction	ROW	\$68,000,000		TBD	RM2 funds approved by CTC at June meeting

**City of Rio Vista**

<b>Project Name</b>	<b>Sponsor</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Funding Program</b>	<b>Phases in Project</b>	<b>Current Phase</b>	<b>Total Project Cost Estimate</b>	<b>Percent Complete (Current Phase)</b>	<b>Project Completion Expected</b>	<b>Notes</b>
SR 12 Crossing with updated lighting	Rio Vista	SR2S - Capitol	In Rio Vista: At SR12 crossing: Install new updated lighted crosswalk	OBAG	PE, Construction	Preliminary Engineering	\$130,000	25%	10/31/2015	Encroachment permit submitted to Caltrans. Field Review complete. Plan view concept diagram design complete. Encroachment permit submitted to Caltrans. Field Review complete. Plan view concept diagram design complete. Project cost estimate currently in progress.
Waterfront Promenade Phase 2	Rio Vista	Bike/Ped	Pedestrian, bicycle, and ADA access improvements connecting immediately to the south of Phase I improvements and connecting to Front Street at Logan St.	TDA	PE, Construction	Preliminary Engineering	\$511,000	25%	9/2/2015	Environmental document (Mitigated Neg. Declaration) for Caltrans and resolution of local support for MTC approved by City Council, and sent for approval by the STA Board.

**Solano County**

Project Name	Sponsor	Project Type	Project Description	Funding Program	Phases in Project	Current Phase	Total Project Cost Estimate	Percent Complete (Current Phase)	Project Completion Expected	Notes
Travis AFB: South Gate Improvement Project	Solano County	Street Improvements	Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements	Earmark	PE, ROW, CON	Right of Way	\$2,547,000	70%	5/1/2015	
Roadway Preservation in Solano County	Solano County	Street Improvements	Solano County: Various streets: Pavement resurfacing and/or rehabilitation including: Overlay, widen pavement surface with no added capacity, stripe and add signs. Project is phased	OBAG	Preliminary Engineering, Construction	Construction	\$1,692,600	0%	6/15/2015	Project Delivery Sheet needs updating
Cordelia Hills Sky Valley Ped Corridor	Solano County	Pedestrian Safety	Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominantly ROW acquisition	Earmark	PE, ROW	PE	\$2,700,000	90%		No construction phase
Redwood Fairgrounds Dr. I/C Imp (STUDY)	Solano County	Study	Near Vallejo: Btw SR 37 & Carquinez Bridge; Conduct study to determine the feasibility of constructing expanded I-80 Redwood St./Fairgrounds Dr. Interchange and parkway improvements. PSE, PE and Env. Phase only.	Earmark	Study	Planning	\$1,500,000	95%		Project is awaiting RTP air quality conformity before it can begin construction phase.
Suisun Valley Bicycle and Pedestrian Imps	Solano County	Bike/Ped	At Mankas Corner: Construct staging area with bicycle and pedestrian improvements; At Various Locations in Solano County: Add a Class II bike lane to enhance bike access to areas identified for agri-tourism in the Suisun Valley area	OBAG	PE, CON	Preliminary Engineering	\$1,327,400		9/15/2015	
Vacaville-Dixon Bicycle Route (Phase 5)	Solano County	Bike/Ped	Class II Bike Route on Hawkins Road from Fox Road to Leisure Town Road	OBAG	PE, CON	Preliminary Engineering	\$2,033,435		6/15/2015	

### Solano Transportation Authority

Project Name	Sponsor	Project Type	Project Description	Funding Program	Phases in Project	Current Phase	Total Project Cost Estimate	Percent Complete (Current Phase)	Project Completion Expected	Notes
Solano Mobility Management (ADA, Call Website)	STA	Program	Develop the Call Center and Travel Training Program	JARC	Construction	Construction	\$312,500	20%	12/30/2014	Program expected to be open to the public in July or August 2014
Solano Mobility Management (Travel Training)	STA	Program	Develop the Call Center and Travel Training Program	New Freedom	Construction	Construction	\$218,750	35%	12/30/2014	Program expected to be open to the public in July or August 2014
SR 12 (Jameson Canyon Road) Widening	STA	Street Improvements	Widen to 4 lanes and improve safety on SR12 from I-80 to SR29.	STIP, TCRP		Construction	\$138,941,000	95%		Project expected to be complete by August 2014. Ribbon cutting ceremony to be scheduled
I-80 Express Lanes Ph I&II (Fairfield to Vacaville)	STA	Street Improvements	Convert Existing HOV to HOT & construct new HOT lanes from Airbase Prkwy to I-505	Bridge Tolls	PE, Construction	Preliminary Engineering	\$236,800,000	10%	3/1/2019	
Jepson: Vanden Rd from Peabody to LT	STA	Street Improvements	The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County.	STIP	PE, PSE, ROW, CON	PE & ROW	\$27,299,830		4/15/2018	Funding agreement between STA, Fairfield, and Vacaville approved by STA Board at May 2014 meeting.
Jepson: Walters Rd Ext	STA	Street Improvements	Same as previous	STIP	PE, PSE, ROW, CON	Future	\$13,431,000		TBD	Need Project Delivery Sheet
Jepson: LT Road from Vanden to Commerce	STA	Street Improvements	Same as previous	STIP	PE, PSE, ROW, CON	PE & ROW	\$21,879,800		2018	
Jepson: LT Road from Commerce to Orange	STA	Street Improvements	Same as previous	STIP	PE, PSE, ROW, CON	Future	\$28,300,000		4/15/2020	Need Project Delivery Sheet
Solano Safe Routes to School	STA	Program	Implement Countywide Solano Safe Routes to School	OBAG	Construction	Construction	\$1,256,000	10%	6/30/2016	Safety enforcement

Program			Program, including Planning, Education, and Encouragement events and materials.							grant recommended to be awarded to Rio Vista (30k) and Vacaville (60k)
Eastern Solano / SNCI Rideshare	STA	Program	Solano/Napa Commuter Info): Encourage ridesharing activities within the Eastern Solano County Region.	OBAG	Construction	Construction	\$602,056	10%	6/30/2016	E-76 received in April
PDA Planning Implementation	STA	Planning	Solano County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	OBAG	Construction	Construction	\$1,782,000	10%	6/30/2016	Consultant for PDA plan selected.
Solano Transit Ambassador Program	STA	Program	In Solano County: Travel training for people to use fixed-route public transportation, focus on seniors and people with disabilities.	OBAG	Construction	Construction	\$282,000	5%	6/30/2016	Project consultant selected. Program expected to be open to public in July.
Local PCA Planning - Solano	STA	Planning	Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Conservation Areas (PCAs)	OBAG	Construction	Construction	\$85,000	5%	6/30/2015	Project going out for RFP in July
I-80/I-680/SR 12 Interchange Project	STA	Street Improvements	Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build new connecting local roads to SR 12/Red Top I/C.Phased	RM2	PE, Construction	Construction	\$717,920,000	5%	6/1/2019	Groundbreaking ceremony for construction package #1 "Green Valley Interchange Project" took place on June 2, 2014.

**City of Suisun City**

Project Name	Sponsor	Project Type	Project Description	Funding Program	Phases in Project	Current Phase	Total Project Cost Estimate	Percent Complete (Current Phase)	Project Completion Expected	Notes
Suisun-Fairfield Intercity Rail Station	Suisun City	Transit	The Project, which is within an approved PDA, will improve pedestrian and bicycle access along the routes to and from the Suisun Train Station in the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current ADA standards, installing additional bicycle facilities, providing better lighting, adding signage, pavement markings, installing fencing to discourage/prevent jaywalking across Main Street, installing countdown pedestrian heads at traffic signals. Improvements to the trash enclosure to discourage use by the homeless are potentially planned.	OBAG	PE, Construction	PE	\$700,100	75%	4/1/2015	The project was delayed due to an extended environmental review process and historical assessment. Project design was approved by City Council at June Board meeting.
Driftwood Drive Path (SR2S)	Suisun City	SR2S - Capitol	Construct a Class I bicycle/pedestrian trail along the south side of Driftwood Drive from Marina Boulevard to Josiah Circle. Project scope will also include, but not limited to, a curb bulbout, angled parking spaces, concrete valley gutter, drainage facilities, upgrade of curb ramps to ADA-compliant curb ramps, crosswalk enhancements, chain link fence, monument sign, signs, pavement marking, tree replacement, street lighting, and adjusting utility frames and grates.	OBAG	PE, Construction	PE	\$399,065	50%	9/1/2015	Funding agreement received June 18th
Walters Road/Pintail Drive	Suisun City	Street Repair	This project will include: evaluating the existing road conditions, concrete repairs of sidewalks, upgrades to ADA ramps and evaluation of existing drainage structures and coordination with local utilities. The two roadways will receive either a 2" asphalt overlay with fabric or ARCS application; as budget allows	OBAG	PE, Construction	Construction	\$402,123	5%	8/8/2014	E-76 Recieved from Caltrans 4/16/14

**City of Vacaville**

Project Name	Sponsor	Project Type	Project Description	Funding Program	Phases in Project	Current Phase	Total Project Cost Estimate	Percent Complete (Current Phase)	Project Completion Expected	Notes
Allison Bicycle / Ped Improvements	Vacaville	Bike/Ped	This project consists of bike and pedestrian improvements within or serving the Allison Priority Development Area at three locations: 1) Allison Drive Sidewalk (East Side) - construct a 7-foot wide sidewalk and 20-foot wide landscape buffer along the east side of Allison Drive from the Vacaville Transportation Center Entrance (across from Travis Way) to Nut Tree Parkway. Also install a marquee sign at the corner of Nut Tree Parkway and Allison Drive. 2) Allison Drive Bike Path (West Side) - construct a 10-foot wide Class 1 bike path on the west side of Allison Drive between Ulatis Creek and Ulatis Drive.	OBAG	Preliminary Engineering, ROW, Construction	Preliminary Engineering	\$510,600	5%	10/1/2016	E-76 for PE received January 16th 2014
Ulatis Creek Bike/Ped Path & Stscoe	Vacaville	Bike/Ped	The project consists of construction of a Class 1 off-street bike/pedestrian path along Ulatis Creek between the end of the Vacaville Downtown Creekwalk at McClellan Street and Depot Street, just south of the Bridge over Ulatis Creek. The project would include park and pedestrian elements between McClellan Street and Depot Street, such as a shade structure, plaza, and benches to continue the theme of the Downtown Creekwalk.	OBAG	PE, Construction	Preliminary Engineering	\$564,900	5%	9/1/2016	E-76 for PE received December 31 2013
2014 Pavement Resurfacing Project	Vacaville	Street Repair	In Vacaville: Pavement Resurfacing Project - Pavement resurfacing of the various roads within Solano County	OBAG	Construction	Construction	\$1,451,000	0%	12/1/2014	Vacaville City Council approved construction bids on 6/10/14.
Vacaville SRTS Infrastructure Improvements	Vacaville	SR2S - Capitol	Construct capital improvements including sidewalk, curb ramps and extensions, crosswalks, bike network improvements and signage and safety improvements	OBAG	Preliminary Engineering, Construction	Preliminary Engineering	\$342,607	0%	9/1/2016	field review tentative for 5/6/14, hope to advance const schedule to 2015 if any process is smooth.

**City of Vallejo**

Project Name	Sponsor	Project Type	Project Description	Funding Program	Phases in Project	Current Phase	Total Project Cost Estimate	Percent Complete (Current Phase)	Project Completion Expected	Notes
HSIP5-04-031 Sonoma Boulevard Improvements	Vallejo	Street Improvements	Vallejo: Sonoma Blvd between York St and Kentucky St: Implement road diet - reduce travel lanes from 4 to 3, including a two-way left-turn lane or median, and add bike lanes	HSIP	Preliminary Engineering, Construction	Preliminary Engineering	\$351,633	80%	11/1/2016	
Vallejo Downtown Streetscape - Phase 3	Vallejo	Pedestrian Safety	Improvements on Georgia Street, between Santa Clara and Sacramento Street and Sacramento Street between Virginia Street and Georgia Street. Downtown Vallejo: Pedestrian and bicycle-friendly enhancements including traffic calming, diagonal street parking, decorative lighting, decorative pavers, street furniture, art, improved signage.	OBAG	Construction	Construction	\$3,894,000	0%	10/13/2015	Project Construction in two phases. Working with Caltrans and FHWA to obligate earmark funding for FY 13/14. A delay has occurred due to miscommunication between Caltrans Dist 4 and Caltrans HQ. Vallejo and STA are working to resolve this issue.
Vallejo SRTS Infrastructure Improvements	Vallejo	SR2S - Capitol	Intersection, striping, and signage improvements in the vicinity of Wardlaw Elementary and Cooper Elementary School. High visibility crosswalks and pedestrian signs will be the first priority projects, with additional lane reconfiguration with any remaining funds.	OBAG	Preliminary Engineering, ROW, Construction	Preliminary Engineering	\$280,428	10%	8/15/2015	Still needs funding agreement

## Projects Obligated during FY 13/14

Project Name	Sponsor	Project Type	Project Description	Phases in Project	Current Phase	Total Project Cost Estimate	Phase Completion Expected	Percent Complete (Current Phase)	Project Completion Expected	Notes
Benicia - East 2nd Street Preservation	Benicia	Street Repair	Patch & Resurface Sections of East 2nd Street between I-780 and Industrial Way	PE, Construction	Construction	\$495,000	8/20/2014	0%	8/20/2014	Authorization to proceed with construction received on April 14, 2014, Advertised May 20, 2014, Bid Opening June 12, 2014
Benicia Safe Routes to Schools	Benicia	SR2S - Capitol	New sidewalks in the vicinity of Robert Semple School install widened sidewalk landings and new crosswalks across Dempsey Drive and the entrance to the parking lot adjacent to Matthew Turner School, install a flashing beacon on Southampton Road in front of the Benicia Middle School, and construct wider sidewalk landings on Southampton Road in front of Benicia Middle School	PE, Construction	Construction	\$100,000	8/20/2014	0%	8/20/2014	RFA submitted to Caltrans 3/28/14, Advertised project May 20, 2014, Bid Opening June 12, 2014
Travis AFB: South Gate Improvement Project	Solano County	Street Improvements	Fairfield: Petersen Road by Travis Air Force Base; Between Walters Road to Travis AFB. Widen roadway to standard lane width, including shoulder and other safety improvements	PE, ROW, CON	Right of Way	\$2,547,000	6/15/2014	70%	5/1/2015	
Suisun Valley Bicycle and Pedestrian Imps	Solano County	Bike/Ped	At Mankas Corner: Construct staging area with bicycle and pedestrian improvements; At Various Locations in Solano County: Add a Class II bike lane to enhance bike access to areas identified for agri-tourism in the Suisun Valley area	PE, CON	Preliminary Engineering	\$1,327,400	12/1/2014		9/15/2015	
Vacaville-Dixon Bicycle Route (Phase 5)	Solano County	Bike/Ped	Class II Bike Route on Hawkins Road from Fox Road to Leisure Town Road	PE, CON	Preliminary Engineering	\$2,033,435	12/1/2014		6/15/2015	

Vallejo Curtola Transit Center, Phase 1A	SolTrans	Transit	Improve Curtola Transit Center, includes 420 space parking structure and transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements	ENV, PSE, CON	Plans, Specifications, and Estimates	\$11,750,000	7/1/2014	95%		
Solano Mobility Management (ADA, Call Website)	STA	Program	Develop the Call Center and Travel Training Program	Construction	Construction	\$312,500	12/30/2014	20%	12/30/2014	Consultant selected and program expected to be open to the public in July or August 2014
Solano Mobility Management (Travel Training)	STA	Program	Develop the Call Center and Travel Training Program	Construction	Construction	\$218,750	12/30/2014	35%	12/30/2014	Consultant selected and program expected to be open to the public in July or August 2014
Solano Safe Routes to School Program	STA	Program	Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.	Construction	Construction	\$1,256,000	6/30/2016	10%	6/30/2016	Safety enforcement grant recommended to be awarded to Rio Vista (30k) and Vacaville (60k)
Eastern Solano / SNCI Rideshare	STA	Program	Solano/Napa Commuter Info): Encourage ridesharing activities within the Eastern Solano County Region.	Construction	Construction	\$602,056	6/30/2016	10%	6/30/2016	E-76 received in April
PDA Planning Implementation	STA	Planning	Solano County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs)	Construction	Construction	\$1,782,000	6/30/2016	10%	6/30/2016	Consultant for PDA plan selected.
Solano Transit Ambassador Program	STA	Program	In Solano County: Travel training for people to use fixed-route public transportation, focus on seniors and people with disabilities.	Construction	Construction	\$282,000	6/30/2016	5%	6/30/2016	Project consultant selected. Program expected to be open to public in July.
Local PCA Planning - Solano	STA	Planning	Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Conservation Areas (PCAs)	Construction	Construction	\$85,000	6/30/2015	5%	6/30/2015	Project going out for RFP in July

I-80/I-680/SR 12 Interchange Project	STA	Street Improvements	Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build new connecting local roads to SR 12/Red Top I/C.Phased	PE, Construction	Construction	\$717,920,000	6/1/2019	5%	6/1/2019	Groundbreaking ceremony for construction package #1 "Green Valley Interchange Project" took place on June 2, 2014.
Walters Road/Pintail Drive	Suisun City	Street Repair	This project will include: evaluating the existing road conditions, concrete repairs of sidewalks, upgrades to ADA ramps and evaluation of existing drainage structures and coordination with local utilities. The two roadways will receive either a 2" asphalt overlay with fabric or ARCS application;	PE, Construction	Construction	\$402,123	8/8/2014	5%	8/8/2014	E-76 Received from Caltrans 4/16/14
Allison Bicycle / Ped Improvements	Vacaville	Bike/Ped	This project consists of bike and pedestrian improvements within or serving the Allison Priority Development Area at three locations: 1) Allison Drive Sidewalk (East Side) - construct a 7-foot wide sidewalk and 20-foot wide landscape buffer along the east side of Allison Drive from the Vacaville Transportation Center Entrance (across from Travis Way) to Nut Tree Parkway. Also install a marquee sign at the corner of Nut Tree Parkway and Allison Drive. 2) Allison Drive Bike Path (West Side) - construct a 10-foot wide Class 1 bike path on Allison Drive between Ulatis Creek and Ulatis Drive.	Preliminary Engineering, ROW, Construction	Preliminary Engineering	\$510,600	12/15/2014	5%	10/1/2016	E-76 for PE received January 16th 2014
Ulatis Creek Bike/Ped Path & Stsape	Vacaville	Bike/Ped	The project consists of construction of a Class 1 off-street bike/pedestrian path along Ulatis Creek between the end of the Vacaville Downtown Creekwalk at McClellan Street and Depot Street. The project would include the theme of the Downtown Creekwalk.	PE, Construction	Preliminary Engineering	\$564,900	12/15/2014	5%	9/1/2016	E-76 for PE received December 31 2013

2014 Pavement Resurfacing Project	Vacaville	Street Repair	In Vacaville: Pavement Resurfacing Project - Pavement resurfacing of the various roads within Solano County	Construction	Construction	\$1,451,000	12/1/2014	0%	12/1/2014	Vacaville City Council approved construction bids on 6/10/14.
HSIP5-04-031 Sonoma Boulevard Improvements	Vallejo	Street Improvements	Vallejo: Sonoma Blvd between York St and Kentucky St: Implement road diet - reduce travel lanes from 4 to 3, including a two-way left-turn lane or median, and add bike lanes	Preliminary Engineering, Construction	Preliminary Engineering	\$351,633	10/1/2014	80%	11/1/2016	
Vallejo Downtown Streetscape - Phase 3	Vallejo	Pedestrian Safety	Improvements on Georgia Street, between Santa Clara and Sacramento Street and Sacramento Street between Virginia Street and Georgia Street. Downtown Vallejo: Pedestrian and bicycle-friendly enhancements including traffic calming, diagonal street parking, decorative lighting, decorative pavers, street furniture, art, improved signage.	Construction	Construction	\$3,894,000	10/13/2015	0%	10/13/2015	Project Construction in two phases. Working with Caltrans and FHWA to obligate earmark funding for FY 13/14. A delay occurred between Caltrans Dist 4 and Caltrans HQ. Vallejo and STA are working to resolve this issue.
Vallejo SRTS Infrastructure Improvements	Vallejo	SR2S - Capitol	Intersection, striping, and signage improvements in the vicinity of Wardlaw Elementary and Cooper Elementary School. High visibility crosswalks and pedestrian signs will be the first priority projects, with additional lane reconfiguration with any remaining funds.	Preliminary Engineering, ROW, Construction	Preliminary Engineering	\$280,428	10/1/2014	10%	8/15/2015	Still needs funding agreement

**Color Key Code**

-  = Project is On-Track
-  = Project Info Needs Updating/Missed Project Delivery Milestone
-  = Project Missed Delivery Deadline

## Projects to be Obligated during FY 14/15

Project Name	Sponsor	Project Type	Project Description	Phases in Project	Current Phase	Total Project Cost Estimate	Phase Completion Expected	Percent Complete (Current Phase)	Project Completion Expected	Notes
West A Street Paving Project	Dixon	Street Repair	West A Street from Pitt School Road to I-80: repave and install fabric, minor concrete repairs, and utility cover adjustments.	PE, Construction	Preliminary Engineering	\$659,663	9/13/2014	70%	9/13/2015	Caltrans has not reviewed the project yet. Expected review to occur in July 2014. Project delivery schedule estimates this at 10/13/2013
Beck Avenue Pavement Rehabilitation	Fairfield	Street Repair	"Pavement rehabilitation of Beck Avenue, from Highway 12 to West Texas Street, including ADA improvements."	PE, Construction	Preliminary Engineering	\$1,980,000	12/13/2014		1/15/2016	Has Caltrans Field Review Occurred? Project delivery schedule estimates this at 1/13/2014
Fairfield/Vacaville Intermodal Rail Station	Fairfield	Transit	Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities. Project is phased.	ENV, PSE, PE, ROW, Construction	ROW	\$68,000,000	TBD		TBD	RM2 funds approved by CTC at June meeting
SR 12 Crossing with updated lighting	Rio Vista	SR2S - Capitol	In Rio Vista: At SR12 crossing: Install new updated lighted crosswalk	PE, Construction	Preliminary Engineering	\$130,000	6/1/2014	25%	10/31/2015	Encroachment permit submitted to Caltrans. Field Review complete. Plan view concept diagram design complete.
Waterfront Promenade Phase 2	Rio Vista	Bike/Ped	Pedestrian, bicycle, and ADA access improvements connecting immediately to the south of Phase I improvements and connecting to Front Street at Logan St.	PE, Construction	Preliminary Engineering	\$511,000	12/31/2014	25%	9/2/2015	Environmental document (Mitigated Neg. Declaration) for Caltrans and resolution of local support for MTC approved by City Council, and sent for approval by the STA Board.

Roadway Preservation in Solano County	Solano County	Street Improvements	Solano County: Various streets: Pavement resurfacing and/or rehabilitation including: Overlay, widen pavement surface with no added capacity, stripe and add signs. Project is phased	Preliminary Engineering, Construction	Construction	\$1,692,600	6/15/2015	0%	6/15/2015	Project Delivery Sheet needs updating
Suisun-Fairfield Intercity Rail Station	Suisun City	Transit	The Project, which is within an approved PDA, will improve pedestrian and bicycle access along the routes to and from the Suisun Train Station in the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current ADA standards, installing additional bicycle facilities, providing better lighting, adding signage, pavement markings, installing fencing to discourage/prevent jaywalking across Main Street, installing countdown pedestrian heads at traffic signals.	PE, Construction	PE	\$700,100	9/16/2014	75%	4/1/2015	The project was delayed due to an extended environmental review process and historical assessment. Project design was approved by City Council at June Board meeting. Expect obligation in FY 14/15
Driftwood Drive Path (SR2S)	Suisun City	SR2S - Capitol	Construct a Class I bicycle/pedestrian trail along the the south side of Driftwood Drive from Marina Boulevard to Josiah Circle. Project scope will also include, but not limited to a curb bulbout, concrete valley gutter, drainage facilities, upgrade of curb ramps to ADA-compliant curb ramps, crosswalk enhancements, chain link fence, monument sign, signs, pavement marking, tree replacement, street lighting, and adjusting utility frames and grates.	PE, Construction	PE	\$399,065	4/1/2015	50%	9/1/2015	Needs Funding Agreement

Vallejo Downtown Streetscape - Phase 3	Vallejo	Pedestrian Safety	Improvements on Georgia Street, between Santa Clara and Sacramento Street and Sacramento Street between Virginia Street and Georgia Street. Downtown Vallejo: Pedestrian and bicycle-friendly enhancements including traffic calming, diagonal street parking, decorative lighting, decorative pavers, street furniture, art, improved signage.	Construction	Construction	\$3,894,000	10/13/2015	0%	10/13/2015	Project Construction in two phases. Working with Caltrans and FHWA to obligate earmark funding for FY 13/14. A delay occurred between Caltrans Dist 4 and Caltrans HQ. Vallejo and STA are working to resolve this issue.
Ramp Metering Phase II	Caltrans	ITS	Ramp metering is used to manage entries so that the freeway can be regulated during peak periods of congestion, AM and PM commuter hours.	Construction	Construction	?	3/1/2015	0%	3/1/2015	Need Project Delivery Sheet

**Projects to be Obligated in FY 15/16**

Project Name	Sponsor	Project Type	Project Description	Phases in Project	Current Phase	Total Project Cost Estimate	Phase Completion Expected	Percent Complete (Current Phase)	Project Completion Expected	Notes
Dixon SR2S Infrastructure Improvements	Dixon	SR2S - Capitol	On North Lincoln Street at CA Jacobs and On Pheasant Run Drive at Tremont Elementary School: Construct sidewalk bulb-out; At various schools: Install high visibility crosswalks; at CA Jacobs: install bike racks and overhead covering; Near Silveyville Elementary School: Install gate in fence along pedestrian path; on Rehrmann Drive from Evans Road to North Lincoln Street : Restripe bike lane; Along Rehrmann Drive at Tremont Elementary School : Plant trees and gate improvements; At Tremont Elementary and CA Jacobs; Miscellaneous striping improvements.	PE, Construction	Construction	\$124,956		0		Need Project Delivery Sheet
Jepson: Vanden Rd from Peabody to LT	STA	Street Improvements	The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County.	PE, PSE, ROW, CON	PE & ROW	\$27,299,830	8/1/2015	0	4/15/2018	Need Project Delivery Sheet
Jepson: LT Road from Vanden to Commerce	STA	Street Improvements	The Jepson Parkway Project would upgrade and link a series of existing local two- and four-lane roadways (as well as construct an extension of an existing roadway under one alternative) to provide a four- to six-lane north-south travel route for motorists who face increasing congestion when traveling between jurisdictions in central Solano County.	PE, PSE, ROW, CON	PE & ROW	\$21,879,800	PE 6/30/14; ROW 6/30/15	0	2018	Need Project Delivery Sheet

Vacaville SRTS Infrastructure Improvements	Vacaville	SR2S - Capitol	Construct capital improvements including sidewalk, curb ramps and extensions, crosswalks, bike network improvements and signage and safety improvements	Preliminary Engineering, Construction	Preliminary Engineering	\$342,607	12/15/2014	0%	9/1/2016	field review tentative for 5/6/14, hope to advance const schedule to 2015 if env process is smooth.
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<b>Currently listed Inactive Projects Updated by Caltrans: June 5, 2016</b>			
<b>Agency</b>	<b>Project</b>	<b>Unexpended Funds</b>	<b>Status</b>
Solano County	CORDELIA RD. FROM LOPES RD TO PITTMAN RD. , PEDESTRIAN PATHS, BENCHES	\$27,193.76	Submit invoice to District by 05/20/2014. Invoice past due. Contact DLAE.
Fairfield	MCGARY RD BET RED TOP RD AND LYNCH CANYON RD , REPAIR/REPLACE RD WITH CLASS 2 BIKE	\$156,222.04	Submit invoice to District by 08/20/2014
Solano County	VANDEN RD. AT NORTH GATE OF TRAVIS AFB , ROADWAY SAFETY IMPROVEMENT	\$102,203.59	Submit invoice to District by 08/20/2014
Solano Transportation Authority	NEAR AND AROUND MULTIPLE ELEMENTARY SCHOOLS IN SOLANO COUNTY, WALKING,BICYCLE, TRAIN ENCOURAGEMENT PROGRAM	\$430,609.23	Invoice under review by Caltrans. Monitor for progress.

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DATE: June 13, 2014  
TO: STA TAC  
FROM: Andrew Hart, Associate Planner  
RE: Air Quality Funding Update

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**Background:**

Solano County is divided between two air quality management districts: The Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD). Both have funding aimed at cleaning the air through alternative modes of transportation and education.

The BAAQMD Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). STA is the CMA for Solano County and therefore administers the program for Solano County. Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. The estimated amount available for FY 2014-15 is \$294,709.

At the April 9, 2014 meeting, the STA Board approved \$235,000 for the Solano Napa Commuter Information Program. The remaining \$59,709 was approved for a call for projects.

The YSAQMD is also provided funds a \$4 vehicle registration surcharge. In addition, the YSAQMD receives funds from a special property tax (AB 8) generated from Solano County properties located in the YSAQMD. These are jointly referred to as YSAQMD Clean Air Funds. These funds have been programmed for purposes similar to the BAAQMD, as well as vehicle replacement, public education and outreach.

The YSAQMD and the STA created a screening committee to make recommendations on projects in Solano County. On Monday, May 12, 2014 this screening committee agreed on recommendations for expenditure of the \$442,080 (Attachment A).

**Discussion:**

The call for projects for the remaining BAAQMD TFCA Program Manager Funds was open from April through the end of May. STA received no applications. Currently STA staff is considering options to allocate these funds to qualified projects.

The YSAQMD Clean Air Funds recommendations received approval from the YSAQMD Board of Directors on June 11, 2014 exactly as recommended by the STA screening committee.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Informational.

Attachment:

- A. YSAQMD Screening Committee Recommendations

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**YOLO SOLANO AQMD  
CLEAN AIR FUNDS FISCAL YEAR 2014/2015  
YSAQMD STAFF RECOMMENDATIONS - SOLANO PROJECTS**

<b>Applicant</b>	<b>Project</b>	<b>TOTAL PROJECT COST</b>	<b>FUNDING REQUESTED</b>	<b>RECOMMENDED FUNDING:</b>
<b>CLEAN TECHNOLOGIES/LOW EMISSION VEHICLES:</b>				
Recology Vacaville-Solano, Inc.	Replace 2002 In-Use Heavy-Duty Diesel Front Loader Refuse Collection Vehicle w/2014 CNG Front Loader Collection Vehicle	\$359,868.00	\$34,788.00	AB 923 Max \$25,000
	Replace 1999 In-Use Heavy-Duty Diesel Roll-Off Refuse Collection Vehicle #1 w/2014 CNG Roll-Off Collection Vehicle	\$244,275.00	\$34,788.00	AB 923 Max \$48,000
	Replace 1999 In-Use Heavy-Duty Diesel Roll-Off Refuse Collection Vehicle #2 w/2014 CNG Roll-Off Collection Vehicle	\$244,275.00	\$34,788.00	AB 923 Max \$59,000
City of Rio Vista	Replace 1982 Gasoline Dump Truck w/2015 Diesel Dump Truck	\$82,290.00	\$52,290.00	\$62,290.00
City of Rio Vista	Replace 1985 Utility Truck w/new Flex Fuel (E85/Gasoline) Pickup Truck	\$45,097.00	\$25,097.00	\$20,000.00
City of Rio Vista	Replace 1982 Pickup Truck w/new Flex Fuel (E85/Gasoline) Pickup Truck	\$32,386.00	\$22,386.00	\$20,000.00
Solano Transportation Authority	Purchase of New Electric Vehicle/ Nissan Leaf	\$31,780.00	\$31,780.00	\$31,057.00
<b>SUBTOTAL</b>		<b>SUBTOTAL</b>	<b>\$ 235,917</b>	<b>\$ 133,347</b>
<b>ALTERNATIVE TRANSPORTATION:</b>				
Solano County	Putah Creek Road Safety Improvement Project	\$710,250.00	\$170,000.00	\$126,590.00
City of Vacaville	Safe Routes to School Improvement Project	\$403,207.00	\$100,000.00	\$100,000.00
<b>SUBTOTAL</b>			<b>\$ 270,000</b>	<b>\$ 226,590</b>
<b>PUBLIC EDUCATION:</b>				
Breathe CA	Solano County Child and Adult Environmental Education	\$14,643.00	\$14,643.00	\$14,643.00
Solano Transportation Authority	Safe Routes to School	1,316,000	\$60,000.00	\$60,000.00
Western Railway Museum	Can YOU Spare the Air?	\$15,000.00	\$7,500.00	\$7,500.00
<b>SUBTOTAL</b>			<b>\$ 82,143</b>	<b>\$ 82,143</b>
<b>TOTAL</b>			<b>\$ 588,060</b>	<b>\$ 442,080</b>
<b>BALANCE</b>				<b>\$ -</b>

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DATE: June 12, 2014  
TO: STA TAC  
FROM: Judy Kowalsky, Accounting Technician  
RE: Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program  
Third Quarter Report

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**Background:**

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

**Discussion:**

For the Third Quarter, STA received the allocation from the State Controller's Office in the amount of \$94,595 and has deducted \$2,838 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Third Quarter in the total amount of \$74,831. The remaining AVA fund balance after the third quarter disbursement to the member agencies is \$152,165.

Attachment A is a matrix summarizing the AVA Program activities through the Third Quarter FY 2013-14 and is compared to the total FY 2012-13 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. This matrix shows total program activities at 99% compared to the FY 2012-13.

The County of Solano has reported a total of 26 vehicles abated through the end of the third quarter. This represents an increase of 137% compared to the FY 2012-13.

The Cities of Benicia, Fairfield and Suisun continue to have increased total program activities as compared to the total FY 2012-13.

The City of Rio Vista has not reported any vehicles abated as of the end of the third quarter.

**Fiscal Impact:**

None

**Recommendation:**

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2013-14 and FY 2012-13

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for  
FY 2013-14 and FY 2012-13  
Third Quarter Ending March 31, 2013**

Member Agency	FY 2013-14				FY 2012-13		
	# of Abated Vehicles	Reimbursed Amount	Avg. Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Avg. Cost per Abatement
City of Benicia	267	\$6,154	\$23	861%	31	\$8,064	\$260
City of Dixon	117	\$12,324	\$105	69%	170	\$12,063	\$71
City of Fairfield	1,270	\$53,356	\$42	109%	1,162	\$52,891	\$46
City of Rio Vista	0	0	0	0%	0	0	0
City of Suisun	132	\$24,535	\$186	128%	103	\$41,709	\$405
City of Vacaville	60	\$41,495	\$691	50%	121	\$87,813	\$726
City of Vallejo	1,201	\$150,470	\$125	81%	1,484	\$165,252	\$111
Solano County Unincorporated area	26	\$5,410	\$208	137%	19	\$1,975	\$104
<b>Total</b>	<b>3,073</b>	<b>\$293,744</b>	<b>\$96</b>	<b>99%</b>	<b>3,090</b>	<b>\$369,768</b>	<b>\$120</b>

The total remaining AVA fund available after the third quarter disbursement to member agencies is \$152,165. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the fourth quarter FY 2013-14.



DATE: June 12, 2014  
 TO: STA TAC  
 FROM: Andrew Hart, Associate Planner  
 RE: Summary of Other Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, separated by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	Active Transportation Program (Regional – MTC)	<b>\$30 million</b>	Due July 24, 2014
<b>State</b>			
<b>Federal</b>			
1.	New Ladders of Opportunity	<b>\$100 million</b>	Due August 4, 2014

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

<sup>1</sup> Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants</b> <sup>1</sup>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$15 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>

<sup>1</sup> Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants</b>						
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/msprog/agip/cvrp.htm">http://www.arb.ca.gov/msprog/agip/cvrp.htm</a>
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>Active Transportation Program (ATP) (Regional)</b>	Mitch Weiss California Transportation Commission (916) 654-7179 <a href="mailto:mweiss@dot.ca.gov">mweiss@dot.ca.gov</a>	Due July 24, 2014	Approx. <b>\$30 million</b>	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking. The ATP consolidates various federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation.	Vallejo Downtown; STA SR2S; Suisun Valley Farm to Market; Suisun City Driftwood Dr; Vaca-Dixon Bike Route	State applications are due before regional applications. All submissions to the state will automatically be carried over to the regional submissions for consideration. <a href="http://www.catc.ca.gov/programs/ATP.htm">http://www.catc.ca.gov/programs/ATP.htm</a>

\*New Funding Opportunity

\*\*STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or [ahart@sta-snci.com](mailto:ahart@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Federal Grants</b>						
<b>New Ladders of Opportunity (Prior Year Section 5309 Bus and Bus Facilities Program)</b>	Sam Snead Federal Transit (202) 366-3475 <a href="mailto:Samuel.Snead@dot.gov">Samuel.Snead@dot.gov</a>	August 4, 2014	Approx. <b>\$100 million</b>	This is a competitive grant program offered through the Federal Transit Administration (FTA). The Program aims to modernize and expand transit bus service, specifically for the purpose of connecting disadvantaged and low-income individuals, veterans, seniors, youths, and others with local workforce training, employment centers, health care, and other vital services. Program funds may be used to purchase, replace, or rehabilitate transit buses and vans as well as to modernize or construct bus facilities (such as maintenance depots and intermodal facilities).	N/A	Local match of 20% is needed and cannot be paired with other federal grants. Contact the FTA Region 9 Office <a href="http://www.fta.dot.gov">http://www.fta.dot.gov</a> for proposal-specific information and issues.



DATE: June 17, 2014  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Draft Meeting Minutes for STA Advisory Committees

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Attached is the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

Attachments:

- A. Safe Routes to School Advisory Committee, Draft Minutes May 21, 2014
- B. Paratransit Coordinating Council (PCC) Special Meeting, Minutes of June 16, 2014

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**SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE**  
**Meeting minutes of**  
**May 21, 2014**

**1. CALL TO ORDER**

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 1:30 p.m. in the STA Main Conference Room.

<b>SR2S-AC Members Present:</b>	Jim Antone Mike Segala Robin Cox Mel Jordan Tim Mattos Scott Przekurat Ozzie Hilton Jay Speck Garland Wong	Yolo-Solano Air Quality Management District Bicycle Advisory Committee Solano County Dept. of Public Health Chair/Assistant Superintendent, Vallejo USD City of Suisun City Police Department City of Benicia Police Department City of Vacaville, Public Works Department Solano County Office of Education City of Fairfield, Traffic Engineering
<b>STA Staff Present:</b>	Karin Bloesch Sheila Jones Judy Leaks Sofia Recalde Sarah Fitzgerald Anthony Adams Drew Hart Betsy Beavers	STA STA STA STA STA STA STA STA
<b>Others Present:</b>	Natalee Dyudyuk	Fairfield-Suisun USD
<b>SR2S-AC Members absent:</b>	Mike Hudson	Pedestrian Advisory Committee Representative

**2. CONFIRM QUORUM**

A quorum was confirmed.

**3. APPROVAL OF AGENDA: May 21, 2014**

With a motion from Jay Speck and a second from Mike Segala, the SR2S-AC unanimously approved the agenda.

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**5. APPROVAL OF MEETING MINUTES FROM FEBRUARY 19, 2014**

With a motion from Mike Segala and a second from Robin Cox the SR2S-AC unanimously approved the February 19, 2014 meeting minutes.

**6. ACTION FINANCIAL ITEMS**

**A. Public Safety Enforcement Grant**

Judy Leaks provided an overview of the Public Safety Enforcement Grant. She stated that the City of Rio Vista and the City of Vacaville each submitted a letter of intent for the Public Safety Enforcement Grant. She stated that STA staff met with Commander Tim Mattos of Suisun City Police Department to review the letters of interest and to provide feedback to both of the applicants and the date for formal proposals was extended to May 16, 2014. STA staff intends to meet with the applicants to discuss the formal proposal and to develop a work scope for the Public Safety Enforcement Grant.

**Recommendation:**

Forward a recommendation to the STA Board to authorize the STA Executive Director to enter into agreements with the City of Vacaville and for the grant amount of \$29,650 and the City of Rio Vista in the amount of \$60,000 for the Safe Routes to School Public Safety Enforcement Grant.

By consensus of the committee, a special meeting will be held on **Wednesday, June 25, 2014 at 11:00 a.m.** to discuss this item.

**7. ACTION NON FINANCIAL ITEMS**

**A. SR2S Logo**

Sarah Fitzgerald stated that in order to establish an identified brand, a logo must be simple and easily recognizable. She stated that a new logo has been drafted which incorporates elements of the current logo and is based on the cloud that has been used the past several years on many items in banners, folder covers, brochures and powerpoints. She concluded that the silhouettes from the triangle logo are incorporated, with the walking boy removed and replaced with a child on a scooter silhouette.

**Recommendation:**

Approve the new Safe Routes to School logo.

By consensus of the committee, this item was also tabled to discuss at the special meeting on **Wednesday, June 25, 2014 at 11:00 a.m.** The SR2S-AC will submit comments regarding the logo to Sarah Fitzgerald via email by June 6, 2014.

**8. INFORMATIONAL ITEMS - DISCUSSION**

**A. Summary of SR2S Activities**

Sarah Fitzgerald provided an overview of the SR2S Activities. She stated that they staffed tables at the City of Fairfield's Earth Day Celebration, Bike to School Day, and the Health and Wellness Fair, Mare Island Health and Fitness Academy. The SR2S-AC also discussed reaching out to parents at the upcoming Fairfield Tomato Festival and the Vacaville Kids Fest and summer schools. She stated that the Bike Mobile is available throughout the summer.

She announced that Betsy Beavers started at STA on April 23, 2014 as the third Walking School Bus (WSB) Program Coordinator and has attended the Bike to School Day event

at Markham Elementary in Vacaville. She concluded that the WSB's future goals include attending various local events in all Solano County cities to advertise the SR2S program.

**B. Status Report on SR2S OBAG Engineering Projects**

Anthony Adams provided an update of the SR2S OBAG engineering projects.

**C. Status of SR2S Funding**

Sarah Fitzgerald stated that on May 21, 2014, the Solano Transportation Authority (STA) applied for funds under a new program in California called the Active Transportation Program, which is aimed at funding infrastructure and non-infrastructure projects that increase walking and cycling. The application is for funds to expand the WSB program by acknowledge volunteer WSB leaders, using a stipend for WSB leader in schools to establish and sustain the Walking School Bus programs and to provide intensive parent education.

Sarah Fitzgerald stated that on March 21, 2014, SR2S submitted an application in the amount of \$60,000 to YSAQMD to be used for the following: \$15,000 towards an anti-idling campaign, \$20,000 towards developing robust program evaluation and \$25,000 towards incentives for increasing student, parent and school participation in SR2S. She stated that on May 12, 2014, STA staff presented the proposal to the CAF awarding committee and recommended full funding for the STA's SR2S proposal which will go before the YSAQMD Board at their June meeting.

**D. SR2S Surveys**

Sarah Fitzgerald stated that the STA mailed out hand tally surveys and parent surveys to all schools that are due June 2, 2014. She stated that a raffle for a bike, helmet and lock will be held for all schools that participate in the hand tally survey in which the school with the greatest participation in the parent survey will be given a bike, helmet and lock to raffle. She concluded that an update regarding surveys will be provided at the August meeting when the May surveys have been collected and collated.

**9. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA ITEMS**

After group discussion future agenda items are as follows:

- Informational Item on Attendance Matrix
- Informational Item on Meeting Calendar

**10. ADJOURNMENT**

The meeting was adjourned at 3:02 p.m.

A special meeting will be held on **Wednesday, June 25, 2014 at 11:00 a.m.** in the STA Conference Room.

The next regularly scheduled meeting of the SR2S-AC will be August 20, 2014 at 1:30 p.m. in the STA Conference Room.

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# PCC

## SOLANO PARATRANSIT COORDINATING COUNCIL AGENDA

### Draft Minutes for the meeting of May 15, 2014

#### 1. CALL TO ORDER

Edith Thomas called the meeting to order at 1:00 p.m. at the City of Benicia.

#### **Voting Members Present: *In Alphabetical Order by Last Name***

Richard Burnett	MTC PAC Representative
Curtis Cole	Solano County Health and Social Services
Anne Payne	Social Service Provider - Area Agency on Aging
Edith Thomas	Chair, Social Service Provider
James Williams	Member at Large

#### **Voting Members Not Present: *In Alphabetical Order by Last Name***

Kyrre Helmersen	Vice-Chair, Transit User
Judy Nash	Public Agency – Education

#### **Also Present: *In Alphabetical Order by Last Name***

Lyall Abbott	Care Provider to Ernest Rogers
Emily Flynn	Independent Living Resources
Tiffany Gephart	STA Staff
Ken Grover	Benicia Resident
Sheila Jones	STA PCC Committee Clerk
TJ Kumar	North Bay Transit
Liz Niedziela	STA Staff
Taramisha Leonard Ragsdale	Milestones
Ernest Rogers	Transit User
Elizabeth Romero	Solano County Transit/SolTrans
Brian McLean	City of Vacaville/Vacaville City Coach
Debbie McQuilkin	STA Staff
Wayne Lewis	City of Fairfield/FAST

#### 2. APPROVAL OF AGENDA

James Williams requested to *move the presentations after the action items.*

On a motion by Cole Curtis and a second by Richard Burnett, the PCC unanimously approved the May 15, 2014 Agenda as amended above in *bold and italics.*

#### 3. OPPORTUNITY FOR PUBLIC COMMENT

None.

#### 4. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL

Liz Niedziela provided a brief summary of the Title VI Participation Survey that was handed out to the PCC members. She stated that the survey is part of the Title VI Civil Rights Act and its purpose is to guide STA Staff to ensure that nobody is discriminated. She stated that the STA is in the process of developing their Title VI plan and is asking all advisory committee members to participate. She stated that the Title VI draft plan is under review and will be presented to PCC.

Liz also stated that the City of Fairfield and SolTrans will also be submitting their TDA Claims and with consent from Chair Thomas, a special PCC meeting may need to be scheduled in order to have those TDA Claims reviewed by the PCC.

Liz also stated that the STA received a request from the county to manage the Intercity Paratransit program in which the STA hired some consultants to do an assessment. She stated that a presentation was presented to the STA Board last night and they are currently in the process of developing a recommendation. Brian McLean also provided a synopsis of the presentation that was presented to the STA Board regarding the Intercity Paratransit program.

Tiffany Gephart provided an update on a concern that Molly Leavitt brought to the PCC members in March regarding difficulties in identifying signage at the Berkeley BART Station. She stated that she took the opportunity to visit and followed up with the Department of Customer Access and found that BART is currently in the process of updating all of their signage throughout the downtown systems and that funding has been set aside to improve signage and lighting for the Berkeley BART Station.

## **5. PRESENTATIONS**

**(1) Kristen Mazur provided a presentation on the Consolidated Transportation Services Agency (CTSA). (Attachment A)**

Richard Burnett asked if the STA is interested in a CTSA?

Liz Niedziela replied that the STA is exploring the possibility of establishing a CTSA in Solano County. She stated that the presentation was also presented to the STA Board yesterday. She provided an overview of what other CTSA's are doing in California and how well it works within each community, as no CTSA is identical.

Tiffany Gephart stated that she recently visited a CTSA operation that houses everything under one roof - such as dispatchers, assessors and occupational therapists. She stated that the service was robust and the program was impressive.

Edith Thomas commented that she also spoke with the same agency regarding 5310 funding and was amazed that their vehicles and transportation modes for the developmentally disabled population intermingled with paratransit as a blended service.

Anne Payne commented that these services need to be conveyed within the county to find out what other communities are doing.

James Williams expressed concerns on the occurrence of a transportation vehicle/bus that breaks down during service hours and its 50 miles away from the garage yard but there is another garage within five miles, is there cooperation between agencies for servicing vehicles?

Brian McLean replied that the CTSA model being discussed is not similar Solano County which is a rural county.

Wayne Lewis commented that the idea of combining maintenance with FAST would be difficult and complex due to oversight and inspections.

Kristen Mazur commented that other county resources such the Intercity Taxi program could also play into a role in Solano CTSA model.

- (2) Liz Niedziela presented an informational item on the CTSA as it pertains to the Solano County Mobility Management Plan. Positive comments were received by the PCC members. (Attachment B)

## 6. **CONSENT CALENDAR**

### A. **Minutes of the PCC Meeting of March 20, 2014**

Recommendation:

Approve PCC minutes of March 20, 2014.

On a motion by Richard Burnett and second James Williams, the PCC approved Consent Calendar Item A.

## 7. **ACTION ITEMS**

### A. **Fiscal Year (FY) 2013-14 Transportation Development Act (TDA) Matrix – May 2014**

Liz Niedziela provided an overview of the Fiscal Year 2013-14 Transportation Development Act Matrix. She stated that as required by MTC Resolution 1209, County of Solano is submitting their FY 2013-14 Transportation Development Act (TDA) Article 4 and 8 claims for consideration by the PCC. She stated that Solano County recently submitted its FY 2013-2014 TDA Claim Letter to STA (Attachment A). She stated that the County of Solano is claiming \$563,000 in TDA funds for FY 2013-14 of which \$358,000 will be used for operating programs such as Faith in Action, Intercity Taxi Scrip and Transit Coordination and \$205,000 will be claimed against transit operators' TDA for the Intercity Paratransit Services.

Recommendation:

Review and forward a recommendation to MTC to approve County of Solano FY 2013-14 TDA Claim for \$563,000 for operations.

On a motion by James Williams and second Curtis Cole, the PCC unanimously approved the recommendation.

### B. **FY 2014-15 TDA Claims for Solano Transportation Authority and the City of Vacaville**

Liz Niedziela provided an overview of the FY 2014-15 TDA Claims for Solano Transportation Authority and the City of Vacaville. She stated that TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. She stated that the TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims which must be consistent with the TDA matrix. She stated that at this time, the TDA for the FY 2014-15 matrix will be submitted to the STA Board for approval June 11, 2014. She stated that as required by MTC Resolution 1209, Solano Transportation Authority and the City of Vacaville are submitting their FY 2014-15 Transportation Development Act (TDA) Article 4 and 8 claims for consideration by the PCC. She stated that Solano Transportation Authority is requesting \$447,586 in TDA funds and the City of Vacaville is requesting \$1,739,013 in TDA funds.

Recommendation:

1. Review and forward a recommendation to MTC to approve the Solano Transportation Authority's FY 2014-15 TDA Claim for \$447,586 for planning and administration and passenger rail service.
2. Review and forward a recommendation to MTC to approve the City of Vacaville's FY 2014-15 TDA Claim for \$1,739,013 for operating and capital projects.

On a motion by James Williams and second Anne Payne, the PCC unanimously approved the recommendation.

**C. PCC Membership Status Update**

Tiffany Gephart provided an update on the PCC Membership Status. She stated that there are currently (4) vacancies, two for (2) Transit Users, one (1) vacancy for a Member at Large, and one (1) vacancy for Social Services Provider. STA staff received three interest forms from Ernest Rogers (Attachment A), Emily Flynn (Attachment B) and Kenneth Grover (Attachment C).

Recommendation:

1. Forward a recommendation to the STA board to appoint Ernest Rogers to the Paratransit Coordinating Council for a three (3) year term as a Transit User.
2. Forward a recommendation to the STA Board to appoint Emily Flynn to the Paratransit Coordinating Council for a three (3) year term as a Social Service Provider representative.
3. Forward a recommendation to the STA board to appoint Kenneth Grover to the Paratransit Coordinating Council for a three (3) year term as a Transit User.

On a motion by Anne Payne and second Curtis Cole, the PCC unanimously approved the recommendation.

**8. INFORMATIONAL ITEMS (Discussion)**

**A. Mobility Management Call Center Update**

Tiffany Gephart provided an update on the Mobility Management Call Center. She stated that in addition to the call center's regular duties the SSCI department will process applications for the Regional Transit Card (RTC), sell FasTrak, BikeLink locker cards and Senior Clipper Cards.

**B. Mobility Management Program Update**

Tiffany Gephart provided an update on the **Mobility Management Program**. She stated that the Mobility Guide for Seniors and People with Disabilities summarizes public, private, and medical transportation options the community. She stated that the Mobility Transportation Guide will also be translated into Spanish and be made available in the near future.

Ms. Gephart provided an update on the **Countywide In-Person ADA Eligibility Program**. She stated that the month of March was the 9<sup>th</sup> month of the contract between STA and CARE Evaluators. This update summarizes the activities of CARE Evaluators in the third quarter of the program (Attachment A). She stated that STA staff is working with the selected consultant, MIG, to develop the Solano Mobility Management Website which is scheduled to be implemented in June 2014.

Richard Burnett requested quarterly reports on ADA Eligibility Assessments.

Ms. Gephart stated that STA Staff is working with Nelson/Nygaard to develop the Countywide Volunteer Travel Ambassador Program for Solano County. She stated that

STA staff is drafting scopes for work for Connections 4 Life and Independent Living Resource Center to expand their one-to-one travel training in Solano County. She stated that the one-to-one travel training is scheduled to be implemented in July.

**9. INFORMATIONAL ITEMS (No Discussion)**

**A. 2014 PCC Meeting and Locations**

**10. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS**

After discussion amongst the committee and transit operators it was suggested that future transit operator (ridership numbers) updates be provided to Liz Niedziela ahead of time and placed in the agenda packet as an informational no discussion item.

Anne Payne commented that she would like to have updates on new trends and or needs with regard to ridership.

**11. TRANSIT OPERATOR UPDATES**

SolTrans:

Elizabeth Romero provided brief update on SolTrans service and promotions.

Dixon Read-Ride:

Liz Niedziela provided a brief update on Dixon Read-Ride ridership service.

Fairfield and Suisun Transit:

Wayne Lewis provided an update on FAST ridership and promotions.

Rio Vista Delta Breeze:

Liz Niedziela provided brief update on Rio Vista Delta Breeze service.

Vacaville City Coach:

Liz Niedziela provided an update on Vacaville City Coach ridership and promotions.

**12. ADJOURNMENT**

The meeting adjourned at 2:51 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m. on Thursday, July 17, 2014, at the Fairfield Community Center in the Vista Conference Room, located at 1000 Kentucky St, Fairfield, CA 94533.**

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**STA Board Meeting Highlights**  
**6:00 p.m., Regular Meeting**  
**Wednesday, June 11, 2014**

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Following is a summary of the actions taken by the Solano Transportation Authority at the Board Meeting of June 11, 2014. If you have any questions regarding specific items, please call me at (707) 424-6008.

**BOARD MEMBERS PRESENT:**

Osby Davis, Chair	City of Vallejo
Elizabeth Patterson, Vice Chair	City of Benicia
Jack Batchelor	City of Dixon
Norman Richardson	City of Rio Vista
Pete Sanchez	City of Suisun City
Steve Hardy, Chair	City of Vacaville
Jim Spering	County of Solano

**BOARD MEMBERS ABSENT:**

Harry Price	City of Fairfield
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**CLOSED SESSION**

- **PERSONNEL MATTERS (Gov't Code §549547):**  
Public Employee Performance Evaluation: Executive Director

There were no matters to report.

**ACTION – FINANCIAL ITEMS**

**A. Public Private Partnership (P3) Feasibility Study: SolTrans Implementation**

Recommendation:

Approve the following:

1. Programming of \$100,000 of FY 2014-15 STAF funds for the P3 Implementation Scope of Work as match funding for \$25,000 to be provided by SolTrans;
2. Authorize the STA Executive Director to enter into a funding agreement with Soltrans to implement P3 options for the Curtola/Lemon St. Transit Center; and
3. Authorize the STA Executive Director to amend KPMG's existing contract to assist in implementing P3 options as outlined in the Attachment A for an amount not to exceed \$125,000.

On a motion by Vice Chair Patterson, and a second by Board Member Spering, the STA Board unanimously approved the recommendation. (7 Ayes, 1 Absent (City of Fairfield))

## **ACTION – NON-FINANCIAL ITEMS**

### **A. Legislative Update t**

#### Recommendation:

Approve the following positions:

1. *Watch* - Senate Bill (SB) 1077 (DeSaulnier) - To develop a pilot program implementing a Mileage-Based Fee (MBF) in California to replace the state's existing fuel excise tax; and
2. *Support* - Assembly Bill (AB) 2197 (Mullin) – to require the DMV to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to affix temporary license plates to vehicles.

On a motion by Board Member Spring, and a second by Board Member Sanchez, the STA Board unanimously approved the recommendation. (7 Ayes, 1 Absent (City of Fairfield))

### **B. STA's Title VI Program - Title VI of the Civil Rights Act of 1964**

#### Recommendation:

Approve the following:

1. Adopt the STA's 2014 Title VI Program; and
2. Authorize the Executive Director to submit the Title VI Program to Caltrans.

On a motion by Spring, and a second by Price, the STA Board unanimously approved the recommendation with the exception to table Recommendation# 4 until the next meeting in June. (8 Ayes)

### **C. Mobility Management – Consolidated Transportation Service Agency (CTSA)**

#### Recommendation:

Approve the following:

1. The STA request CTSA designation from MTC for Solano County as prescribed in Attachment H; and
2. Authorize the Executive Director to establish a CTSA Advisory Committee as outlined in Attachment H.

On a motion by Board Member Spring, and a second by Vice Chair Patterson, the STA Board unanimously approved the recommendation as amended. (7 Ayes, 1 Absent (City of Fairfield))

### **D. Intercity Paratransit Assessment Update and Recommendation**

#### Recommendation:

Approve the following:

1. The STA to accept the County of Solano's request to manage the Intercity Paratransit Service;
2. Authorize the Executive Director to recruit for a project manager to transfer the service from the County and manage the service on behalf of STA; and
3. Authorize the Executive Director to work with the Solano County Department of Resource Management to transfer management of the Intercity Taxi Scrip Program.

On a motion by Vice Chair Patterson, and a second by Board Member Spring, the STA Board unanimously approved the recommendation. (7 Ayes, 1 Absent (City of Fairfield))

## **CONSENT CALENDAR**

On a motion by Board Vice Chair Patterson, and a second by Board Member Sanchez, the STA Board unanimously approved Consent Calendar Items A through J as amended. (7 Ayes, 1 Absent (City of Fairfield))

**A. Minutes of the STA Board Meeting of May 14, 2014**

Recommendation:

Approve STA Board Meeting Minutes of May 14, 2014.

**B. Draft Minutes of the TAC Meeting of April 30, 2014**

Recommendation:

Approve Draft TAC Meeting Minutes of April 30, 2014.

**C. Fiscal Year (FY) 2013-14 Third Quarter Budget Report**

Recommendation:

Receive and file.

**D. STA's Fiscal Year (FY) 2013-14 Proposed Final Budget Revision**

Recommendation:

Adopt the STA's FY 2013-14 Proposed Final Budget Revision as shown in Attachment A.

**E. City of Fairfield's SolanoExpress Signage and Schedules Funding Request**

Recommendation:

Approve the following:

1. \$6,533 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$6,533 for the FAST SolanoExpress signage and schedules.

**F. Fiscal Year (FY) 2014-15 Transportation Development Act (TDA) Matrix - June 2014 – Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), Solano Transportation Authority (STA) and City of Vacaville**

Recommendation:

Approve the following:

1. Approve the FY 2014-15 Solano TDA Matrix – June 2014 as shown in Attachment B for Fairfield and Suisun Transit, Solano County Transit, Solano Transportation Authority, and City of Vacaville;
2. Approve STA Resolution No. 2014-17 authorizing the filing of a claim with MTC for the allocation of \$447,586 TDA funds for FY 2014-15.

**G. STA Project Delivery Policy Update**

Recommendation:

Adopt the STA Project Delivery Policy as shown in Attachment A.

**H. Paratransit Coordinating Council (PCC) Membership Status and Appointments**

Recommendation:

Appoint the following PCC Committee Members for a three (3) year term:

1. Ernest Rogers, Transit User;
2. Emily Flynn, Social Service Provider; and
3. Kenneth Grover, Transit User

**I. Transportation Development Act (TDA) Article 3 – Rio Vista Waterfront Promenade Project**

Recommendation:

Approve the following:

1. City of Rio Vista’s Resolution No. 2014-025 for FY 2014-15 TDA Article 3 for the Waterfront Promenade Project as specified in Attachment A; and
2. STA Resolution No. 2014-18 approving the submittal of the Countywide Coordinated Claim to the Metropolitan Transportation Commission for the allocation of FY 2014-15 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Solano County.

**J. Dixon West B Street Pedestrian Undercrossing Construction – Contract Amendment**

Recommendation:

Authorize the Executive Director to execute a contract amendment with HDR for an amount not-to-exceed \$25,000 for a total authorized level of \$360,000 to complete design support services during construction.

**REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

None presented.

**REPORT FROM CALTRANS**

None presented.

**REPORT FROM STA**

**A. Directors Report**

1. Planning
2. Projects
3. Transit/Rideshare

**INFORMATIONAL**

- A. STA’s Overall Work Plan – FY 2014-15 and FY 2015-16
- B. Regional Transportation Impact Fee (RTIF) Update
- C. Project Delivery Update
- D. Mobility Management Travel Training Update
- E. Solano County Transit Facilities Update
- F. Mobility Management Call Center Update

**G. 2014 Bike to Work Day Campaign Wrap-up**

**H. Summary of Funding Opportunities**

**I. STA Board and Advisory Committee Meeting Schedule  
for Calendar Year 2014**

**BOARD MEMBER COMMENTS**

**ADJOURNMENT**

The meeting was adjourned at 7:25 p.m.

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DATE: June 19, 2014  
TO: STA TAC  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2014

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**Discussion:**

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2014 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2014



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2014**

**SUMMARY:**  
 STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium/TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every Odd Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every Even Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every Odd Month  
 SR2S-AC: Meets Quarterly (Begins Feb.) on the 3<sup>rd</sup> Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., February 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., March 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., March 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., April 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., May 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., June 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
July 30 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Wed., August 13	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Tentative
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Thurs., August 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., August 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., September 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., September 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	Suisun City Hall	Tentative
Thurs., September 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Tues., September 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Thurs., November 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., November 12	6:00 p.m.	STA's 17 <sup>th</sup> Annual Awards	TBD - Vallejo	Confirmed
Wed., November 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	TBD	Tentative
Thurs., November 20	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Tues., November TBD	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., December TBD	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Tentative
Wed., December TBD	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative