



MEETING AGENDA

**6:00 p.m., Regular Meeting
 Wednesday, September 10, 2014
 Suisun City Hall Council Chambers
 701 Civic Center Drive
 Suisun City, CA 94585**

Mission Statement: To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.

Public Comment: Pursuant to the Brown Act, the public has an opportunity to speak on any matter on the agenda or, for matters not on the agenda, issues within the subject matter jurisdiction of the agency. Comments are limited to no more than 3 minutes per speaker unless modified by the Board Chair, Gov't Code § 54954.3(a). By law, no action may be taken on any item raised during the public comment period (Agenda Item IV) although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency. **Speaker cards are required in order to provide public comment. Speaker cards are on the table at the entry in the meeting room and should be handed to the STA Clerk of the Board. Public comments are limited to 3 minutes or less.**

Americans with Disabilities Act (ADA): This agenda is available upon request in alternative formats to persons with a disability, as required by the ADA of 1990 (42 U.S.C. §12132) and the Ralph M. Brown Act (Cal. Govt. Code §54954.2). Persons requesting a disability related modification or accommodation should contact Johanna Masiclat, Clerk of the Board, at (707) 424-6008 during regular business hours at least 24 hours prior to the time of the meeting.

Staff Reports: Staff reports are available for inspection at the STA Offices, One Harbor Center, Suite 130, Suisun City during regular business hours, 8:00 a.m. to 5:00 p.m., Monday-Friday. You may also contact the Clerk of the Board via email at jmasiclat@sta-snci.com. **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

Agenda Times: Times set forth on the agenda are estimates. Items may be heard before or after the times shown.

- | <u>ITEM</u> | <u>BOARD/STAFF PERSON</u> |
|--|---------------------------|
| <p>1. CALL TO ORDER/PLEDGE OF ALLEGIANCE
 (6:00 – 6:05 p.m.)</p> | <p>Chair Davis</p> |
| <p>2. CONFIRM QUORUM/ STATEMENT OF CONFLICT
 An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</p> | <p>Chair Davis</p> |
| <p>3. APPROVAL OF AGENDA</p> | |

<u>STA BOARD MEMBERS</u>							
Osby Davis (Chair)	Elizabeth Patterson (Vice Chair)	Jack Batchelor, Jr.	Harry Price	Norman Richardson	Pete Sanchez	Steve Hardy	Jim Spering
City of Vallejo	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	County of Solano
<u>STA BOARD ALTERNATES</u>							
Jesus Malgapo	Alan Schwartzman	Dane Besneatte	Rick Vaccaro	Constance Boulware	Mike Hudson	Dilenna Harris	Erin Hannigan

- 4. OPPORTUNITY FOR PUBLIC COMMENT**
(6:10 – 6:15 p.m.)
- 5. EXECUTIVE DIRECTOR’S REPORT – Pg. 7** Daryl K. Halls
(6:15 – 6:20 p.m.)
- 6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** MTC Commissioner
Jim Spring
(6:20 – 6:25 p.m.)
- 7. REPORT FROM CALTRANS AND STA/PRESENTATIONS**
(6:25 – 6:45 p.m.)
- A. Presentation on Impact of Napa Quake on Caltrans Facilities in Solano County** Nicolas Endrawos, Caltrans
- B. I-80/I-680/Green Valley and Local Projects Traffic Management Issues** Janet Adams, Caltrans,
Matt Tuggle, Solano County, and
Kevin Berryhill, City of Fairfield
- C. Presentation on the Benicia Industrial Park Bus Hub Project** Mike Roberts, City of Benicia
- D. Directors Reports**
- 1. Planning** Sofia Recalde
- 2. Projects** Janet Adams
- 3. Transit/Rideshare** Liz Niedziela/Judy Leaks
- 8. CONSENT CALENDAR**
Recommendation:
Approve the following consent items in one motion.
(Note: Items under consent calendar may be removed for separate discussion.)
(6:45 - 6:50 p.m.)
- A. Minutes of the STA Board Meeting of July 9, 2014** Johanna Masielat
Recommendation:
Approve STA Board Meeting Minutes of July 9, 2014.
Pg. 13
- B. Draft Minutes of the TAC Meeting of August 27, 2014** Johanna Masielat
Recommendation:
Approve Draft TAC Meeting Minutes of August 27, 2014.
Pg. 21
- C. Lifeline Funding – Project Amendment – Vacaville Safe Routes to School (SR2S)** Liz Niedziela
Recommendation:
Approve the project change for Lifeline funding from Vacaville Accessible Path to Transit for \$40,000 to Vacaville Safe Route to School Infrastructure Project for \$40,000.
Pg. 27

- D. Authorization Resolution for Rio Vista Transit Outreach and Analysis Grant** Liz Niedziela
Recommendation:
 Approve STA Resolution No. 2014-20 authorizing the Executive Director to execute agreements between the California Department of Transportation and the Solano Transportation Authority for the City of Rio Vista Transit Outreach and Service Analysis Grant.
Pg. 35
- E. Project Delivery Update – Solano Project Online Project Tracker Program and Project Status Coding System** Anthony Adams
Recommendation:
 Approve the STA’s Proposed Solano Project Online Tracking (SPOT) and color coding system to monitor project delivery status.
Pg. 37
- F. Regional Measure 2 (RM 2) Fairfield/Vacaville Intermodal Rail Station and Track Improvements Resolution of Support** Janet Adams
Recommendation:
 Approve STA Resolution No. 2014-21 authorizing the funding allocation for \$37,485,126 of Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Fairfield for the Fairfield/Vacaville Intermodal Rail Station and Track Improvements.
Pg. 41
- G. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange – Construction Design Support Services – Mark Thomas & Co.** Janet Adams
Recommendation:
 Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$565,000, to provide engineering services during construction for the I-80/I-680/SR 12 Interchange – Initial Construction Package.
Pg. 65
- H. Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project Right-of-Way Services – Contra Costa County** Janet Adams
Recommendation:
 Approve a contract amendment for Contra Costa County Real Estate Division contract in the not-to-exceed amount of \$105,000, to provide Right-of-Way acquisition services for the I-80/I-680/SR 12 Interchange – Initial Construction Package.
Pg. 69
- I. Solano County Grand Jury Report: Geographic Information System (GIS)** Robert Guerrero
Recommendation:
 Authorize the STA Executive Director to sign and submit a response letter to the Solano County Grand Jury Report pertaining to County GIS as included in Attachment B.
Pg. 73

9. ACTION NON FINANCIAL ITEMS

- A. Conduct Public Hearings and Adopt Resolutions of Necessity (RON) to Acquire Property by Eminent Domain, if Necessary, for the Jepson Parkway Project** Janet Adams
- Recommendation:
Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, each of the following properties needed for Phases 1 and 2 of the Jepson Parkway Project as specified in Attachment A1 and Resolution of Necessity's as specified in Attachments E through H.
(6:50 – 7:00 p.m.)
Pg. 91
- B. 2014 Solano Express Intercity Ridership Survey and Analysis** Liz Niedziela and
Veronica Raymonda,
QMR
- Recommendation:
Approve the 2014 SolanoExpress Intercity Ridership Survey and Analysis Report as shown in Attachment A.
(7:05 – 7:15 p.m.)
Pg. 149
- C. Solano Safe Routes to School (SR2S) Program FY 2013-14 Annual Report** Sarah Fitzgerald
- Recommendation:
Receive and file.
(7:15 – 7:20 p.m.)
Pg. 151

10. ACTION FINANCIAL ITEMS

- A. Project Contingency Reserve Fund (PCRF) - Benicia Intermodal Project Funding Agreement** Janet Adams
- Recommendation:
Approve the following:
1. An interfund loan from PCRF of \$43,000 to fully fund the Benicia Bus Hub Project Right-of-Way; and
 2. Authorize the Executive Director to enter into a funding agreement with the City of Benicia for \$86,000 to be paid by future RTIF District 5 (Transit) Funds.
- (7:20 – 7:25 p.m.)
Pg. 157
- B. Programming of Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF)** Liz Niedziela
- Recommendation:
Approve the programming of FY 2014-15 STAF priorities as specified in Attachment C.
(7:25 – 7:30 p.m.)
Pg. 159

11. INFORMATIONAL ITEMS –DISCUSSION

A. **Status of Active Transportation Program Update** Sofia Recalde
(7:30 – 7:35 p.m.)
Pg. 167

B. **Regional Transportation Impact Fee (RTIF) Program Update** Robert Guerrero
(7:35 – 7:40 p.m.)
Pg. 229

NO DISCUSSION

C. **MTC’s Guidelines for County Transportation Plans** Robert Guerrero
Pg. 233

D. **Solano Napa Travel Demand Model Update** Sofia Recalde
Pg. 257

E. **Legislative Update** Jayne Bauer
Pg. 259

F. **STA Bay Trail Vine Trail Update** Sofia Recalde
Pg. 291

G. **Summary of Funding Opportunities** Andrew Hart
Pg. 307

12. BOARD MEMBERS COMMENTS

13. ADJOURNMENT

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, October 10, 2014**, Suisun Council Chambers.

This page intentionally left blank.



DATE: September 2, 2014
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – September 2014

The following is a brief status report on some of the major issues and projects currently being advanced by the Solano Transportation Authority (STA). An asterisk (*) notes items included in this month's Board agenda.

State Route 12 Jameson Canyon Widening Project Opens for Traffic

The STA, Caltrans, the Metropolitan Transportation Commission (MTC), the Napa County Transportation Planning Agency (NCTPA) and 155 local and regional and state officials celebrated the completion of the 5.8 mile long widening of SR 12 Jameson Canyon Project from I-80 in Solano to State Route 29 in Napa. Guest speakers included Congressmen John Garamendi and Mike Thompson, State Legislators Lois Wolk, Jim Frazier, and Mariko Yamada, and MTC Commissioner and STA Board Member Jim Spering. The project adds a median barrier for safety and increases the corridor from one to two lanes in each direction to assist the estimated 40,000 average daily trips that travel through Jameson Canyon. The \$126 million project was a partnership between Caltrans, STA and NCTPA and the three agencies worked with MTC and the California Transportation Commission (CTC) to fund the project through a combination of voter approved Proposition 1B Corridor Management Investment Account (CMIA) funds, a federal earmark provided by Congressman Mike Thompson, and State Interregional Transportation Improvement Program (ITIP) funded allocated by the CTC and Regional Transportation Improvement Program (RTIP) funds programmed by STA and NCTPA. STA took responsibility for expediting the delivery of the project by hiring a project manager to work with Caltrans and performed the design for the project with Caltrans handling the right of way and construction management.

Status of Impact of Napa Quake on Solano Transportation Infrastructure *

On the morning of Sunday, August 24th, a 6.0 earthquake hit Napa County near the cities of America Canyon and Napa, and the Solano County city of Vallejo. All three communities experienced damage, particularly to older buildings and various utilities. Some relatively minor damage was reported to SR 29 near American Canyon and in Vallejo and to SR 37, but after some short-term closures, Caltrans was able to keep both highways open to traffic. Caltrans has been invited to provide an update at the Board Meeting.

Traffic Management Update for I-80/I-680/State Route (SR) 12/Green Valley and Adjacent Local Projects *

In June, Caltrans and STA initiated the construction of phase one of the seven phases of improvements to the I-80/I-680/SR 12 Interchange that includes the relocation and widening of the Green Valley Overpass. Concurrently, the construction of the SR 12

Jameson Canyon Widening Project has been drawing to a close. With the start of the 2014-15 school year in August, local traffic in the Green Valley and Cordelia areas has significantly increased, particularly during the morning commute. STA has been working with Caltrans, the City of Fairfield and the County of Solano to improve signage, provide additional traffic management staff, reduce construction related truck traffic during the morning commute, and provide several minor improvements to assist the flow of traffic. STA has received communications the past few weeks from various local residents expressing their concerns and requesting several of the actions currently being coordinated by the participating agencies. Staff will provide an update at the meeting.

Dixon Celebrates Opening of Pedestrian Underpass Project

On August 18th, the STA joined with Mayor Jack Batchelor and the City of Dixon in celebrating the opening of Dixon's Pedestrian Underpass Project located in the city's downtown. A number of local Safe Routes to School and pedestrian supporters were in attendance in addition to Board Members Osby Davis, Steve Hardy and Elizabeth Patterson, and Supervisor John Vasquez. STA's Janet Adams and her project manager, Alan Glen, delivered the project in partnership with the City of Dixon's Joe Leach and Janet Koster. The new project was a priority of the STA's Bicycle, Pedestrian and Safe Routes to Schools Advisory Committees and provides a safer and attractive connection in the city's downtown.

Right of Necessity (RON) Hearings for Jepson Parkway Project *

The STA is currently assisting the Cities of Fairfield and Vacaville in delivering the Jepson Parkway Project by performing the necessary property acquisition for the two phases of the project to be subsequently constructed by the two cities. Right of Way representatives of STA has been working closely with the affected property owners for the past few months, but due to pending project schedules mandated by the funding for the project, Right of Necessity (RON) Hearings have been scheduled this month to keep the project on schedule. Currently, 11 owners representing 21 properties are under contract with agreements reached or in the process of being under contract. Four owners representing five properties are the subject of this scheduled RON hearing.

Update on Priority Transit Construction Projects - Benicia Intermodal Project *

Two priority transit projects are in various stages of project delivery or construction- the Benicia Intermodal Project and the Curtola Park and Ride Lot Expansion Project. The STA has been working with the City of Benicia to complete the right of way acquisition for the Benicia Intermodal Project with the City of Benicia to be responsible for designing and constructing the project. This project is scheduled to begin construction in early 2015 and will establish 46 new parking spaces, improved transit access for Solano Express Route 40 operated by Fairfield and Suisun Transit (FAST), future local transit service to be operated by Solano County Transit (SolTrans), one to two electric vehicle charging stations supporting up to four vehicles, and improved pick up and drop off for carpools and vanpools. Some dedicated spaces will be set aside for an on-site food vendor that currently owns the property, that the City of Benicia is working with to help maintain the site. Under a separate agenda item, STA staff is recommending an additional right of way costs be financed through a combination of local funds and Project Contingency Reserves Funds (PCRF) provided by the STA to paid back by future Regional

Transportation Impact Fee (RTIF) funds. The City of Benicia staff has been invited to provide an update at the STA Board meeting in September. SolTrans is the lead agency for the delivery and construction of the Curtola project. The groundbreaking for this project was held on June 26, 2014 and the project is currently under construction. SolTrans staff has been invited to provide an update at the October STA Board meeting

2014 Solano Express Intercity Ridership Survey Results *

Every two years, the STA conducts a ridership survey of Solano Express Routes on behalf of Solano County transit operators. Earlier this year, Quantum Market Research, Inc., conducted a survey of 2,394 riders of the seven Solano Express Routes (Routes 20, 30, 40, 78, 80, 85 and 90), plus SolTrans Route 76 and Napa Vine Route 21. A summary of the survey results indicates that a majority of the Intercity Riders rely on the bus for transportation, use the service frequently, are long-term users, most frequently use the service between home and work, are demographically diverse, the vast majority work full-time, and gave the service a good rating. This survey data is utilized to guide countywide and local transit service and capital planning and future transit investment.

Solano Safe Routes to School Program's FY 2013-14 Annual Report *

The STA continues to successfully partner with Solano County Public Health, the Solano County school districts, the Solano County Office of Education, and the seven cities to deliver the Solano Safe Routes to School Program (SR2S). During Fiscal Year 2013-14, over 12,000 students participated in 80 SR2S Program events. In addition to the Dixon Pedestrian Underpass Project completed in August, STA has funded six SR2S engineering projects located in seven school districts that are scheduled to be completed in the next two years. In August, the California Transportation Commission (CTC) selected the STA's application for the Solano SR2S Program to receive \$380,000 in competitive State Active Transportation Program (ATP) funds to fund STA's ability to pilot 15 schools to receive funds to implement and maintain Walking School Bus Programs at their school sites. This is slated to start in 2015.

RTIF Revenues Increase for Fourth Quarter of FY 2013-14 as Solano County Economic Activity Begins to Recover *

The Regional Transportation Impact Fee (RTIF) component of Solano County's updated County Facility Fee has now been in effect since February of 2014. An estimated \$90,000 was collected for the 3rd quarter of Fiscal Year of 2013-14 (February through March of 2014). The initial RTIF revenues for the Fourth Quarter (April through June of 2014) are \$287,000 for an estimated total of \$376,000 in RTIF revenues to be distributed to RTIF eligible projects for FY 2013-14. The largest amount of RTIF funds to be distributed is for District 1 - the Jepson Parkway Project (\$281,000).

STA Staff Update

Marnie "Zoe" Zaldivar was hired as the STA's new Administrative Clerk where she replaces Nancy Abruzzo, who retired earlier this year. Zoe was raised in Suisun City, currently resides in Fairfield, and has been working part-time as one of STA's Customer Service Representatives for the Mobility Call Center. Her first day in her new role was September 2nd.

Attachment:

STA Acronyms List of Transportation Terms (Updated June 2014)

This page intentionally left blank.

A		ITIP	Interregional Transportation Improvement Program
ABAG	Association of Bay Area Governments	ITS	Intelligent Transportation System
ATP	Active Transportation Program	J	
ACTC	Alameda County Transportation Commission	JARC	Jobs Access Reverse Commute Program
ADA	American Disabilities Act	JPA	Joint Powers Agreement
AVA	Abandoned Vehicle Abatement	L	
APDE	Advanced Project Development Element (STIP)	LATIP	Local Area Transportation Improvement Program
AQMD	Air Quality Management District	LEV	Low Emission Vehicle
ARRA	American Recovery and Reinvestment Act	LIFT	Low Income Flexible Transportation Program
B		LOS	Level of Service
BAAQMD	Bay Area Air Quality Management District	LS&R	Local Streets & Roads
BABC	Bay Area Bicycle Coalition	M	
BAC	Bicycle Advisory Committee	MAP-21	Moving Ahead for Progress in the 21 st Century
BART	Bay Area Rapid Transit	MIS	Major Investment Study
BATA	Bay Area Toll Authority	MOU	Memorandum of Understanding
BCDC	Bay Conservation & Development Commission	MPO	Metropolitan Planning Organization
BT&H	Business, Transportation & Housing Agency	MTC	Metropolitan Transportation Commission
C		MTS	Metropolitan Transportation System
CAF	Clean Air Funds	N	
CALTRANS	California Department of Transportation	NCTPA	Napa County Transportation & Planning Agency
CARB	California Air Resources Board	NEPA	National Environmental Policy Act
CCCC (4'Cs)	City County Coordinating Council	NHS	National Highway System
CCCTA (3CTA)	Central Contra Costa Transit Authority	NOP	Notice of Preparation
CCJPA	Capitol Corridor Joint Powers Authority	O	
CCTA	Contra Costa Transportation Authority	OBAG	One Bay Area Grant
CEQA	California Environmental Quality Act	OTS	Office of Traffic Safety
CHP	California Highway Patrol	P	
CIP	Capital Improvement Program	PAC	Pedestrian Advisory Committee
CMA	Congestion Management Agency	PCC	Paratransit Coordinating Council
CMIA	Corridor Mobility Improvement Account	PCRCP	Planning & Congestion Relief Program
CMAQ	Congestion Mitigation & Air Quality Program	PCA	Priority Conservation Study
CMP	Congestion Management Plan	PDS	Project Development Support
CNG	Compressed Natural Gas	PDA	Priority Development Area
CTC	California Transportation Commission	PDT	Project Delivery Team
D		PDWG	Project Delivery Working Group
DBE	Disadvantaged Business Enterprise	PMP	Pavement Management Program
DOT	Department of Transportation	PMS	Pavement Management System
E		PNR	Park & Ride
ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program	PPM	Planning, Programming & Monitoring
EIR	Environmental Impact Report	PPP (P3)	Public Private Partnership
EIS	Environmental Impact Statement	PS&E	Plans, Specifications & Estimate
EPA	Environmental Protection Agency	PSR	Project Study Report
EV	Electric Vehicle	PTA	Public Transportation Account
F		PTAC	Partnership Technical Advisory Committee (MTC)
FAST	Fairfield and Suisun Transit	R	
FEIR	Final Environmental Impact Report	RABA	Revenue Alignment Budget Authority
FHWA	Federal Highway Administration	RBWG	Regional Bicycle Working Group
FPI	Freeway Performance Initiative	RFP	Request for Proposal
FTA	Federal Transit Administration	RFQ	Request for Qualification
G		RM 2	Regional Measure 2 (Bridge Toll)
GHG	Greenhouse Gas	RPC	Regional Pedestrian Committee
GIS	Geographic Information System	RRP	Regional Rideshare Program
H		RTEP	Regional Transit Expansion Policy
HIP	Housing Incentive Program	RTIF	Regional Transportation Impact Fee
HOT	High Occupancy Toll	RTP	Regional Transportation Plan
HOV	High Occupancy Vehicle	RTIP	Regional Transportation Improvement Program
I		RTPA	Regional Transportation Planning Agency
ISTEA	Intermodal Surface Transportation Efficiency Act		

ZEV Zero Emission Vehicle

S

SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users
SCS	Sustainable Community Strategy
SCTA	Sonoma County Transportation Authority
SFCTA	San Francisco County Transportation Authority
SJCOG	San Joaquin Council of Governments
SHOPP	State Highway Operations & Protection Program
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMCCAG	San Mateo City-County Association of Governments
SNCI	Solano Napa Commuter Information
SoHip	Solano Highway Improvement Plan
SoTrans	South County Transit
SOV	Single Occupant Vehicle
SP&R	State Planning & Research
SR	State Route
SR2S	Safe Routes to School
SR2T	Safe Routes to Transit
STAF	State Transit Assistance Fund
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Federal Surface Transportation Program

T

TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAZ	Transportation Analysis Zone
TCI	Transportation Capital Improvement
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TE	Transportation Enhancement
TEA-21	Transportation Efficiency Act for the 21 st Century
TFCA	Transportation Funds for Clean Air
TIF	Transportation Investment Fund
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TLC	Transportation for Livable Communities
TMA	Transportation Management Association
TMP	Transportation Management Plan
TMS	Transportation Management System
TOD	Transportation Operations Systems
TOS	Traffic Operation System
T-Plus	Transportation Planning and Land Use Solutions
TRAC	Trails Advisory Committee
TSM	Transportation System Management

U, V, W, Y, & Z

UZA	Urbanized Area
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VTA	Valley Transportation Authority (Santa Clara)
W2W	Welfare to Work
WCCTAC	West Costa County Transportation Advisory Committee
WETA	Water Emergency Transportation Authority
YCTD	Yolo County Transit District
YSAQMD	Yolo/Solano Air Quality Management District



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
July 9, 2014

1. CALL TO ORDER

Chair Davis called the regular meeting to order at 6:00 p.m. A quorum was confirmed.

MEMBERS

PRESENT:	Osby Davis, Chair	City of Vallejo
	Elizabeth Patterson, Vice-Chair	City of Benicia
	Jack Batchelor	City of Dixon
	Harry Price	City of Fairfield
	Norman Richardson	City of Rio Vista
	Pete Sanchez	City of Suisun City
	Steve Hardy	City of Vacaville
	Jim Sperring	County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT:	Daryl K. Halls	Executive Director
	Bernadette Curry	Legal Counsel
	Janet Adams	Deputy Exec. Director/Dir. of Projects
	Robert Macaulay	Director of Planning
	Johanna Masiolat	Clerk of the Board/Office Manager
	Susan Furtado	Accounting & Administrative Svc. Manager
	Liz Niedziela	Transit Manager
	Judy Leaks	Program Manager – SNCI & SR2S
	Robert Guerrero	Project Manager
	Sarah Fitzgerald	Program Services Administrator – SR2S
	Anthony Adams	Assistant Project Manager
	Paulette Cooper	Commute Consultant
	Zoe Maldinar	Customer Service Representative
	Sierra Knuckles	High School Intern
	Christine Solomon	High School Intern

ALSO PRESENT: (In alphabetical order by last name.)

Carolyn Clevenger	MTC
Shawn Cunningham	City of Vacaville
Amanda Dum	City of Suisun City
Michael Fisher	Cambridge Systematic
Joe Leach	City of Dixon
Wayne Lewis	City of Fairfield/Fairfield and Suisun Transit
David McCrossan	Menzies and McCrossan
Matt Tuggle	County of Solano

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

A quorum was confirmed by the Clerk of the Board. There was no Statement of Conflict declared at this time.

3. APPROVAL OF AGENDA

On a motion by Vice Chair Patterson, and a second by Board Member Sanchez, the STA Board approved the agenda.

4. OPPORTUNITY FOR PUBLIC COMMENT

George Gwynn commented on the inefficiencies of goods movement in the local and federal level.

5. EXECUTIVE DIRECTOR'S REPORT

- Adoption of STA's Overall Work Program (OWP) for Fiscal Years (FY) 2014-15 and 2015-16
- STA Budget Revision for FY 2014-15 and New Budget for FY 2015-16
- I-80 Corridor a Solano Priority in New Bay Area Freight Plan Underway
- Freight Component of Solano Rail Plan to be Highlighted
- State Cap and Trade Program Discussions Wrap Up as Part of State Budget Discussions
- STA Board to Consider Initial Year of RTIF Projects
- Solano County Pothole Report Reveals Status and Funding Shortfalls of Solano County Roads
- SolTrans Celebrates Start of Curtola Park and Ride Expansion Project
- STA to Partner with Rio Vista to Start SR 12/Church Road Project
- Annual Vanpool Program Report Highlights Significance of Vanpools in Solano

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

None presented.

7. REPORT FROM STA

- A. Bay Area Freight Plan presented by Carolyn Clevenger, MTC**
- B. Solano Rail Plan (Freight Component) presented by David McCrossan, Menzies and McCrossan**
- C. Directors Reports**
 - 1. Planning (Presentation: I-80/I-680/SR 12 Interchange – Bicycle Facility Improvements by Andrew Hart, STA)**
 - 2. Projects**
 - 3. Transit/Rideshare (Presentation: Annual Vanpool Program Report by Paulette Cooper, STA-SNCI)**

8. CONSENT CALENDAR

On a motion by Board Member Sanchez, and a second by Board Member Spering, the STA Board unanimously approved Consent Calendar Items A through R. (8 Ayes)

A. Minutes of the STA Board Meeting of June 11, 2014

Recommendation:

Approve STA Board Meeting Minutes of June 11, 2014.

B. Draft Minutes of the TAC Meeting of June 25, 2014

Recommendation:

Approve Draft TAC Meeting Minutes of June 25, 2014.

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

Recommendation:

Approve the FY 2014-15 Solano TDA Matrix – July 2014 as shown in Attachment B for the Cities of Dixon and Rio Vista.

D. Solano Napa Commuter Information (SNCI) Vanpool Program Annual Report

Recommendation:

Receive and file.

E. Solano Napa Commuter Information (SNCI) Work Program Fiscal Year (FY) 2014-15

Recommendation:

Approve the Solano Napa Commuter Information Work Program for FY 2014-15 as specified in Attachment A.

F. Solano Management Assistance Program (MAPS) – Termination of Contract

Recommendation:

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.

G. Pedestrian Advisory Committee (PAC) Appointment

Recommendation:

Appoint Teresa Booth representing the City of Vallejo to the Pedestrian Advisory Committee (PAC) for a three-year term.

H. Paratransit Coordination Council (PCC) Appointment

Recommendation:

Appoint Lyall Abbott to the Paratransit Coordinating Council for a three-year term as a Member-at-Large.

I. Coordinated Short Range Transit Plan (SRTP)/ Intercity Transit Corridor Update - Contract Amendment

Recommendation:

Approve the following:

1. Allocate \$1,000 in State Transit Assistance Fund (STAF) for FY 2014-15 for the Transit Corridor Study; and
2. Authorize the Executive Director to execute a contract amendment with Arup for an amount not-to-exceed \$1,000 to cover the costs associated to complete the Intercity Transit Corridor Study and to extend the contract to September 30, 2014.

J. Transit Corridor Studies Project Manager - Contract Amendment

Recommendation:

Approve the following:

1. Allocate \$42,500 in State Assistance Fund (STAF) for FY 2014-15 for Project Management Services for the Transit Corridor Studies; and
2. Authorize the Executive Director to execute a contract with McElroy Transit for an amount not-to-exceed \$42,500 to cover project management consultant services related to the Transit Corridor Studies and extend the contract to June 30, 2015.

K. Mobility Management Program Project Manager – Contract Amendment

Recommendation:

Approve the following:

1. Allocate \$75,000 in State Transit Assistance Fund (STAF) for FY 2014-15 for Project Management services to implement Mobility Management; and
2. Authorize the Executive Director to execute a contract amendment with Elizabeth Richards Consulting for an amount not-to-exceed \$75,000 to cover project management consultant services related to the implementation of Mobility Management Programs and extend the contract to June 30, 2015.

L. Transit Finance and Coordination Project Manager - Contract Amendment

Recommendation:

Approve the following:

1. Allocate \$150,205 in State Transit Assistance Fund (STAF) for FY 2014-15 for Transit Finance and Coordination Project Management Services; and
2. Authorize the Executive Director to execute a contract amendment for Transit Project Management Services for Nancy Whelan Consulting/Nancy Whelan Consulting Partners for an amount not-to-exceed \$150,205 to cover transit related project management and financial services for the STA and the Cities of Dixon and Rio Vista and extend the contract to June 30, 2015.

M. STA’s Safe Routes to School (SR2S) Program Public Safety Enforcement Grant

Recommendation:

Approve the following:

1. Authorize the STA Executive Director to enter into an agreement with the City of Vacaville in the amount of \$60,000 for the Safe Routes to School Public Safety Enforcement Grant; and
2. Authorize the STA Executive Director to enter into an agreement with the City of Rio Vista in the amount \$30,360 for the Safe Routes to School Public Safety Enforcement Grant.

N. Safe Routes to School (SR2S) Program Logo

Recommendation:

Approve the logo for Safe Routes to School (SR2S) Program as shown in Attachment D.

O. Active Transportation Program (ATP) Resolution of Local Support

Recommendation:

Approve the STA Resolution of Local Support No. 2014-19 for \$387,498 for the Solano County Safe Routes to School for the Active Transportation Program Grant Submittal.

P. State Route (SR) 12/Church Road Environmental Document Implementation

Recommendation:

Approve the following for the Project Approval/Environmental Document (PA/ED) Phase of the State Route 12/Church Road Intersection Improvement Project authorizing the Executive Director to:

1. Enter into a Funding Agreement with the City of Rio Vista for \$600,000;
2. Seek approval from Caltrans to be the California Environmental Quality Act (CEQA) lead;
3. Enter into a Cooperative Agreement with Caltrans;
4. Issue a Request for Proposals (RFP) for Project Manager Services and Consultant Services;
5. Enter into a contract with a consultant to develop the project's environmental document for an amount not-to-exceed \$550,000;
6. Enter into a contract with a qualified Project Manager for an amount not-to-exceed \$50,000; and
7. Approve a Local Preference Goal of 1%.

Q. Dixon West B Street Pedestrian Undercrossing Construction Management - Contract Amendment

Recommendation:

Authorize the Executive Director to amend the PB Construction Management contract for an amount not-to-exceed an additional \$64,200 to complete services needed during construction; as well as closeout the project to allow for final invoicing to Caltrans.

R. Lease of Suisun Fairfield Train Depot Office for SNCI Transit Information and Regional Commute Services

Recommendation:

Authorize the Executive Director to enter into a lease agreement with the City of Suisun City to staff the office located at the Suisun-Fairfield Train Depot for two years with the option to extend the lease for an additional two years for an amount not-to-exceed \$1 per year.

9. ACTION – FINANCIAL ITEMS

A. STA's Fiscal Year (FY) 2014-15 Proposed Budget Revision and FY 2015-16 Proposed Budget

Susan Furtado presented and highlighted the STA's revised budget for FY 2014-15 and new budget for FY 2015-16 to include the proposed changes. The overall budget for both fiscal years is balanced between expenditures and revenues and covers all of the STA's staff and work tasks identified in the Overall Work Program.

Daryl Halls listed the two significant changes to the two-year budget are

1. The added funding from the City of Rio Vista in the amount of \$212,618 for the State Route (SR) 12/Church Street project; and
2. The transfer of the North Connector funds in the amount of \$1,100,000 to the Project Contingency Reserve Fund; and an interfund loan from Project Contingency Reserve Fund of \$500,000 to the Jepson Parkway Project.

Public Comments:

None presented.

Board Comments:

Board Member Sperring requested clarification on the Insurance Reserve fund of \$200,000.

Daryl Halls responded and said this fund was established by the Board to provide the STA funding in the event of lawsuit to cover attorney fees if needed.

Recommendation:

Approve the following:

1. Adopt the STA's FY 2014-15 Proposed Budget Revision as shown in Attachment A;
2. Adopt the STA's FY 2015-16 Proposed Budget as shown in Attachment B;
3. The FY 2014-15 Cost of Living Adjustment of 2.1% effective July 1, 2014;
4. The transfer of the North Connector funds in the amount of \$1,100,000 to the Project Contingency Reserve Fund; and
5. An interfund loan from Project Contingency Reserve Fund of \$500,000 to the Jepson Parkway Project.

On a motion by Board Member Batchelor, and a second by Board Member Hardy, the STA Board unanimously approved the recommendation. (8 Ayes)

B. Regional Transportation Impact Fee (RTIF) Implementation Projects

Due to an earlier meeting of the RTIF Policy Committee on the same topic, the STA Board did not require staff to present this item.

Public Comments:

None presented.

Board Comments:

None presented.

On a motion by Board Member Sanchez and a second by Board Member Sperring, the STA Board unanimously approved the recommendation. (8 Ayes)

10. ACTION – NON-FINANCIAL ITEMS

A. STA's Overall Work Plan (OWP) for Fiscal Years (FY) 2014-15 and 2015-16

Daryl Halls noted that since this item was presented in detail last month, he recommended the STA Board approve the STA's Overall Work Plan for FY 2014-15 and 2015-16.

Public Comments:

None presented.

Board Comments:

None presented.

Recommendation:

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

On a motion by Board Member Sanchez, and a second by Board Member Sperring, the STA Board unanimously approved the recommendation. (8 Ayes)

B. Solano County Annual Pothole Report

Anthony Adams presented Solano’s first Annual Pothole Report (2014). He provided detailed information on roadway maintenance and funding needs in Solano County. He cited that comments received have been 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. He concluded by stating that 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. He commented that 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.

Public Comments:

George Gywnn, Jr. commented on local government’s spending inefficiencies and lack of efforts to improve results.

Board Comments:

Chair Davis commented on the City of Vallejo’s ongoing budget cut difficulties and continuing struggles to maintain a level of service without having to raise local taxes. He also noted that it is always easier to sit on the outside and criticize how local government is not doing enough to fix their spending inefficiencies.

Board Member Sanchez commented on several signage inaccuracies in photos used in the Pothole Report.

Vice Chair Patterson commented on the benefits and importance to continue partnerships with bicyclists and pedestrians to keep them engaged regarding current roadway and bikeway conditions and the future outlook of roadway maintenance and funding needs in Solano County as part of complete streets and roads.

Recommendation:

Authorize the release the Solano County Annual Pothole Report for a 30-day public comment period as specified in Attachment A.

On a motion by Board Member Price, and a second by Board Member Patterson, the STA Board unanimously approved the recommendation as amended. (8 Ayes)

11. INFORMATIONAL – NO DISCUSSION

- A. Legislative Update**
- B. I-80/I-680/State Route (SR) 12 Interchange – Bicycle Facility Improvements**
- C. Solano Rail Facilities Plan Update**
- D. SB 743 California Environmental Quality Act (CEQA) Guidelines Update**
- E. Quarterly Project Delivery Update**

F. Fiscal Year (FY) 2013-14 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report

G. Summary of Funding Opportunities

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

12. BOARD MEMBER COMMENTS

13. ADJOURNMENT

The meeting was adjourned at 7:25 p.m.

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, September 10, 2014**, Suisun Council Chambers.

Attested by:



Johanna Masielat
Clerk of the Board

/September 1, 2014

Date



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
August 27, 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
Jason Riley (for Joe Leach)	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
Dan Kasperson	City of Suisun City
Shawn Cunningham (for Steve Hartwig)	City of Vacaville
Matt Tuggle	Solano County

TAC Members

Absent:

Joe Leach	City of Dixon
Steve Hartwig	City of Vacaville
David Kleinschmidt	City of Vallejo

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

Janet Adams	STA
Sarah Fitzgerald	STA
Daryl Halls	STA
Drew Hart	STA
Robert Guerrero	STA
Judy Leaks	STA
Johanna Masielat	STA
Robert Macaulay	STA
Liz Niedziela	STA
Sofia Recalde	STA

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

Nick Burton	Solano County
Amanda Dum	City of Suisun City

2. APPROVAL OF THE AGENDA

On a motion by Matt Tuggle, and a second by George Hicks, the STA TAC unanimously approved the agenda. (7 Ayes, 1 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

Mike Roberts, City of Benicia, provided an overview and status of the Benicia Industrial Park Bus Hub Project.

5. CONSENT CALENDAR

On a motion by Matt Tuggle, and a second by Dan Kasperson, the STA TAC unanimously approved Consent Calendar Items A through E. (7 Ayes, 1 Absent)

A. Minutes of the TAC Meeting of June 25, 2014

Recommendation:

Approve TAC Meeting Minutes of June 25, 2014.

B. Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF)

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2014-15 STAF priorities as specified in Attachment C.

C. Lifeline Advisory Committee Recommendation for Lifeline Funding

Recommendation:

Forward a recommendation to STA Board to approve the project change for Lifeline funding from Vacaville Accessible Path to Transit for \$40,000 to Vacaville Safe Route to School Infrastructure Project for \$40,000.

D. 2014 Solano Express Intercity Ridership Survey and Analysis

Recommendation:

Forward a recommendation to the STA Board to approve the 2014 SolanoExpress Intercity Ridership Survey and Analysis Report as shown in Attachment A.

6. ACTION FINANCIAL ITEMS

A. Project Contingency Reserve Fund (PCRF) - Benicia Intermodal Project Funding Agreement

Janet Adams noted that to provide for the cash flow needs for projects such as Jepson Parkway and the Benicia Bus Hub, the STA Board approved a new Project Contingency Reserve Fund (PCRF) as part of the approval of the STA's FY 2014-15 Budget in July 2014. She cited that the Benicia Bus Hub Project right-of-way costs as now estimated at \$586,000, and as a result, an additional \$86,000 is necessary for this phase and must be funded in the next 4 weeks to close escrow with the property owner. She recommended that a loan from the new reserve fund, the PCRF, of a corrected amount of \$43,000 (not \$46,000 as indicated in the staff report) that would be repaid in approximately 3 years from the RTIF District No. 5 (Transit). The City of Benicia has also committed to financing \$43,000 which will be repaid by future RTIF.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to enter into a funding agreement with the City of Benicia for ~~\$4643,000~~ of PCRFP funds to be paid by RTIF District 5 (Transit) Funds.

On a motion by Mike Roberts, and a second by Dave Melilli, the STA TAC approved the recommendation as amended shown above in ~~strikethrough bold italics~~. (7 Ayes, 1 Absent)

7. ACTION NON-FINANCIAL ITEMS

A. Safe Routes to School (SR2S) FY 2013-14 Annual Report 6

Sarah Fitzgerald presented the Safe Routes to School (SR2S) Annual Report for FY 2013-14. She highlighted the Plan's update that involved identifying local task force stakeholders, facilitating 29 local task force meetings, coordinating 17 school site walking audits and evening planning events and drafting recommendations. In addition, she cited that STA had secured \$500,000 in federal grant funding to implement a countywide walking school bus program in Solano County elementary schools and by the end of FY 2013-14, there were 33 routes in 16 elementary schools.

Recommendation:

Receive and file.

On a motion by Matt Tuggle, and a second by Dan Kasperson, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

B. Project Delivery Update

Robert Guerrero provided an update in the development of a comprehensive project tracking system known as the Solano Project Online Tracker (SPOT) which consists of an online project master list, an online mapping tool, and an access database. He noted that a color coding scheme has been suggested by STA staff to quickly identify which project may have the potential to miss a delivery milestone or are at risk of losing funding.

Dan Kasperson suggested that the Project Delivery Working Group (PDWG) bring this item back in one year to provide an update of the effectiveness of this tool.

Nick Burton commented as a member of the Project Delivery Working Group that the PDWG was supportive of SPOT and that it was easier to use to track projects than the GIS approach.

Recommendation:

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

On a motion by Dave Melilli, and a second by Matt Tuggle, the STA TAC approved the recommendation. (7 Ayes, 1 Absent)

8. INFORMATIONAL – DISCUSSION

A. Active Transportation Program Update

Robert Macaulay provided an update to the Regional ATP applications that are currently being scored by MTC and other regional agency staff with an initial announcement of MTC staff recommended projects released in early September. He cited that on August 20th, the CTC approved the State ATP projects which included \$389,000 for STA’s Safe Routes to School application.

B. 2014 Solano County Annual Pothole Report & 2013 MTC DRAFT Regional Pavement Condition Summary

Robert Guerrero reviewed MTC’s Draft Final 2013 Regional Pavement Condition Summary Reported (dated July 21, 2014). He mentioned that this report will be released to the press formally in late September.

C. Regional Transportation Impact Fee (RTIF) Program Update

Robert Guerrero discussed policy scenarios and noted that staff will tentatively bring back a recommendation to the TAC in September followed by the STA Board in October.

D. MTC’s Guidelines for County Transportation Plans

Robert Macaulay cited that MTC will hold hearings on the draft guidelines before the Planning Committee on September 12th, and before the full Commission on September 24th. Adoption of the new guidelines is anticipated at the September 24th meeting.

E. Solano Napa Travel Demand Model Update

Sofia Recalde noted that comments on the revised land use data has been collected and a follow-up Model TAC meeting will be held during the week of September 8th to present the final 2040 land use estimates. She added that once the 2040 land use estimates are agreed upon, Cambridge Systematics will complete the Solano Napa Activity Based Model 2040 model.

NO DISCUSSION ITEMS

F. Legislative Update

Pg.

G. Compressed Natural Gas Implementation Plan Update

Pg.

H. STA Bay Trail Vine Trail Update

Pg.

I. Summary of Funding Opportunities

Pg.

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for September and October were presented.

10. ADJOURNMENT

The meeting was adjourned at 2:45 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, September 24, 2014.**

This page intentionally left blank.



DATE: August 29, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Lifeline Funding – Project Amendment – Vacaville Safe Routes to School (SR2S)

Background:

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

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA. The Lifeline Program for Solano County is administered through the STA which is responsible for soliciting applications and conducting a project selection process. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Solano County as identified in Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. STA staff released a call for projects for the Lifeline Program in January 2012 and the STA Board approved Solano Lifeline Program in May 2012. As part of this process, the STA Board approved funding the Vacaville Accessible Path to Transit for \$40,000.

Discussion:

STA staff was contacted by the City of Vacaville regarding a request to change Vacaville's \$40,000 Lifeline Cycle 3 project from the curb cut project to a Safe Routes to School (SRTS) project that Vacaville is already implementing. Vacaville has partial funding for the SRTS project and these funds would supplement it. The reason Vacaville is requesting to switch the project is that the \$40,000 amount is small and the administrative costs/burden of implementing the curb cut project via the Caltrans Local Assistance/federal highways process would outweigh the benefits of the funds. Putting this small amount of funds onto a bigger project to achieve economies of scale makes more sense.

According to MTC, this change would have to be determined to be Lifeline-eligible and approved by the Solano Transportation Authority Board, which is the Lifeline Program Administrator for Solano County. After receiving STA approval, the change would also need to be approved by the MTC Commission.

STA staff recommends this project swap in that the Vacaville Community Based Transportation Plan identified Bicycle and Pedestrian improvements as a high concern by the community. The City of Vacaville has been actively supporting the Solano Safe Routes to School (SR2S) Program within Vacaville to make it easier, safer, and more enjoyable to walk or bike to school. The program consists of construction of bicycle and pedestrian infrastructure, in-classroom bicycle and pedestrian safety education, encouragement programs and contests to promote walking and biking. The Vacaville CBTP recommended that the City of Vacaville should continue its SR2S program, including applying for grant funding to construct school-related infrastructure improvements identified in the Solano Transportation Authority's Safe Routes to School Plan (2007). The Vacaville Safe Routes to School project will improve walking and biking access to Foxboro Elementary School and Vacaville High School and will improve access to the adjacent transit center. STA staff supports the request from the City of Vacaville.

At their respective meetings on August 26 and 27, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for approval.

Fiscal Impact:

The Lifeline Funding will assist in sustaining service, purchasing buses, and creating accessible path to transit.

Recommendation:

Approve the project change for Lifeline funding from Vacaville Accessible Path to Transit for \$40,000 to Vacaville Safe Route to School Infrastructure Project for \$40,000.

Attachment:

- A. City of Vacaville Request Letter dated July 8, 2014



ESTABLISHED 1850

CITY OF VACAVILLE

650 MERCHANT STREET
VACAVILLE, CALIFORNIA 95688-6908
www.cityofvacaville.com

STEVE HARDY
Mayor

MITCH MASHBURN
Vice Mayor

DILENNA HARRIS
Councilmember

CURTIS HUNT
Councilmember

RON ROWLETT
Councilmember

July 8, 2014

Department of Public Works
Capital Improvement Projects

Liz Niedziela, Transit Program Manager
Solano Transportation Authority
One Harbor Center
Suisun City, CA 94585

SUBJECT: FUNDING SWAP FOR VACAVILLE LIFELINE CYCLE 3 STP PROJECT

Dear Ms. Niedziela:

The City of Vacaville is in receipt of a \$40,000 grant of Lifeline Cycle 3 STP funds to construct curb ramp replacements for project SOL110034, Vacaville Curb Cut. This funding received federal approval as part of TIP Amendment 2013-13 on May 21, 2014. Due to the limited amount of the funding available in this grant, and the administrative costs required to deliver this federal aid project, the City wishes to achieve an economy of scale by incorporated the \$40,000 Lifeline Cycle 3 STP funding into another authorized federal aid project. We propose to supplement SOL130016, Vacaville SRTS Infrastructure Improvements Project with the \$40,000 grant associated with SOL110034.

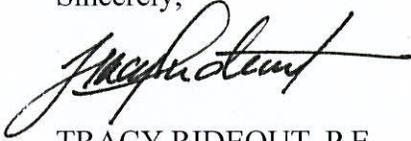
In order to proceed with the funding swap, we request the STA Board approve and forward a recommendation in support of the funding swap to MTC. The combination of the SRTS funding of \$303,207 with the Lifeline Cycle 3 STP funding of \$40,000 will cut the associated administrative costs of implementing two federal aid projects, while providing the enhanced benefit of utilizing the majority of the funding for actual construction improvements. The SRTS project incorporates bicycle and pedestrian elements to improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School and will also provide more accessible access to the City's transit facility located at Cernon Street and West Monte Vista Avenue. Additionally, the City has received a Clean Air Funds grant of \$100,000 from the Yolo-Solano Air Quality Management District, which will meet the required local match component for the project and fully fund the project.

Currently, the Lifeline Cycle 3 STP funding is programmed in fiscal year 2015 and the SRTS funding is programmed for construction in 2016. The City requests the Lifeline Cycle 3 funds be reprogrammed to the 2016 fiscal year to match the construction funding currently programmed for the SRTS project. We believe we may be able to advance the construction to summer 2015, but this will be dependent upon completion of NEPA requirements and authorization of Right of Way clearance through Caltrans. At this time, programming the funding in 2016 ensures that MTC/FHWA authorization deadlines can be accommodated.



Thank you for your consideration in this matter. Should you have questions or need additional information to present to the STA Board, you may contact me at 707-449-5161, tracy.rideout@cityofvacaville.com or Chad Copeman, Assistant Engineer at 707-449-5139, chad.copeman@cityofvacaville.com.

Sincerely,



TRACY RIDEOUT, P.E.
Interim Senior Civil Engineer

Attachment: TIP SOL110034, TIP SOL130016

c: Shawn Cunningham, Assistant Director of Public Works
Brian McLean, Public Works Manager, General Services Division
File- D892-B

Transportation Improvement Program (TIP)

Project Listing Report

2013 TIP

TIP ID: SOL110034
 Version: 3
 Revision: 2013-13
 Status: ACTIVE
 RTP ID: 22423
 RTP CYCLE: PLANBAYAREA
 CTIPS ID: 20600005359
FMS ID: 5550.00
Sponsor: Vacaville
Implementing Agency: Vacaville

Project Name: Vacaville Transit - Curb Ramps
ITS Project: No
Review: AA
Project Description: Vacaville Transit: Construct approximately 16 curb ramps near transit routes.
Transportation System: Local Road
Mode: BIKE/PED:100%
Project Type: Sidewalk
Purpose: System/Travel Demand Management
Highway Route:

TIP Funding: (All Funding in whole dollars)		Info Only				(Info Only)	
Fund Code	Phase	Program Year	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Total
OTHER LOCAL	CON	2015	-	-	\$10,000	-	\$10,000
STP-T4-1-LIFE	CON	2015	-	-	\$40,000	-	\$40,000
Project Totals			\$0	\$0	\$50,000	\$0	\$50,000

TIP Funding by Fund Source	
OTHER LOCAL	\$ 10,000
STP	\$ 40,000
TOTAL	\$ 50,000

TIP Funding by Phase	
ENV:	-
PSE:	-
PE:	-
ROW:	-
CON:	\$50,000
TOTAL:	\$50,000

TIP Funding by Fund Code	
OTHER LOCAL	\$10,000
STP-T4-1-LIFE	\$40,000
TOTAL:	\$50,000

End of Project Version: 3
End of TIP ID: SOL110034

Transportation Improvement Program (TIP)

Project Listing Report

2013 TIP

TIP ID: SOL130016 **Version:** 2 **Revision:** 2013-16 **Status:** ACTIVE **RTP ID:** 240605 **RTP CYCLE:** PLANBAYAREA **CTIPS ID:** 20600005740
County: Solano **Sponsor:** Vacaville **Implementing Agency:** Vacaville

Project Name: Vacaville SRTS Infrastructure Improvements **ITS Project:** No **Review:** AA
Project Description: In Vacaville: In the vicinity of Vacaville High and Foxboro Elementary: Construct capital improvements including sidewalk, curb ramps and extensions, crosswalks, bike network improvements and signage and safety improvements

Transportation System: Local Road **Mode:** BIKE/PE:100% **Purpose:** System/Travel Demand Management **Highway Route:**
Project Type: Sidewalk

TIP Funding: (All Funding in whole dollars)		Info Only		FY				(Info Only)	
Fund Code	Phase	Program Year	Prior	FY 12/13	FY 13/14	FY 14/15	FY 15/16	Later	Total
CMAQ-T4-2-OBAG	PE	2014	-	-	\$26,500	-	-	-	\$26,500
OTHER LOCAL	PE	2014	-	-	\$3,500	-	-	-	\$3,500
CMAQ-T4-2-OBAG	ROW	2015	-	-	-	-	-	-	-
OTHER LOCAL	ROW	2015	-	-	-	-	-	-	-
CMAQ-T4-2-OBAG	CON	2016	-	-	-	-	\$276,707	-	\$276,707
OTHER LOCAL	CON	2016	-	-	-	-	\$35,900	-	\$35,900
Project Totals			\$0	\$0	\$30,000	\$0	\$312,607	\$0	\$342,607

TIP Funding by Fund Code	
CMAQ-T4-2-OBAG	\$303,207
OTHER LOCAL	\$39,400
TOTAL:	\$342,607

TIP Funding by Fund Source	
CMAQ	\$ 303,207
OTHER LOCAL	\$ 39,400
TOTAL	\$ 342,607

TIP Funding by Phase	
ENV:	-
PSE:	-
PE:	\$30,000
ROW:	-
CON:	\$312,607
TOTAL:	\$342,607

End of Project Version: 2 **End of TIP ID:** SOL130016

Report Total Funding

(All Funding in whole dollars)

Info Only	Funding Outside TIP (Info Only)							Total		
	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19		Later	
Prior										
\$0	\$0	\$30,000	\$0	\$312,607	null	null	null	\$0	\$0	\$342,607



DATE: August 29, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Authorization Resolution for Rio Vista Transit Outreach and Analysis Grant

Background:

In March 2013, the City of Rio Vista requested assistance from STA regarding the City's transit finances and operations. Since that time, the STA Board has authorized the Executive Director to provide transit financial and operational services to the City of Rio Vista. The first contract began in May 2013 with an end date of November 30, 2013. In October 2013, the STA Board approved a contract amendment with Rio Vista to exercise the option to extend the Transit Financial and Operating Services Agreement with the City of Rio Vista for an additional six months and to work with Rio Vista to determine the cost share of the transit financial and operation services. Currently, STA is providing Transit Financial Support to Rio Vista through an agreement with NWC Partners.

Discussion:

In order to improve transit service in Rio Vista and promote the financial sustainability of the Rio Vista Delta Breeze system, STA applied for a Transportation Planning Grant to fund a transit service outreach and analysis study for the Delta Breeze service. Caltrans recently approved the grant application. The first step of the Rio Vista Transit Outreach and Analysis study will be to ensure that target populations are knowledgeable of the existing resources and to determine if the available resources meet the demand. If the current services are not correctly structured to meet the needs, then the demands need to be established to develop a framework for implementation. This study is intended to solicit input from Rio Vista residents and potential riders of the Delta Breeze residents, then determine gaps in services, and finally develop a framework for implementing service to better fit the needs of the community. The final product shall be a "roadmap" to enhance transit services and programs within available resources to better meet the needs of a larger percentage of Rio Vista residents.

STA anticipates that the grant would be executed with Caltrans in early 2015. STA will issue a Request for Proposals as early as December in order to have a consultant ready to begin the study once the grant agreement is executed.

Fiscal Impact:

The total cost of the study is estimated to be \$112,900. This project will be funded by a combination of the Transportation Planning Grant (\$99,950) and the City of Rio Vista local contributions (\$12,950).

Recommendation:

Approve STA Resolution No. 2014-20 authorizing the Executive Director to execute agreements between the California Department of Transportation and the Solano Transportation Authority for the City of Rio Vista Transit Outreach and Service Analysis Grant.

Attachment:

A. STA Resolution No. 2014-20

This page intentionally left blank.



DATE: September 2, 2014
TO: STA Board
FROM: Anthony Adams, Project Assistant
RE: Project Delivery Update – Solano Project Online Project Tracker Program and Project Status Coding System

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 (PDWG) 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.

Two key information items related to Project Delivery this month are progress on the Solano Online Project Tracker (SPOT) program and current projects on Caltrans' Inactive Obligation list.

Discussion:

Solano Online Project Tracker (SPOT) 2013-14

During the recent FY 2013-14 obligation cycle for OBAG funds, there were a total of 14 projects that needed to Request Funds Authorization (RFA) from Caltrans. A few project sponsors missed the February 1st RFA deadline required by MTC’s 3606 project delivery policy. These missed deadlines made for a rushed and sometimes chaotic obligation process; resulting in MTC and Caltrans local assistance expediting projects under unfavorable circumstances. Since this time, other project milestones such as Caltrans Field reviews have been missed, with some project sponsors not being aware of this occurrence.

Seeking to avoid a repeat of these experiences, STA project staff has been developing a comprehensive project tracking system during the past few months. This system, collectively known as the Solano Project Online Tracker (SPOT) consists of an online project master list, an online mapping tool, and an access database. The SPOT is meant to aid the STA, member agencies, elected officials, and the public by providing information on progress of projects and upcoming milestones. The SPOT will make it easier for project sponsors to see when important milestones are approaching, and decrease the likelihood of having a project delivery deadline be missed. A color coding system has been suggested by STA staff to quickly identify which projects may have the potential to miss a delivery milestone or are at risk of losing funding. At the July 31st PDWG meeting, this topic was presented as an information item, with STA staff seeking input in defining each color. A green, yellow, and red draft color scheme was suggested by STA staff with the corresponding meanings for each:

Green = “Everything is Fine” - Project is on track to meet all of its project delivery milestones and is not missing any information related to progress.

Yellow = “Warning” - Project has missed an Estimated delivery milestone, such as Caltrans Field review, or the project is missing information related to its progress.

Red = “Danger of Losing Funds” - Project has missed an Actual delivery deadline, such as the regional obligation deadline and project is at risk of losing funds.

Every month, a color-coded report will be generated which will provide an update on which projects have an upcoming milestone within the next 30-days. This color coding system and corresponding color-coded monthly report will help STA, project sponsors, and decision makers in identifying potential problems before they arise.

The STA PDWG and TAC unanimously approved this recommendation at the August 21st and 27th meetings, respectively. However, the TAC did ask that this item come back after a year to provide feedback on the usefulness of the project tracking tool.

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. Last month’s inactive projects list previously had four (4) listings in the County of Solano, due to action by our member agencies, two (2) projects were removed, but three (3) new projects were added to the list; there are still five (5) inactive projects this month. The projects included are:

- Fairfield – McGary Rd from Red Top Rd to Lynch Canyon Rd
- Solano County- Vanden Rd. at North Gate of Travis AFB
- Suisun City – On South Side of SR12 from Marina Blvd to Grizzly Island Rd
- Vallejo – Mini Dr, Magazine St, and various streets
- Vallejo – Sonoma Blvd between Florida St and Georgia St

Projects placed on the Inactive Projects list could 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 A 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:

Approve the STA’s Proposed Solano Project Online Tracking (SPOT) and color coding system to monitor project delivery status.

Attachment:

- A. Inactive Projects List

Attachment A

Inactive Obligations
Local, State Administered/Locally Funded and Rail Projects

Updated on
08/12/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	State Project No	District	County	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5132032	Inactive	Submit invoice to District by 08/20/2014	04925329L	04	SOL	Fairfield	MCGARY RD BET RED TOP RD AND LYNCH CANYON RD , REPAIR/REPLACE RD WITH CLASS 2 BIKE	9/6/2013	9/23/2009	9/6/2013	9/6/2013	\$1,603,000.00	\$1,603,000.00	\$1,446,777.96	\$156,222.04
5923089	Inactive	Submit invoice to District by 08/20/2014	04925512L	04	SOL	Solano County	VANDEN RD. AT NORTH GATE OF TRAVIS AFB , ROADWAY SAFETY IMPROVEMENT	7/25/2013	5/14/2009	7/25/2013	7/25/2013	\$187,500.00	\$150,000.00	\$47,796.41	\$102,203.59
5032020	Future	Final Invoice under review by Caltrans. Monitor for progress.	0400001678L	04	SOL	Suisun City	ON SOUTH SIDE OF SR 12 FROM MARINA BLVD. TO GRIZZLY ISLAND RD., BICYCLE/PEDESTRIAN TRAIL	12/27/2013	2/28/2012	12/27/2013	12/27/2013	\$1,658,500.00	\$1,114,000.00	\$905,706.66	\$208,293.34
5030055	Future	Submit invoice to District by 11/20/2014	0412000396L	04	SOL	Vallejo	MINI DR., MAGAZINE ST., AND VARIOUS STREETS, PAVEMENT REHAB., ADA RAMPS, DETECTOR LOOPS	10/17/2013	2/17/2012	10/17/2013	10/17/2013	\$2,602,087.00	\$1,595,000.00	\$1,449,635.93	\$145,364.07
5030057	Future	Invoice returned to agency. Resubmit to District by 11/20/2014	0413000176L	04	SOL	Vallejo	SONOMA BLVD (SR29) BETWEEN FLORIDA ST AND GEORGIA ST., REDUCE TRAVEL LANE FROM 4 TO 3, ADD BIKE LANES	11/8/2013	11/8/2013		11/8/2013	\$57,400.00	\$51,660.00	\$0.00	\$51,660.00

This page intentionally left blank.



DATE: August 29, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Regional Measure 2 (RM 2) Fairfield/Vacaville Intermodal Rail Station and Track Improvements Resolution of Support

Background:

On March 2, 2004, Bay Area voters in seven counties passed Regional Measure 2 (RM 2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors. The projects are specifically identified in Senate Bill (SB) 916. The Metropolitan Transportation Commission (MTC) manages the RM 2 funding for projects and programs, and the STA is the project sponsor for most of the Solano County capital RM 2 projects.

Solano County has 4 projects listed in SB 916 that are eligible projects for capital funds. Of these, STA is the project sponsor for Project No. 14.2 titled "Fairfield/Vacaville Intermodal Rail Station and Track Improvements". Currently, there is \$27,485,126 for this project for construction. In addition, the City of Fairfield will also be seeking an allocation of AB 1171 funds for \$9 million and a reallocation of \$1 million of RM 2 from the right-of-way phase for construction. The total amount of the allocation request is \$ 37,485,126 in bridge for construction of this project.

The Fairfield/Vacaville Intermodal Rail Station will be a new facility located off of Vanden Road, along the Jepson Parkway corridor. The City of Fairfield is the lead agency and will implement the project. The facility components include a rail passenger platform, bus passenger platform, parking and other passenger amenities, underpass to separate pedestrians and bicycle riders from the railroad, and an overpass facility to separate road and rail traffic (Attachment A is the ultimate site plan).

The train station project is the anchor for a much larger Transit Oriented Development (TOD) and consists of the following segments:

- Segment 1: Preparation of the necessary environmental documents and permit applications, right-of-way acquisition, preliminary design, and final plans, specifications, and estimates.
- Segment 2A: Construction work done under several contracts (utility relocation, tree removal, relocation of PG&E substation driveway) that will prepare the way for the major construction activities included in Segments 2B and 2C.

Segment 2B: Construction of a rail passenger platform, pedestrian/bicycle underpass, bus passenger platform, and on-site parking facilities including irrigation and landscaping.

Segment 2C: Construction of a six (6) lane overpass for Peabody Road to replace the existing two (2) lane at-grade crossing with UPRR tracks, the installation of approximately 6,650 feet of new track (Combination of new main line track, siding and spur track), and the installation of new electronic switching gear at both ends of the project.

Discussion:

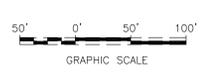
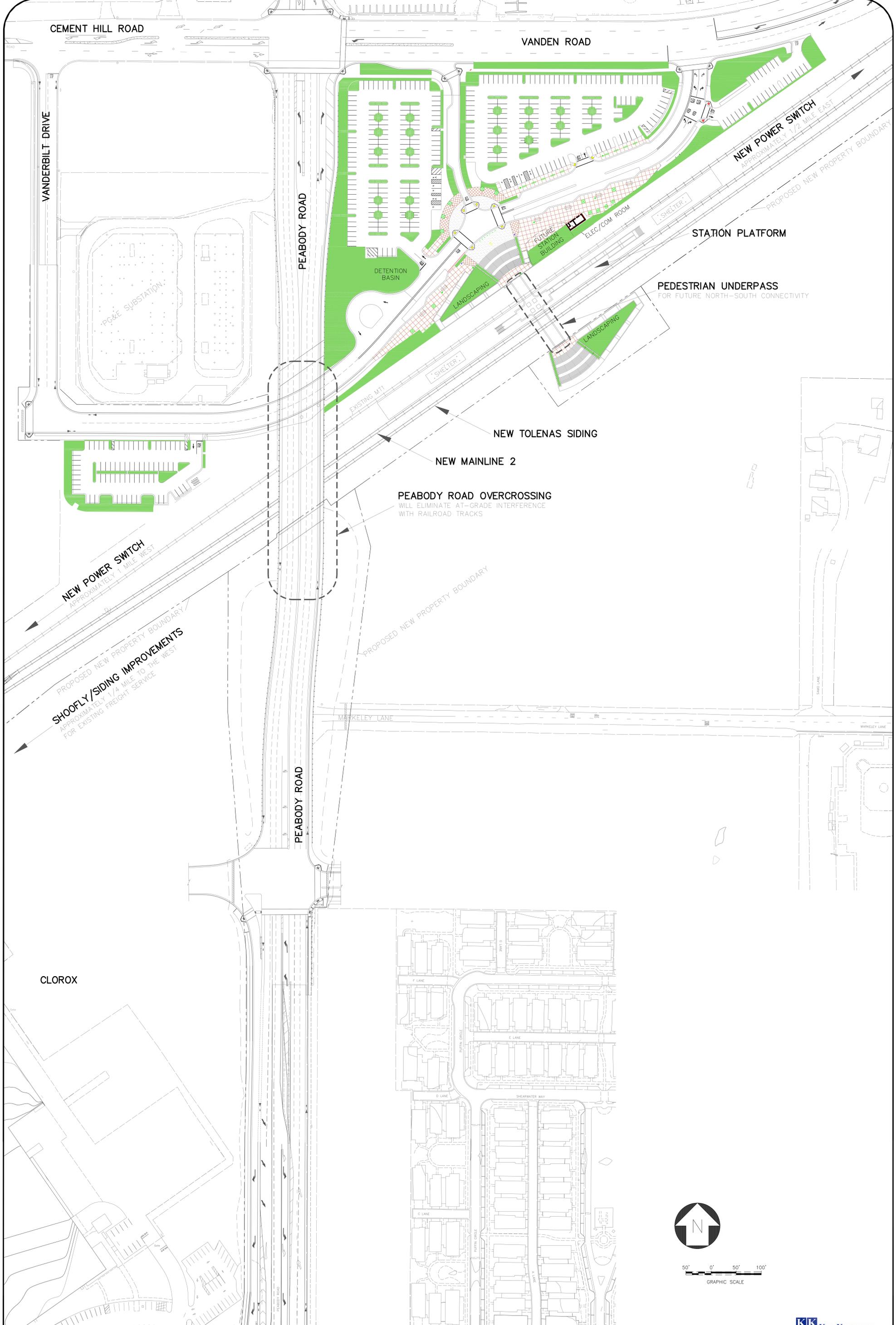
The City of Fairfield is now ready to request additional RM 2 allocation in the total amount of \$28,485,126 for the construction phase (\$27,485,126 new allocation and \$1,000,000 of reallocated funds from right-of-way). This allocation request is from Project Number 14.2. This allocation request would fully allocate the RM 2 funds currently designated to this Project. The complete breakout of funding by phase and the total project cost, as well as the project purpose and schedule, are included in the attached updated Initial Project Reports (IPR) (Attachment B).

Recommendation:

Approve STA Resolution No. 2014-21 authorizing the funding allocation for \$37,485,126 of Regional Measure 2 funds from the Metropolitan Transportation Commission to the City of Fairfield for the Fairfield/Vacaville Intermodal Rail Station and Track Improvements.

Attachments:

- A. Fairfield/Vacaville Intermodal Rail Station Ultimate Site Plan
- B. STA Resolution No. 2014-21
- C. Initial Project Report



Fairfield/Vacaville Train Station-Site Plan



KKCS KAL KRISHNAN CONSULTING SERVICES, INC.

5/2/2014
REVISION: 1.6

This page intentionally left blank.

**SOLANO TRANSPORTATION AUTHORITY
RESOLUTION No. 2014-21**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY
AUTHORIZING THE FUNDING ALLOCATION FOR REGIONAL MEASURE 2
FUNDS FROM THE METROPOLITAN TRANSPORTATION COMMISSION TO THE
CITY OF FAIRFIELD FOR THE FAIRFIELD/VACAVILLE INTERMODAL RAIL
STATION AND TRACK IMPROVEMENTS**

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, Solano Transportation Authority (STA) is the eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds in Solano County; and

WHEREAS, the Fairfield/Vacaville Intermodal Rail Station and Track Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report prepared by the City of Fairfield is attached hereto and incorporated herein as though set forth in full, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which STA is requesting that MTC allocate Regional Measure 2 funds to the city of Fairfield.

NOW THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The STA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636);
2. The STA certifies that the project is consistent with the Regional Transportation Plan (RTP);
3. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project;

4. The Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment;
5. The STA approves the updated Initial Project Report prepared by the city of Fairfield, attached to this resolution as Exhibit A and incorporated herein as though set forth in full;
6. The STA approves the cash flow plan prepared by the City of Fairfield, attached to this resolution;
7. The STA has reviewed the project needs and is satisfied that the City of Fairfield has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report (Exhibit A);
8. The STA is the eligible sponsor of projects in Solano County under the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c);
9. The STA staff is authorized to submit an application on behalf of the City of Fairfield for Regional Measure 2 funds for the Fairfield/Vacaville Intermodal Rail Station and Track Improvements Project in accordance with California Streets and Highways Code 30914(c);
10. The STA certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations there under;
11. There is no legal impediment to STA concurring with an allocation request for Regional Measure 2 funds; by the City of Fairfield;
12. There is no pending or threatened litigation which adversely affects the proposed project, or the ability of the STA and the City of Fairfield to deliver such project;
13. The STA indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of STA, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages;
14. That revenues or profits from any non- governmental use of project shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s);

15. Assets purchased with RM2 funds allocated to the City of Fairfield including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used;
16. The City of Fairfield shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues;
17. The STA authorizes the City of Fairfield to execute and submit an allocation request for the construction phase with MTC for Regional Measure 2 funds in the amount of \$28,485,126 (\$27,485,126 new allocation and \$1,000,000 of reallocated funds from right-of-way), for the project, purposes and amounts included in the project application attached to this resolution;
18. The City of Fairfield is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as deemed necessary and appropriate.
19. That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Fairfield's application referenced herein.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this **10th day of September 2014** by the following vote:

Ayes: _____
 Nos: _____
 Absent: _____
 Abstain: _____

Attest: _____
 Johanna Masielat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this **10th day of September 2014**.

Daryl K. Halls, Executive Director
Solano Transportation Authority

This page intentionally left blank.



Agenda Report

DATE: September 2, 2014

TO: The Mayor and City Council

FROM: David A. White, City Manager _____
George R. Hicks, Public Works Director _____
Kevin L. Berryhill, Assistant Public Works Director _____

SUBJECT: Resolution of the City Council Certifying Project Compliance and Authorizing an Application to the Metropolitan Transportation Commission (MTC) for an Allocation of Regional Measure 2 (RM2) and AB 1171 funds for Construction of the Fairfield-Vacaville Intermodal Train Station Project

RECOMMENDED ACTION

Adopt resolution.

STATEMENT OF ISSUE

The recommended action will enable the City to apply for the next allocation of Regional Measure 2 (RM2) and AB 1171 funds from the Metropolitan Transportation Commission (MTC) to receive \$37,485,126 in bridge toll revenues programmed for the Fairfield-Vacaville Intermodal Train Station Project (Project).

DISCUSSION

MTC administers the Regional Measure 2 (RM2) and AB 1171 programs. The RM2 program is funded by the \$1 increase in tolls on the bridges approved by voters in 2004. AB 1171 is a discretionary funding source passed by the Legislature in 2001 that can be used for congestion relief projects. The Regional Transportation Improvement Program (RTIP) has RM2 and AB 1171 funds programmed for the Project. The MTC requires allocations be requested and follow specific procedures at various stages of project development. The proposed action will authorize City staff to proceed with requesting the next allocation of RM2 funding necessary to begin the construction phase of the Project. The total requested allocation/reallocation of RM2 funds is \$28,485,126, and the requested allocation of AB 1171 funds is \$9 million.

This resolution also certifies to the MTC that the City has the necessary resources to complete the Project as defined in an Initial Project Report (IPR). The update of the IPR is also approved through adoption of the resolution.

DATE: September 2, 2014

SUBJECT: Resolution of the City Council Certifying Project Compliance and Authorizing an Application to the Metropolitan Transportation Commission (MTC) for an Allocation of Regional Measure 2 (RM2) and AB 1171 funds for Construction of the Fairfield-Vacaville Intermodal Train Station Project

FINANCIAL IMPACT

The City will receive \$37,485,126 in funding to construct the Project. No General Fund monies will be impacted by this allocation request.

PUBLIC CONTACT/ADVISORY BODY RECOMMENDATION

N/A

ALTERNATIVE ACTION

RM2 and AB 1171 funding are the largest components supporting the construction of the Project. Failure to approve the resolution would eliminate these substantial funding sources necessary to deliver this Project.

DOCUMENTS ATTACHED

Attachment 1: Proposed Resolution

STAFF CONTACT

Diane Feinstein, Senior Management Analyst
707.434.3808
defeinstein@fairfield.ca.gov

Coordinated with: Metropolitan Transportation Commission (MTC)
City of Vacaville
Solano Transportation Authority (STA)

CITY OF FAIRFIELD

RESOLUTION NO. 2014 -

RESOLUTION OF THE CITY COUNCIL CERTIFYING PROJECT COMPLIANCE AND AUTHORIZING AN APPLICATION TO THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) FOR AN ALLOCATION OF REGIONAL MEASURE 2 (RM2) AND AB 1171 FUNDS FOR CONSTRUCTION OF THE FAIRFIELD-VACAVILLE INTERMODAL TRAIN STATION PROJECT

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 (RM2) funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for RM2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in RM2 Policy and Procedures; and

WHEREAS, the City of Fairfield is an eligible sponsor of transportation project(s) in RM2, Regional Traffic Relief Plan funds; and

WHEREAS, the Fairfield-Vacaville Intermodal Train Station Project is eligible for consideration in the Regional Traffic Relief Plan of RM2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, MTC adopted Resolution No. 3434, Revised, which establishes commitments of AB 1171 bridge toll funds to specific projects and corridors; and

WHEREAS, on November 26, 2008, the Metropolitan Transportation Commission voted to direct \$9 million of AB 1171 funds to the Fairfield-Vacaville Intermodal Train Station Project; and

WHEREAS, the RM2 and AB 1171 bridge toll funds allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which the City of Fairfield is requesting that MTC allocate RM2 funds.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FAIRFIELD HEREBY RESOLVES:

Section 1. The City of Fairfield and its agents shall comply with the provisions of the Metropolitan Transportation Commission's RM2 Policy Guidance (MTC Resolution No. 3636).

Section 2. The City of Fairfield certifies that the project is consistent with the Regional Transportation Plan (RTP).

Section 3. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

Section 4. The RM2 and AB 1171 phase or segment is fully funded, and results in an operable and useable segment.

Section 5. The City of Fairfield approves the updated Initial Project Report (IPR), attached to this resolution.

Section 6. The City of Fairfield approves the cash flow plan, attached to this resolution.

Section 7. The City of Fairfield has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution.

Section 8. The City of Fairfield is an eligible sponsor of projects in the RM2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c).

Section 9. The City of Fairfield is authorized to submit an application for RM2 funds for the Fairfield-Vacaville Intermodal Train Station Project in accordance with California Streets and Highways Code 30914(c).

Section 10. The City of Fairfield certifies that the projects and purposes for which RM2 and AB 1171 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder.

Section 11. There is no legal impediment to the City of Fairfield making allocation requests for RM2 and AB 1171 funds.

Section 12. There is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the City of Fairfield to deliver such project.

Section 13. The City of Fairfield agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866.

Section 14. The City of Fairfield indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the City of Fairfield, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 and AB 1171 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 and AB 1171 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

Section 15. The City of Fairfield shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s).

Section 16. Assets purchased with RM2 and AB 1171 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 and AB 1171 funds were originally used.

Section 17. The City of Fairfield shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with RM2 and AB 1171 Toll Revenues.

Section 18. The City of Fairfield authorizes its City Manager, or his designee to execute and submit an allocation request for the construction phase with MTC for Regional Measure 2 and AB 1171 funds in the amount of \$36,485,126, for the project, purposes and amounts included in the project application attached to this resolution.

Section 19. The City Manager, or his designee is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he deems appropriate.

Section 20. A copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Fairfield application referenced herein.

PASSED AND ADOPTED this 2nd day of September 2014, by the following vote:

AYES: COUNCILMEMBERS: _____

NOES: COUNCILMEMBERS: _____

ABSENT: COUNCILMEMBERS: _____

ABSTAIN: COUNCILMEMBERS: _____

MAYOR

ATTEST:

CITY CLERK

**Regional Measure 2
Initial Project Report (IPR)
(Amended August 2014)**

Project Title:

Fairfield/Vacaville Intermodal Train Station
--

RM2 Project No.

14.2

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	May 2006	\$ 615,000	PS&E (Segment 1)
#2	July 2011	\$3,000,000	PS&E (Segment 1)
#3	July 2011	\$2,100,000	ROW (Segment 1)

Total: \$5,715,000

Current Allocation Request:

IPR Date	Amount Being Requested	Phase Requested
August 2014	\$27,485,126	Segments 2B, 2C, 2D and 3 (RM2)
August 2014	\$ 9,000,000	Segments 2B, 2D, and 3 (AB 1171)
August 2014	\$ 1,000,000	RM2 reallocation from ROW Allocation 12-36-9104) to construction Segments 2B, 2D, and 3

Total: \$37,485,126

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

Capitol Corridor Joint Powers Authority (CCJPA), Solano Transportation Authority (STA), and the cities of Fairfield and Vacaville are the joint-sponsoring agencies. The City of Fairfield is the implementing agency. As the lead agency, the City of Fairfield has retained the services of two prime consultants. Kal Krishnan Consulting Services (KKCS) is providing project management services, and HNTB Corporation (HNTB) is providing design services. An additional consultant, Vali Cooper & Associates, has been retained for construction management tasks, including assistance with the bid process and PS&E review.

B. Project Purpose

To build an intermodal train station serviced by the Capitol Corridor, including integration with local and intercity public bus services in addition to pedestrian and bicycle modes. The new station will complement the single existing Capitol Corridor stop in Solano County located in Suisun.

The purpose of this IPR update is to document the need for a new request of programmed RM2 funds for the construction phase.

C. Project Description (please provide details)

Project Graphics to be sent electronically with this Application

The Fairfield/Vacaville Intermodal Train Station will be a new intermodal facility located in Solano County in the City of Fairfield, at the junction of the Union Pacific railroad tracks and Peabody and Vanden roads. The City of Fairfield is the lead agency and will implement the project. The project will include the final design of the track and land-site improvements, purchase of rights-of-way (ROW), and construction of bus and rail transit features, in addition to pedestrian and bicycle features. Major facility components will include a rail passenger platform, bus passenger platform, parking and other passenger amenities, underpass to separate pedestrians and bicycle riders from the railroad, and an overpass facility to separate road and rail traffic (Site Plan is attached).

The train station project is the anchor for a much larger Transit Oriented Development (TOD) and consists of the following segments:

Segment 1: Preparation of the necessary environmental documents and permit applications, right-of-way acquisition, preliminary design, and final plans, specifications, and estimates.

Segment 2A: Construction work done under several contracts (utility relocation, tree removal, relocation of PG&E substation driveway) that will prepare the way for the major construction activities included in Segments 2B and 2C.

Segment 2B: Construction of a rail passenger platform, pedestrian/bicycle underpass, bus passenger platform, and on-site parking facilities including irrigation and landscaping.

Regional Measure 2 – INITIAL PROJECT REPORT

- Segment 2C: Construction of a six (6) lane overpass for Peabody Road to replace the existing two (2) lane at-grade crossing with UPRR tracks, the installation of approximately 6,650 feet of new track (Combination of new main line track, siding and spur track), and the installation of new electronic switching gear at both ends of the project.
- Segment 2D: Construction of additional on-site parking including landscaping and irrigation.
- Segment 3: Construction of the Intermodal Station Building.
- Segment 4: Construction of solar array in main parking lot.

The TOD (also known as the Train Station Specific Plan) consists of approximately 4,000 acres of land surrounding the station site, of which approximately 3,000 acres will be developed and include a variety of transit friendly land uses, including live-work housing and higher density residential and commercial development, as well as industrial land uses with the intent of reducing both the total vehicle home-based work trips as well as the total vehicle miles travelled. The EIR and CEQA document were finalized and recorded for the Specific Plan, and in August 2012 final plan amendments were adopted. The following link provides access to the Specific Plan web page:

<http://www.fairfield.ca.gov/gov/depts/cd/planning/train.asp>

Public/private development has been incorporated into the train station site design as well. Site access and on-site circulation accommodate parking as well as the potential for converting street-frontage parking areas to commercial lease “pads.” These pads will be developed concurrently with the addition of the parking structure and provide operating revenue to defer the site’s operational costs.

D. Impediments to Project Completion

At this time the City of Fairfield is not aware of any impediments which would prevent completion of the project.

E. Operability

Upon completing the project, the City of Fairfield will remain the lead agency responsible for operating and maintaining the facility. However, per an existing Memorandum of Understanding (MOU) between Fairfield and Vacaville, all net operating costs and revenues will be shared equally by the cities of Fairfield and Vacaville. Currently, and in the future, the train station is identified in Fairfield/Suisun Transit’s SRTP and 10 year budget document as an operating facility. Although the City’s current long-term budget assumes no revenue generation from the operating site as of the first day of revenue train service (August 2016), potential revenues include net-cost savings from solar panels, contributions from two proposed revenue districts - Community Facility District (CFD) and/or a Landscaping and Lighting District, and parking fees.

Regional Measure 2 – INITIAL PROJECT REPORT

Solar panels are part of the facility design and are estimated to generate an equal or greater amount of electricity than the site will use resulting in a net reduction in operating cost. Both of the districts would be established as part of the larger TOD area with revenues allocated to public infrastructure operating costs based upon public benefit. Longer term, and as the TOD is built-out, the commercial pads on the train station site will be marketed as public lands for long-term lease as opposed to purchase. Parking fees are also being considered to generate revenue and encourage public bus transit use.

F. Environmental – Does NEPA Apply: Yes No

Both CEQA and NEPA apply to this project; City of Fairfield is the lead agency for CEQA and FTA is the lead agency for NEPA. A CEQA document (Initial Study/Mitigated Negative Declaration) for the train station capital project was distributed for comment in early 2010, the Fairfield City Council published and held a public hearing on June 1, 2010, and the document was recorded by the County on June 10, 2010. An addendum to the Initial Study was completed in 2013 and added to the project record.

Federal funding was used for the design phase and preparation of environmental studies/reports, but no federal funds were used for ROW acquisition or the construction phase of the project. Five Federal Transit Administration (FTA) grants totaling \$2.154M were used for the design phase and have been drawn down and closed-out by FTA. One additional grant totaling \$800,000 will be used for designing the train station building (Segment 3).

The City has continued to coordinate directly with FTA as the lead federal agency, in addition to the U.S. Fish & Wildlife Service (F&WS) and Army Corp regarding the Section 7 process. Although the City has provided a rather voluminous amount and type of data to the FTA, and the FTA and F&WS have exchanged correspondence, FTA has not yet qualified the project as Categorical Excluded (CE), and F&WS has not provided a Biological Opinion. To facilitate this process, the City has worked with its environmental consultant and developed a revised Biological Assessment for FTA's review. Assuming this meets the remaining regulatory agency needs the City expects the FTA to find the project is CE. The City is anticipating a NEPA Categorical Exclusion finding by September 2014.

Parallel to the FTA/F&WS consultation process, and using the more detailed drawings from the 98% plans, the City has submitted permit application packets to both the Army Corp (404 permit) and San Francisco Regional Water Quality Board (401 permit) to allow construction.

G. Design –

HNTB completed the preparation of the 100% Plans, Specifications, and Engineer's Estimates on July 28, 2014. The City and KKCS assembled the issue for bid package and began advertising the project on July 30, 2014. The bid opening date is scheduled for September 30, 2014.

H. Right-of-Way Activities / Acquisition

The acquisition of the necessary ROW to construct the planned improvements is complete. A combination of cash and/or development related dedications, depending upon the parcel(s), were

Regional Measure 2 – INITIAL PROJECT REPORT

used to secure the properties. As this activity was proceeding, the City annexed the larger Specific Plan area, including the train station property.

City staff has completed nearly all of the needed temporary construction access and permanent utility easements needed for the project. The preparation of the remaining easements is anticipated to be completed before the start of construction.

I. Construction / Vehicle Acquisition

No vehicles will be purchased.

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Engineering (ENV / PE / PA&ED), Design-Plans, Specifications, and Estimates (PS&E), and Right-of-Way Activities/Acquisition (ROW) - Segment 1	10,897
Utility relocations - Segment 2A	4,192
UPRR Track Construction, Peabody Grade Separation Improvements - Segment 2C	22,600
Rail passenger platform, pedestrian underpass, bus platform, on-site parking, landscape improvements, and station building- Segments 2B, 2D, 3	38,299
Construction of solar array in main parking lot – Segment 4	1,953
Total Project Budget (in thousands)	77,941

K. (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Engineering (ENV / PE / PA&ED), Design-Plans, Specifications, and Estimates (PS&E), and Right-of-Way Activities/Acquisition (ROW) - Segment 1	10,897
Utility Relocations – Segment 2A	4,192
UPRR Track Construction, Peabody Grade Separation Improvements - Segment 2C	22,600
Rail passenger platform, pedestrian underpass, bus platform, on-site parking, landscape improvements, and station building- Segments 2B, 2D, 3	38,299
Construction of solar array in main parking lot – Segment 4	1,953
Total Project Budget (in thousands)	77,941

Regional Measure 2 – INITIAL PROJECT REPORT

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Engineering (ENV/PE/PA&ED) – Segment 1	-0-
Design –Plans Specifications & Estimates (PS&E) – Segment 1	3,000
Right-of-Way Activities/Acquisition (ROW) – Segment 1	1,100
Construction – Segments 2B, 2C, 2D, & 3 (RM2 & AB 1171)	36,485
Reallocation of ROW funding (previous \$2.1M allocation) to construction – Segments 2B, 2D, & 3	1,000
Total Project Budget (in thousands)	41,585

M. Project Budget – Deliverable Segment (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Engineering (ENV/PE/PA&ED) – Segment 1	-0-
Design –Plans Specifications & Estimates (PS&E) – Segment 1	3,000
Right-of-Way Activities/Acquisition (ROW) – Segment 1	1,100
Construction – Segments 2B, 2C, 2D, & 3 (RM2 & AB 1171)	36,485
Reallocation of ROW funding (previous \$2.1M allocation) to construction – Segments 2B, 2D, & 3	1,000
Total Project Budget (in thousands)	41,585

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document (for NEPA) - Segment 1	Jun 2009	Sep 2014
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED for NEPA)) - Segment 1	Jan 2005	Sep 2014
Final Design - Plans, Specs. & Estimates (PS&E)) - Segment 1	Oct 2009	July 2014
Right-of-Way Activities /Acquisition (ROW)) - Segment 1	Dec 2009	Feb 2014
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)) Segments 2B, 2C, 2D, & 3	Feb 2015	Feb 2017

Regional Measure 2 – INITIAL PROJECT REPORT

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

The purpose of this allocation request is to fund the construction phase of the proposed project (Segments 2B, 2C, 2D and 3). This allocation request is for \$27,485,126 in newly allocated RM2, \$1 million in reallocated remaining RM2 from Allocation 12-36-9104 (ROW), and \$9 million in AB 1171 funds. All of this funding is programmed for the Fairfield/Vacaville Intermodal Train Station (Project 14.2).

Amount being requested (in escalated dollars)	\$37,485,126
Project Phase being requested	Construction
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	Sep 2014
Month/year being requested for MTC Commission approval of allocation	Oct 2014

O. Status of Previous Allocations (if any)

Three RM2 allocations have been submitted and approved by MTC prior to this request, and were used for the environmental, PS&E, and ROW phases. The first allocation (RM2 #07-36-9102) was approved for \$615,000 in May 2006, while the second (RM2 #12-36-9103) and third (RM2 #12-36-9104) allocations were approved for \$3,000,000 and \$2,100,000, respectively, in July 2011. Full reimbursement for the first allocation was approved and processed by MTC. Partial reimbursement requests have been processed for the second and third allocations as well, and both allocations have a remaining balance. The City is now requesting \$1M be reallocated from ROW funding to construction (Segments 2B, 2D, and 3).

P. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	PS&E	Final PS&E Document	Jul 2014
2	ROW Purchase	Record Change of Title	Feb 2014
3	Construction	Operating Revenue Facility	Mar 2017

Q. Impediments to Allocation Implementation

At this time the City is not aware of any impediments which would prevent the completion of construction segments 2B, 2C, 2D, and 3, which are the segments proposed to be funded from this RM2 and AB 1171 request.

Regional Measure 2 – INITIAL PROJECT REPORT

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated RM2 Allocation Request

If there is RM2 PS&E funding remaining from Allocation 12-36-9103, the City plans to reallocate remaining savings towards construction of the Fairfield/Vacaville Intermodal Station (Project 14.2).

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: September 15, 2014; City Council action is scheduled for September 2, 2014.

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Diane Feinstein
Phone: 707-434-3808
Title: Senior Management Analyst
E-mail: defeinstein@fairfield.ca.gov
Address: City of Fairfield
2000 Cadenasso Drive
Fairfield, CA 94533

Information on Person Preparing IPR

Name: Same as Agency Contact above.

Applicant Agency's Accounting Contact

Name: Same as Agency Contact above.

This page intentionally left blank.



DATE: August 28, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange –
Construction Design Support Services – Mark Thomas & Co.

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is under construction and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was approved in December 2012, with Construction Packages 1-3 now in the final design (Construction Packages 2 &3) or construction (Initial Construction Package) phases.

Discussion:

As mentioned above, the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange – Phase 1 project was approved in December 2012. The I-80/I-680/SR 12 Interchange – Phase 1 project is proceeding into the implementation stage. The I-80/I-680/SR 12 Interchange – Phase 1 project is currently planned to be implemented through 7 individual construction packages. The first construction package, the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements (Initial Construction Package) project, is now under construction. Mark Thomas & Co was retained by STA to provide design services for the Initial Construction Package (ICP) and will be providing design support services during construction.

Now that the ICP Construction project has been underway for a few months, it is an appropriate time to re-valuate the budget requirement for engineering services during construction. These services are discussed in more detail in the attached letter from Mark Thomas & Co. dated August 28, 2014. STA staff is recommending the Board approve a contract amendment for Mark Thomas & Co. in a not-to-exceed amount of \$565,000 to cover these additional design services, which would be funded with Bridge Toll funds programmed for the project.

Fiscal Impact:

The additional design services for the I-80/I-680/SR 12 Interchange – Initial Construction Package will be funded with bridge toll funds.

Recommendation:

Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$565,000, to provide engineering services during construction for the I-80/I-680/SR 12 Interchange – Initial Construction Package.

Attachment:

- A. Letter from Mark Thomas & Co. Inc. dated August 28, 2014.



August 28, 2014

58-0251 (28)

Ms. Janet Adams
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA

RE: I-80 / I-680 / SR-12 ICP BUDGET AMENDMENT REQUEST

Dear Ms. Adams

Mark Thomas & Company, Inc. (MTCo) is pleased to present this scope of work to provide the STA ongoing design support services during construction of the Initial Construction Package (ICP) of the I-80 / I-680 / SR-12 Interchange Project. MTCo had an original budget for construction support that was established in 2013; since that time there have been a number of requests for additional design work, coordination efforts, and support services that were required for the project. A general overview of these additional services includes:

- PG&E Relocation Support – including meetings, environmental work zone coordination/monitoring, review of PG&E designs, staking of PG&E easements and right of way, as built surveying of PG&E facilities, and ongoing coordination with the ICP design plans.
- PG&E Service Connection Support - including meetings, design review, and coordination for development of new and temporary electric service points for the projects. In addition, MTCo provided a \$64,000 payment to PG&E to advance this work.
- AT&T Service Coordination – including on-going coordination the AT&T for the relocation of their facilities. MTCo provided advance payments of \$7100 and \$8000 to AT&T to allow them to begin work.
- Private Access Road Construction- included multiple site visits, preparation of final bid plans and documents, construction staking, pre-bid and pre-construction meeting, multiple plan revisions due to property owner changes, and plan revisions due to biological changes.
- Contract Plan Changes – included multiple changes to the design plans after completion of the final bid documents. These changes were addressed in addendums to the project plans and included environmental fencing and restoration plans, changes from Caltrans traffic safety, erosion control details associated with environmental restoration, updates due to private access road construction, modification to drainage ditch types to comply with the amended mitigation monitoring plan, changes to utility drawings due to the removal of the Old Cordelia Waterline, re-design of ditch designs based on new Caltrans design comments, revisions to slope stake notes, and the addition of landscape/irrigation plans.



- Environmental and Permitting Support – included coordination/changes associated with the amendment of the Biological Opinion and review of the final MMP, 404, and 401 permit requirements.
- Ferrari Ranch Property Compensation Site Re-Validation – Based on input from STA and Caltrans, Circlepoint will need to complete a re-validation of the EIR/EIS and ASR and a HPSR for the Ferrari Ranch Compensation Site. A detailed scope of work from Circlepoint has been included within this request.
- General Support – includes production of special exhibits for CT construction and coordination and exhibits for the groundbreaking.

Now that the above tasks have been completed and the ICP Construction project has been underway for a few months, it is an appropriate time to re-evaluate the budget for engineering services during construction. As such, MTCO is submitting this additional budget request for construction support .

Construction of the project began in June 2014 and is expected last approximately two years. The construction inspection effort will be led by Caltrans. The design and environmental monitoring team will provide support to the STA and Caltrans teams during construction. The construction support effort will include attendance at regular construction progress and field meetings when requested, responding to Requests for Information (RFI's), periodic project site visits to observe the progress of construction, review shop drawings to confirm submittal is consistent with the design concept expressed in the contract documents, and when requested by RE or other authorize representatives to prepare construction Contract Change Order (CCO) drawings.

Based upon the total amount re-allocated to date and the anticipated work remaining for construction, MTCO has identified the following budgets.

Construction Support (MTCO)	\$409,000
Re-Validation Work/Environmental Monitoring (Circlepoint)	\$120,000
Construction Support (Nolte Structures & Water)	\$15,000
Construction Support (Fehr & Peers)	\$10,000
Construction Support (Parikh)	\$5000
Construction Support (Atlantic Consulting – Cathodic Protection)	\$1000
Construction Support (MPA)	\$5000
Total	\$565,000

We look forward to completing this project for STA. Please call should you have any questions.

Sincerely,

Mark Thomas & Company, Inc.

Matt Brogan

Senior Associate/Project Manager



DATE: August 28, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Contract Amendment - I-80/I-680/State Route (SR) 12 Interchange – Initial Construction Project Right-of-Way Services – Contra Costa County

Background:

Since 2001, STA staff has been working with project consultants, Caltrans and the Federal Highway Administration (FHWA) to complete improvements to the I-80/I-680/SR 12 Interchange Complex. In order to advance improvements to the Interchange in a timely fashion, four separate projects were identified for delivery including the I-80 High Occupancy Vehicle (HOV) Lanes Project, the North Connector Project, the I-80 Eastbound Truck Scales Relocation Project and the I-80/I-680/SR 12 Interchange Project.

The I-80 HOV Lanes Project has been completed, the North Connector (east portion) Project has been completed (with the exception of the mitigation monitoring), the I-80 Eastbound Cordelia Truck Scales Relocation Project is under construction and the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange (subject of this staff report) was recently approved in December 2012.

Discussion:

As mentioned above, the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the I-80/I-680/SR 12 Interchange project was recently approved in December 2012. Now that the project has reached this major milestone, the next step will be to proceed with implementing the I-80/I-680/SR12 Interchange – Phase 1 Project. The I-80/I-680/SR12 Interchange – Phase 1 project is currently planned to be implemented through 7 individual construction packages. The first construction package, the WB I-80 to SR 12 (West) Connector and Green Valley Road Interchange Improvements (Initial Construction Package), is currently under construction.

Contra Costa County Real Estate Division (CCCo) was retained by STA to provide right-of-way acquisition services for the I-80/I-680/SR12 Interchange - Initial Construction Package (ICP). Now that the right-of-way acquisition is well under way and significant work has been accomplished to date, it is an appropriate time to re-evaluate the level of effort required to complete the right-of-way acquisition services. Based on activities remaining (final negotiations, escrow transactions, file closeout and right of way transfer), STA staff is recommending the Board approve a contract amendment for R/W acquisition services (Contra Costa Real Estate Division) for the I-80/I-680/SR12 Interchange - Initial Construction Package (ICP) in a not-to-exceed amount of \$105,000, which would be funded with Bridge Toll funds programmed for the project.

Fiscal Impact:

The additional Right-of-Way Support services for the I-80/I-680/SR 12 Interchange – Initial Construction Package will be funded with bridge toll funds.

Recommendation:

Approve a contract amendment for Contra Costa County Real Estate Division contract in the not-to-exceed amount of \$105,000, to provide Right-of-Way acquisition services for the I-80/I-680/SR 12 Interchange – Initial Construction Package.

Attachment:

- A. Right of Way Scope of Services - Amendment 3 – Contra Costa County Real Estate Division – WB I-80 to SR 12 (West) Connector and Green Valley Rd. Interchange Improvements Project

AMENDMENT 3

**Contra Costa County Real Estate Division
WB I-80 to SR12 (West) Connector and Green Valley Rd. Interchange
Improvements Project**

RIGHT OF WAY SCOPE OF SERVICES

AMINISTRATION	8,000
APPRAISAL SUPPORT	2,000
ACQUISITIONS/NEGOTIATIONS	40,000
CONDEMNATION SUPPORT	5,000
ROW TRANSFER TO CALTRANS	<u>50,000</u>
TOTAL	\$105,000

This page intentionally left blank.



DATE: September 1, 2014
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Solano County Grand Jury Report: Geographic Information System (GIS)

Background:

STA staff participates on a technical consortium of Regional Geographic Information Systems (ReGIS) technicians and coordinators with participants from Solano County cities and special districts. The County of Solano Innovative Technologies (IT services) staff the meetings on a monthly basis.

The ReGIS was subject of a report by the Solano County Grand Jury 2013-14. The report was published in July 2014 with recommendations and findings that requires formal responses from participating agencies. A copy of the Solano County Grand Jury Report is included as Attachment A. The STA is responsible for responding to finding numbers 2, 3, and 4

The Solano County Grand Jury is an investigative body and part of the judicial branch of government. The Grand Jury may examine all aspects of county and city government and special districts to ensure that the best interest of the citizens are being served. The Grand Jury reviews and evaluates procedures, methods, and systems used by local government for efficiency and economy.

Discussion:

Attachment B is STA staff's recommended response to the Solano County Grand Jury Report findings number: 2, 3, and 4. In summary, the report recommends management staff be a regular participant on the ReGIS and that staff participants on a regular basis. In addition, the report recommends that the STA's participant be authorized to commit and support ReGIS activities. The attached response letter highlights that the STA has had management staff participate on a regular basis with authority to assist committing to ReGIS activities. The STA has always been an active partner and originally worked directly with Solano County to create the ReGIS for the purposes of data sharing and cost savings for mapping and geospatial analysis.

STA legal counsel reviewed and approved Attachment B. STA staff will forward the response letter to the Solano County Grand Jury if approved by the STA Board.

Recommendation:

Authorize the STA Executive Director to sign and submit a response letter to the Solano County Grand Jury Report pertaining to County GIS as included in Attachment B.

Attachments:

- A. Solano County Grand Jury Report: Geographic Information System (GIS)
- B. STA Response Letter

This page intentionally left blank.



SOLANO COUNTY GRAND JURY
2013-2014

**GEOGRAPHIC INFORMATION SYSTEM
(GIS)**

Geographic Information System (GIS)

2013-2014 Solano County Grand Jury

I. INTRODUCTION

Geographic Information System (GIS) is a computer based service that is designed to allow all departments of Solano County government, cities, as well as all agencies serving Solano County, to have instantaneous access to all pertinent public Solano County information. The existing information is gathered from all cities and agencies; is then integrated and made available to all potential users. The information is displayed on the users' computer monitor in a layered graphic representation. It incorporates written documents with 3-dimensional photographs of the County and gives the user a visual image of the selected geography of Solano County.

Currently, Solano County is contracting with Pictometry, Inc., an aerial photography supplier. Due to the advancement in pixelization, Light Detection & Ranging (LiDAR), low level fly-overs with multiple cameras operating simultaneously will give complete 3-dimensional pictures. This produces accurate location photographs of buildings, infrastructure elements such as streets, highways, positioning of utilities such as water delivery, fire hydrants, power lines, sewer manholes, and various other elements. The retrieval of this information allows faster response times for police, fire and other emergencies. It is also useful for infrastructure maintenance, property assessments, planning services and many other applications.

The County Resource Management staff wanted a more integrated system that used GIS and improved workflow to better manage County responsibilities such as code enforcement and tracking of permits. In addition, GIS opened new avenues for delivering more effective scheduling and improving the ability to provide information for integrated decision making, faster delivery and a higher efficiency of services. A web-based GIS interface also provides 24/7 public access to services and the ability to handle the reviewing of permits.

Seen as a positive step forward in information retrieval, GIS is a timesaver for those who depend on retrieval of information that has sometimes taken upwards of a week to obtain. Much of the needed information is now available at the click of a computer mouse.

GIS is a computer based platform that allows input of pertinent data from a variety of sources and then merges that data, along with graphics, to form essentially a 3-dimensional view of information and its location. The entire process is done electronically and reduces substantial amounts of research time and possibility of error. GIS also allows input of constantly updated data from the network of participating agencies. GIS usage in Solano County is still in the developmental stage.

The 2013-2014 Grand Jury reviewed the GIS program in Solano County. In spite of the value seen by users of the system, the Grand Jury has determined there are areas for improvement.

II. METHODOLOGY

- Attended presentation by Solano County on Geographic Information System “GIS” Geographic Matters
- Attended Regional Geographic Information System (ReGIS) Consortium Steering Committee meetings
- Reviewed Section 215, Assessment Map Standards for Manual Systems
- Interviewed Staff from:
 - Solano County Agricultural Department
 - Solano County Department of Information Technology
 - Solano County Registrar of Voters
 - Solano County Office of Emergency Services
 - Solano County Health & Social Services
 - Solano County Assessor’s/Recorder’s Office
 - Solano County Mosquito Abatement District
 - Solano Transportation Authority
 - City of Rio Vista
 - City of Vacaville
 - City of Vallejo
- Interviewed a Member of Solano County Board of Supervisors

III. STATEMENT OF FACTS

The ReGIS Steering Committee meets monthly and consists of representatives of Solano County, Travis AFB, City of Fairfield, City of Vacaville, Solano Transportation Authority, Vallejo Sanitation & Flood Control District, Fairfield-Suisun Sewer District, City of Suisun City, City of Benicia, City of Vallejo, City of Rio Vista, City of Dixon, Solano County Water Agency, Solano Irrigation District and Local Agency Formation Commission (LAFCO).

Solano County Department of Information Technology is spearheading the process of building a single website for ReGIS data for the county, cities, and special districts. They are still working out what information is considered pertinent and is shareable by the member organizations and public use.

Neighboring counties using a GIS include Napa, Contra Costa, Lake, Yolo, Sonoma, Alameda, Sacramento, Mendocino, San Francisco and Marin. Neighboring cities using a GIS include Napa, Sacramento, Santa Rosa, San Francisco, San Rafael, Concord, Martinez, Antioch, Pittsburg and Woodland.

Formed in 2000, Pictometry International Corporation (Pictometry) created the aerial oblique business by producing a patented system for image capture (AccuPlus). They then pioneered the use of oblique imagery and measurement analytics across government and commercial sections. Headquartered in Rochester, New York, Pictometry has offices worldwide. Solano County ReGIS acquired the use of Pictometry and finds the data system and program essential and favorable for local use in Solano County.

AccuPlus is a digital imaging process and software program that maps each pixel of a digital land image to geographic locations. Pictometry imagery is captured using the AccuPlus patented system designed to produce orthogonal (straight down views) by capturing the fronts and sides, top and base of an image to retrieve the elevation with the use of 12 oblique aerial angles. These 3-dimensional high resolution images and angles are stitched together showing height and elevation, distance, and pitch, allowing users to have high-resolution direct images of buildings, neighborhoods, landmarks, roads and complete municipalities.

Pictometry provides visual information for Homeland Security, emergency management agencies, first responders (law enforcement and fire), community planning agencies, and transportation departments. This information provides vital benefits for first responders to easily understand the area, distance and surroundings to where they are dispatched.

The first flight contracted between Solano County and Pictometry took place in 2008. An update flight is scheduled to take place in 2014 under a Memorandum of Understanding (MOU) entitled, "*Cooperative County Agreement to Provide Funding for Countywide Aerial Imagery Services*". Participants in this MOU include County of Solano, and the cities of Vacaville, Fairfield, Vallejo, Benicia, Dixon, Suisun, Rio Vista, Fairfield-Suisun Sewer District, the Vallejo Sanitation and Flood Control District, Solano Irrigation District, Solano Transportation Authority, Solano County Water Agency, and the United States Air Force, collectively referred to as "Participants".

The fly-over anticipated for 2013 did not take place. The MOU was not fully executed, as signatures confirming funding were still needed from two agencies. The next time frame for the fly-over is scheduled to take place between December 2014 and February 2015. The aerial flight is done during dormant season of foliage for increased viewing.

The last fly-over took place in 2008.

The Cost Sharing Plan associated with the MOU would cover three flights, one flight every two years during a six year period. Annual projected costs for current participants are:

Participant	Annual Cost	Percentage	Total Projected Costs 6-Year Period
Solano County	\$84,193.12	35.01%	\$505,158.69
City of Vallejo	28,064.37	11.67	168,386.23
City of Fairfield	16,835.26	7.00	101,011.54
City of Vacaville	15,707.29	6.53	94,243.76
City of Benicia	8,973.19	3.73	53,839.15
City of Suisun	2,239.09	0.93	13,434.53
City of Dixon	3,922.61	1.63	23,535.69
City of Rio Vista	3,922.61	1.63	23,535.69
Solano Transportation Authority	14,430.22	6.00	86,581.32
Travis Air Force Base	4,495.01	1.87	26,970.08
Vallejo Sanitation & Flood Control	14,430.22	6.00	86,581.32
Fairfield-Suisun Sewer District	14,430.22	6.00	86,581.32
Solano Irrigation District	14,430.22	6.00	86,581.32
Solano County Water Agency	14,430.22	6.00	86,581.32
Totals	\$240,503.65	100.00%	\$1,443,021.96

Additional participants, joining in at a later time, may wish to avail themselves of the data collected and join in on the MOU. At that time adjusted costs would be redistributed amongst the participants.

The Solano County Office of Emergency Services is providing *Fire Run Map Books*, developed by Solano County ReGIS, to local fire and emergency service agencies. A grant was obtained from Homeland Security to fund 120 map books. There is an apparent need for an additional 80 map books. These books are needed in the fire trucks and other emergency services vehicles as a backup to electronic transmission in case of power outages and communication dead zones.

Solano County Department of Agriculture utilizes ReGIS to provide maps as an aid for several activities, e.g. maps to identify spray and planting areas as specific pesticides are used on specific crop varieties. Maps are also utilized before spraying of crops to anticipate wind drift and protect organic crops. Pest control detection, eradication and pathogen outbreaks are easily plotted using GIS map technology. The agricultural department produces the Solano County Farm Trails map depicting farm stands, tasting rooms, and specialty products. The agricultural department mission statement reads: *Promoting public awareness of Solano County agricultural products, and supporting the economic success of our local growers.* The agricultural department is also responsible for weights and measures, creating a map showing the locations of facilities requiring measurement, inspections, certification and compliance.

The Registrar of Voters (ROV) office uses GIS to map precincts, polling places, and political districts. ROV confirms street addresses are accurate and actually exist on voter registration forms and corrects as required. Maps are available through ROV for political districts. Election results maps are also created through use of ROV data by Department of Information Technology-GIS (DoIt-GIS)

The Assessor/Recorder office works closely with Solano County ReGIS staff on parcel maps. Parcel maps in the Assessor's Office are used for assessment purposes only and must follow Assessment Map Standards for Manual Systems, Assessors' Handbook, Section 215. Some symbols used by GIS can be used on parcel maps. Use of licensed surveyors will continue to be required by the State of California Subdivision Map Act when lot line adjustments are made.

Uses of GIS by entities within Solano County include demographic data, hose layouts for fire departments, landscape districts, lighting districts, safe routes for school children, pinpointing areas of high risk communicable diseases and health issues, pipelines, utilities, transportation, schedules for street sweeping and trash pickup in cities, and a myriad of other useful information.

Some upper levels of agency management are not actively supporting and participating in the implementation of ReGIS. Attendance at ReGIS meetings has been less than stellar. Representation of agencies at ReGIS meetings has been by non-management employees who have limited or no commitment authority.

Some cities and agencies have been generous in sharing their data with ReGIS. These entities are generally managed by persons familiar with GIS. Unfortunately, not all agency management is familiar enough with GIS to actively support and participate in the program. Training is available through Solano County Department of Information Technology; however, not all management personnel have participated or encouraged staff to participate in training. Further, there are no user groups available to share information and training.

Solano County offers public access information on Geographic Information Systems through the Department of Information Technology on the County website. Nonetheless, public awareness of Geographic Information Systems and its attendant benefits are limited.

IV. SUMMARY

Solano County Department of Information Technology is spearheading the process of building a single website for ReGIS data for the county, cities, and special districts. They are still working out what data is shareable by the member organizations and the general public. GIS is not just for use by government. It is a mission critical technology in monitoring the changes in our world, our country, our state, and our county and cities.

In all interviews and group meetings with current users of ReGIS, nothing but positive comments were made. Additional data is being collected and integrated, and agency usage is increasing exponentially. The ReGIS system is providing important and useful data at a cost substantially less than the former manual retrieval efforts of the various agencies.

When the 2014 fly-over is completed, the results integrated into the current system, there will be another surge of increased interest and usage by County and City agencies and special districts.

ReGIS technology and data delivery will bring increased efficiency and lower costs to all users. Solano County Department of Information Technology is to be congratulated for its work and expertise in developing ReGIS.

V. FINDINGS AND RECOMMENDATIONS

Finding 1

The Memorandum of Understanding has not been completed by all agencies which has delayed the scheduling of Pictometry's flyover.

Recommendation 1

Memorandum of Understanding approvals be completed in a timely manner to ensure the flyover in 2014 takes place.

Finding 2

Some upper levels of public agency management are not actively supporting and participating in the implementation of ReGIS.

Recommendation 2

Upper levels of public agency management actively support and participate in the implementation of ReGIS.

Finding 3

Management attendance at ReGIS meetings has been poor.

Recommendation 3

Management attend and encourage attendance by representatives from their agency at ReGIS meetings.

Finding 4

Representation of agencies at ReGIS meetings has been mostly by non-management employees who have limited or no commitment authority.

Recommendation 4

In the absence of management attendance, management appoint and authorize an employee to commit and support ReGIS activities.

Finding 5

There is no user group available to share information on data, methods, procedures and training.

Recommendation 5

User group be formed to share data, methods, procedures, and training.

Finding 6

Awareness of Geographic Information Systems and its attendant benefits is limited.

Recommendation 6

Department of Information Technology schedule and promote public forums to increase awareness to support the Geographic Information System use in Solano County.

COMMENTS

The use of GIS throughout Solano County could further unite the County as a complete community. A positive step by our County is to have individual cities, unincorporated areas, agencies, and districts utilizing information, planning and developing insight and common goals.

REQUIRED RESPONSES

Solano County Department of Information Technology (Findings 1, 5, 6)
City of Vallejo (Findings 2, 3, 4)
City of Fairfield (Findings 2, 3, 4)
City of Vacaville (Findings 2, 3, 4)
City of Benicia (Findings 2, 3, 4)
City of Suisun City (Findings 2, 3, 4)
City of Dixon (Findings 2, 3, 4)
City of Rio Vista (Findings 2, 3, 4)
Solano Transportation Authority (Findings 2, 3, 4)
Vallejo Sanitation & Flood Control District (Findings 2, 3, 4)
Fairfield-Suisun Sewer District (Findings 2, 3, 4)
Solano Irrigation District (Findings 2, 3, 4)
Solano County Water Agency (Findings 2, 3, 4)

COURTESY COPIES

Clerk, Board of Supervisors Solano County
Commander, Travis Air Force Base
Local Agency Formation Commission (LAFCO)

September 10, 2014

Presiding Judge
Hall of Justice
600 Union Ave
Fairfield, CA 94533

RE: 2013-2014 Grand Jury Report Entitled: Geographic Information System (GIS)

To the Honorable Presiding Judge Nelson:

The Solano Transportation Authority (STA) is required to respond to the Findings and Recommendations contained in the 2013-2014 Grand Jury Report entitled: Geographic Information System (GIS) report pursuant to Penal Code §933.05. The Report provided a basic understanding of GIS software, the Solano County Regional GIS (ReGIS) Consortium and the aerial photography supplier Pictometry.

The three findings and recommendations that the STA is responsible for responding to are:

1. Finding #2: Some upper levels of public agency management are not actively supporting and participating in the implementation of ReGIS.

Response to Finding #2:

As this Finding pertains to the STA, STA disagrees with this finding. STA management has been an active participant in the ReGIS since its inception with the STA Project Manager primarily assigned to represent the agency.

Recommendation #2:

Upper levels of public agency management actively support and participate in the implementation of ReGIS.

STA Response to Recommendation #2:

This recommendation has been implemented. The designated STA Project Manager is responsible for participating in discussions at ReGIS and reporting directly to the STA Deputy Executive Director/Director of Projects. Any recommendations that result from the ReGIS are analyzed for the benefit of the STA and subsequently approved by the STA Board regarding policy and financial commitments. The STA Project Manager has authority to provide technical comments and technical recommendations as a participant of the ReGIS.

2. Finding #3: Management attendance at ReGIS meetings has been poor.

Response to Finding #3:

As this Finding pertains to the STA, STA disagrees with this finding.

Recommendation #3:

Management attend and encourage attendance by representatives from their agency at ReGIS meetings.

STA Response to Recommendation #3:

This recommendation has been implemented. STA management has been an active participant in the ReGIS since its inception with the STA Project Manager primarily assigned to represent the agency attends scheduled ReGIS meetings on a regular basis.

3. Finding # 4: Representation of agencies at ReGIS meetings has been mostly by non-management employees who have limited or no commitment authority.

Response to Finding #4:

The STA disagrees partially with this finding. The ReGIS was originally conceived as a staff level, peer-to-peer technical forum to share GIS data and industry information. The ReGIS continue to pursue an overarching goal of having a centralized location for countywide GIS data. There was no formal participation commitment assigned in terms of staff representation. Participants that were familiar with their agency's GIS files and information technology programs were generally encouraged to attend. This was due to the technical nature of the discussions related to the GIS software.

While the STA's staff representative to ReGIS is part of STA's management staff, discussions at the ReGIS does not warrant each agency to commit management resources to implement the ReGIS work plan. The information and data sharing discussions are more efficient with appropriately skilled technical staff participating. When the need arises, any management or policy discussions can be brought to Solano County Planning Directors Group or Solano County City Managers Group which includes participation from all seven cities, the County and STA.

Recommendation #4: In the absence of management attendance, management appoint and authorize an employee to commit and support ReGIS activities.

STA Response to Recommendation #4: This recommendation has been implemented. STA management has been an active participant in the ReGIS since its inception with the STA Project Manager primarily assigned to represent the agency. The STA Project Assistant or Associate Planner participates in the absence of the STA Project Manager.

Please contact me at 707.424.6075 if you have any questions or need any clarification regarding the STA's response to 2013-2014 Grand Jury Report Entitled: GIS.

Regards,

Daryl K. Halls
Executive Director

Cc: Grand Jury
STA Board Members
Jake Armstrong, Solano County IT Department

This page intentionally left blank.



DATE: September 1, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Conduct Public Hearings and Adopt Resolutions of Necessity
(RON) to Acquire Property by Eminent Domain, if Necessary,
for the Jepson Parkway Project

Background:

In an effort to improve local traffic in central Solano County and to encourage the linkage between transportation and land use, the Solano Transportation Authority (STA), City of Fairfield, City of Vacaville, City of Suisun City, and Solano County completed the proposed Jepson Parkway conceptual plan in 2000. In May 2011, the California Department of Transportation (Caltrans), as the federal lead agency for this project, selected Alternative B as the preferred alternative among the routes and alternatives studied for the Jepson Parkway Project (Project). The preferred alternative for the Project includes widening the existing Vanden Road near the City of Fairfield city limits to a four-lane divided arterial for the entire length of the corridor and includes improvements (from north to south) to Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road. The Project components include the widening of existing roadway on various segments; construction of a northern extension of Walters Road between Cement Hill Road and Air Base Parkway; a grade separation (overpass) of the Union Pacific Railroad tracks as part of the Walters Road extension; improvements (such as bridge widening or culvert extensions) at the Leisure Town Road crossings of Alamo Creek and New Alamo Creek; a new crossing of McCrory Creek and McCrory detention basin; bicycle and pedestrian path; landscaping; and utilities relocation.

The 12-mile Jepson Parkway Project is intended as an Interstate 80 Reliever Route that will improve intra-county mobility for Solano County residents. The Project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to Interstate 80. The Project proposes a continuous four-lane roadway from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in Vacaville. The new Jepson Parkway will generally follow the alignment of the existing two-lane Vanden Road from Peabody Road to the southwest, then extend northeast past the existing section of Vanden Road that turns north and then connects with the existing Leisure Town Road north to Interstate 80. The Project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes.

The Project is divided into 10 segments for design and construction purposes. Five segments within the Jepson Parkway Project have been completed: the extension of Leisure Town Road from Alamo to Vanden Road; the relocation of the Vanden Road/Peabody Road intersection; improvements to Leisure Town Road bridges; the Walters Road widening in Suisun City; and the I-80 and Leisure Town Road interchange in Vacaville.

Parcels Needed for the Current Project Phases

There are 14 parcels in Phase I and 27 parcels in Phase II, 41 parcels in total that will be affected by the current Phases being planned for construction in Fiscal Year (FY) 2015-16. It has been determined that a total of 10 parcels, 6 in Phase I and 4 in Phase II are occupied by commercial, residential, storage and/or personal property only occupants. The remaining are comprised of vacant land or do not have any occupants that will be affected by the proposed Project. Of the 10 parcels with occupants, one parcel requires full acquisition of the entire parcel. The remaining nine parcels will only require a partial acquisition. The parcels are generally located on Vanden Road, between Peabody Road to the west and Leisure Town Road to the north-east; and, Leisure Town Road between Vanden Road to the west and just to the north of Elmira Road.

In late 2012, the STA initiated the real estate appraisal process and sent Notices of Decision to Appraise to the owners of the affected parcels. The appraisals on the affected parcels were completed in September 2013. The STA commenced its efforts to negotiate for the acquisition of the portions of the affected parcels immediately after each real estate appraisal was completed. Relocation of the affected occupants is expected to be completed concurrently with the acquisition of the affected parcels. All eligible occupants have been provided written notice of their eligibility to receive relocation assistance from the STA upon the initiation of negotiations for the acquisition of the area parcels. Each eligible affected occupant will be provided with a minimum of 90-days advanced notice to relocate. If the STA is successful in their efforts to acquire the required portions of all proposed Project area parcels, construction of the Jepson Parkway Project is anticipated to commence during the third quarter of 2015 and is expected to take 18 to 24 months to complete construction.

Discussion:

Negotiations have been ongoing with the property owners for the past 9-12 months. Agreement has been reached with several of the property owners and several more owners appear to be close to reaching agreement. The Board did pass four Resolutions of Necessity in May 2014, of which, three parcels have reached agreements and one has been filed in court.

Negotiations with one property owner (Bus, Inc.) appear to be at an impasse while they are dealing with their tenant issues. Property owner (Marks) has entered into a Possession and Use Agreement while negotiations continued, which provides the rights needed to construct while also providing the owners access to funds deposited into escrow. However, the Possession and Use Agreement (“PUA”) contains language triggering the need to initiate eminent domain if agreement is not reached within six month of the effective date of the PUA. The one parcel (Papin) that requires acquisition of the owner’s residence has reached a financial settlement agreement; however, as of the date of this report, there has not been agreement on the contract language. Staff continues to discuss the contract the language. Additionally, this owner also owns the adjacent residential parcel which has a parcel acquisition that does not include that residence. Discussions with property owner (Burnett) have been difficult to schedule time to continue the negotiations. Staff will continue these discussions to work with the owner in hopes of reaching settlement; however, it is necessary to start this eminent domain process to insure the rights to the property can be secured in advance of the construction.

At this time, staff is recommending proceeding with acquisition of property that will include 5 parcels from 4 property owners through the eminent domain process at this time (Attachments A, B, C and D).

The funding being used to acquire these parcels comes from the \$3.8 million allocation from State Transportation Improvement Program (STIP) funds. The cities of Fairfield and Vacaville are expected to obtain the construction allocation in mid 2015, so it is necessary to proceed with the RON Hearings at this time. It is important to obtain the needed property interests from the property owners listed in the table below by means of condemnation. STA is proceeding with the Right of Way process on behalf of the Cities of Fairfield and Vacaville. Adoption of the attached Resolutions of Necessity will allow the condemnation process to proceed (Attachments E, F, G, and H). Despite proceeding with condemnation, staff will continue their efforts to try to reach amicable agreement with all of the property owners.

It is recommended that the STA Board hold public hearings regarding the proposed condemnation actions. The affected property owners have been notified of the content, time and place of the public hearing as required by law. The scope of the public hearings, in accordance with Section 1245.235(c) and of the California Code of Civil Procedure Sections, should be limited to the following findings:

- (a) The public interest and necessity require the Project.
- (b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
- (c) The property sought to be acquired is necessary for the Project.
- (d) That the offer required by section 7267.2 of the Government Code has been made to the owner or owners of record.

The amount of compensation for the property is not an issue that should be considered at this public hearing.

After closing each of the public hearings, it is recommended that the STA Board adopt each respective Resolution of Necessity (attached) to acquire the needed properties by eminent domain, which makes the findings listed as (a) through (d) above. A 2/3 vote is required.

Fiscal Impact:

The majority of the right-of-way acquisition costs for Phases 1 and 2 of the Jepson Parkway project are being funded with STIP Right of Way funds. These funds are scheduled to lapse on March 30, 2015 if they are not encumbered on the project.

Recommendation:

Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, each of the following properties needed for Phases 1 and 2 of the Jepson Parkway Project as specified in Attachment A1 and Resolution of Necessity's as specified in Attachments E through H.

A 2/3 vote is required for each resolution.

Attachments:

- A. List of Properties needed for the Phases 1 and 2 of the Jepson Parkway Project
- A1. List of Properties for Resolution of Necessity Hearing
- B. Parkway Exhibit showing limits of Phase 1 and 2
- C. Fairfield Appraisal Map showing location of parcels
- D. Vacaville Property Map showing location of parcels
- E. Resolution of Necessity No. 2014-22 (BUS, Inc.)
- F. Resolution of Necessity No. 2014-23 (Grace I. Marks)

- G. Resolution of Necessity No. 2014-24 (John C. Burnett and Julia C. Burnett as Trustees of the John C. Burnett and Julia C. Burnett Revocable Trust)
- H. Resolution of Necessity No. 2014-25 (Robert R. Papin for parcel 0135-070-010; Robert Randell Papin and Debra J. Papin for parcel 0135-070-020)



DATE: September 1, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
Alan Glen, STA Project Manager
RE: Conduct Public Hearings and Adopt Resolutions of Necessity
(RON) to Acquire Property by Eminent Domain, if Necessary,
for the Jepson Parkway Project

Background:

In an effort to improve local traffic in central Solano County and to encourage the linkage between transportation and land use, the Solano Transportation Authority (STA), City of Fairfield, City of Vacaville, City of Suisun City, and Solano County completed the proposed Jepson Parkway conceptual plan in 2000. In May 2011, the California Department of Transportation (Caltrans), as the federal lead agency for this project, selected Alternative B as the preferred alternative among the routes and alternatives studied for the Jepson Parkway Project (Project). The preferred alternative for the Project includes widening the existing Vanden Road near the City of Fairfield city limits to a four-lane divided arterial for the entire length of the corridor and includes improvements (from north to south) to Leisure Town Road, Vanden Road, Cement Hill Road, and Walters Road. The Project components include the widening of existing roadway on various segments; construction of a northern extension of Walters Road between Cement Hill Road and Air Base Parkway; a grade separation (overpass) of the Union Pacific Railroad tracks as part of the Walters Road extension; improvements (such as bridge widening or culvert extensions) at the Leisure Town Road crossings of Alamo Creek and New Alamo Creek; a new crossing of McCrory Creek and McCrory detention basin; bicycle and pedestrian path; landscaping; and utilities relocation.

The 12-mile Jepson Parkway Project is intended as an Interstate 80 Reliever Route that will improve intra-county mobility for Solano County residents. The Project upgrades a series of narrow local roads to provide a north-south travel route for residents as an alternative to Interstate 80. The Project proposes a continuous four-lane roadway from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in Vacaville. The new Jepson Parkway will generally follow the alignment of the existing two-lane Vanden Road from Peabody Road to the southwest, then extend northeast past the existing section of Vanden Road that turns north and then connects with the existing Leisure Town Road north to Interstate 80. The Project also includes safety improvements, such as the provision for medians, traffic signals, shoulders, and separate bike lanes.

The Project is divided into 10 segments for design and construction purposes. Five segments within the Jepson Parkway Project have been completed: the extension of Leisure Town Road from Alamo to Vanden Road; the relocation of the Vanden Road/Peabody Road intersection; improvements to Leisure Town Road bridges; the Walters Road widening in Suisun City; and the I-80 and Leisure Town Road interchange in Vacaville.

Parcels Needed for the Current Project Phases

There are 14 parcels in Phase I and 27 parcels in Phase II, 41 parcels in total that will be affected by the current Phases being planned for construction in Fiscal Year (FY) 2015-16. It has been determined that a total of 10 parcels, 6 in Phase I and 4 in Phase II are occupied by commercial, residential, storage and/or personal property only occupants. The remaining are comprised of vacant land or do not have any occupants that will be affected by the proposed Project. Of the 10 parcels with occupants, one parcel requires full acquisition of the entire parcel. The remaining nine parcels will only require a partial acquisition. The parcels are generally located on Vanden Road, between Peabody Road to the west and Leisure Town Road to the north-east; and, Leisure Town Road between Vanden Road to the west and just to the north of Elmira Road.

In late 2012, the STA initiated the real estate appraisal process and sent Notices of Decision to Appraise to the owners of the affected parcels. The appraisals on the affected parcels were completed in September 2013. The STA commenced its efforts to negotiate for the acquisition of the portions of the affected parcels immediately after each real estate appraisal was completed. Relocation of the affected occupants is expected to be completed concurrently with the acquisition of the affected parcels. All eligible occupants have been provided written notice of their eligibility to receive relocation assistance from the STA upon the initiation of negotiations for the acquisition of the area parcels. Each eligible affected occupant will be provided with a minimum of 90-days advanced notice to relocate. If the STA is successful in their efforts to acquire the required portions of all proposed Project area parcels, construction of the Jepson Parkway Project is anticipated to commence during the third quarter of 2015 and is expected to take 18 to 24 months to complete construction.

Discussion:

Negotiations have been ongoing with the property owners for the past 9-12 months. Agreement has been reached with several of the property owners and several more owners appear to be close to reaching agreement. The Board did pass four Resolutions of Necessity in May 2014, of which, three parcels have reached agreements and one has been filed in court.

Negotiations with one property owner (Bus, Inc.) appears to be at an impasse while they are dealing with their tenant issues. Property owner (Marks) has entered into a Possession and Use Agreement while negotiations continued, which provides the rights needed to construct while also providing the owners access to funds deposited into escrow. However, the Possession and Use Agreement (“PUA”) contains language triggering the need to initiate eminent domain if agreement is not reached within six month of the Effective Date of the PUA. The one parcel (Papin) that requires acquisition of the owner’s residence has reached a financial settlement agreement; however, as of the date of this report, there has not been agreement on the contract language. Staff continues to discuss the contract the language. Additionally, this owner also owns the adjacent residential parcel which has a parcel acquisition that does not include that residence. Discussions with property owner (Burnett) have been difficult to schedule time to continue the negotiations. Staff will continue these discussions to work with the owner in hopes of reaching settlement; however, it is necessary to start this eminent domain process to insure the rights to the property can be secured in advance of the construction.

At this time, staff is recommending proceeding with acquisition of property that will include 5 parcels from 4 property owners through the eminent domain process at this time (Attachments A, B, C and D).

The funding being used to acquire these parcels comes from the \$3.8 million allocation from State Transportation Improvement Program (STIP) funds. The cities of Fairfield and Vacaville are expected to obtain the construction allocation in mid 2015, so it is necessary to proceed with the RON Hearings at this time. It is important to obtain the needed property interests from the property owners listed in the table below by means of condemnation. STA is proceeding with the Right of Way process on behalf of the Cities of Fairfield and Vacaville. Adoption of the attached Resolutions of Necessity will allow the condemnation process to proceed (Attachments E, F, G, and H). Despite proceeding with condemnation, staff will continue their efforts to try to reach amicable agreement with all of the property owners.

It is recommended that the STA Board hold public hearings regarding the proposed condemnation actions. The affected property owners have been notified of the content, time and place of the public hearing as required by law. The scope of the public hearings, in accordance with Section 1245.235(c) and of the California Code of Civil Procedure Sections, should be limited to the following findings:

- (a) The public interest and necessity require the Project.
- (b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
- (c) The property sought to be acquired is necessary for the Project.
- (d) That the offer required by section 7267.2 of the Government Code has been made to the owner or owners of record.

The amount of compensation for the property is not an issue that should be considered at this public hearing.

After closing each of the public hearings, it is recommended that the STA Board adopt each respective Resolution of Necessity (attached) to acquire the needed properties by eminent domain, which makes the findings listed as (a) through (d) above. A 2/3 vote is required.

Fiscal Impact:

The majority of the right-of-way acquisition costs for Phases 1 and 2 of the Jepson Parkway project are being funded with STIP Right of Way funds. These funds are scheduled to lapse on March 30, 2015 if they are not encumbered on the project.

Recommendation:

Conduct a separate public hearing and adopt a separate Resolution of Necessity to acquire by eminent domain, if necessary, each of the following properties needed for Phases 1 and 2 of the Jepson Parkway Project as specified in Attachment A1 and Resolution of Necessity's as specified in Attachments E through H.

A 2/3 vote is required for each resolution.

Attachments:

- A. List of Properties needed for the Phases 1 and 2 of the Jepson Parkway Project
- A1. List of Properties for Resolution of Necessity Hearing
- B. Parkway Exhibit showing limits of Phase 1 and 2
- C. Fairfield Appraisal Map showing location of parcels
- D. Vacaville Property Map showing location of parcels
- E. Resolution of Necessity No. 2014-22 (BUS, Inc.)
- F. Resolution of Necessity No. 2014-23 (Grace I. Marks)

- G. Resolution of Necessity No. 2014-24 (John C. Burnett and Julia C. Burnett as Trustees of the John C. Burnett and Julia C. Burnett Revocable Trust)
- H. Resolution of Necessity No. 2014-25 (Robert R. Papin for parcel 0135-070-010; Robert Randell Papin and Debra J. Papin for parcel 0135-070-020)

Total Parcels Needed for Phase 1 Project Designed by Fairfield

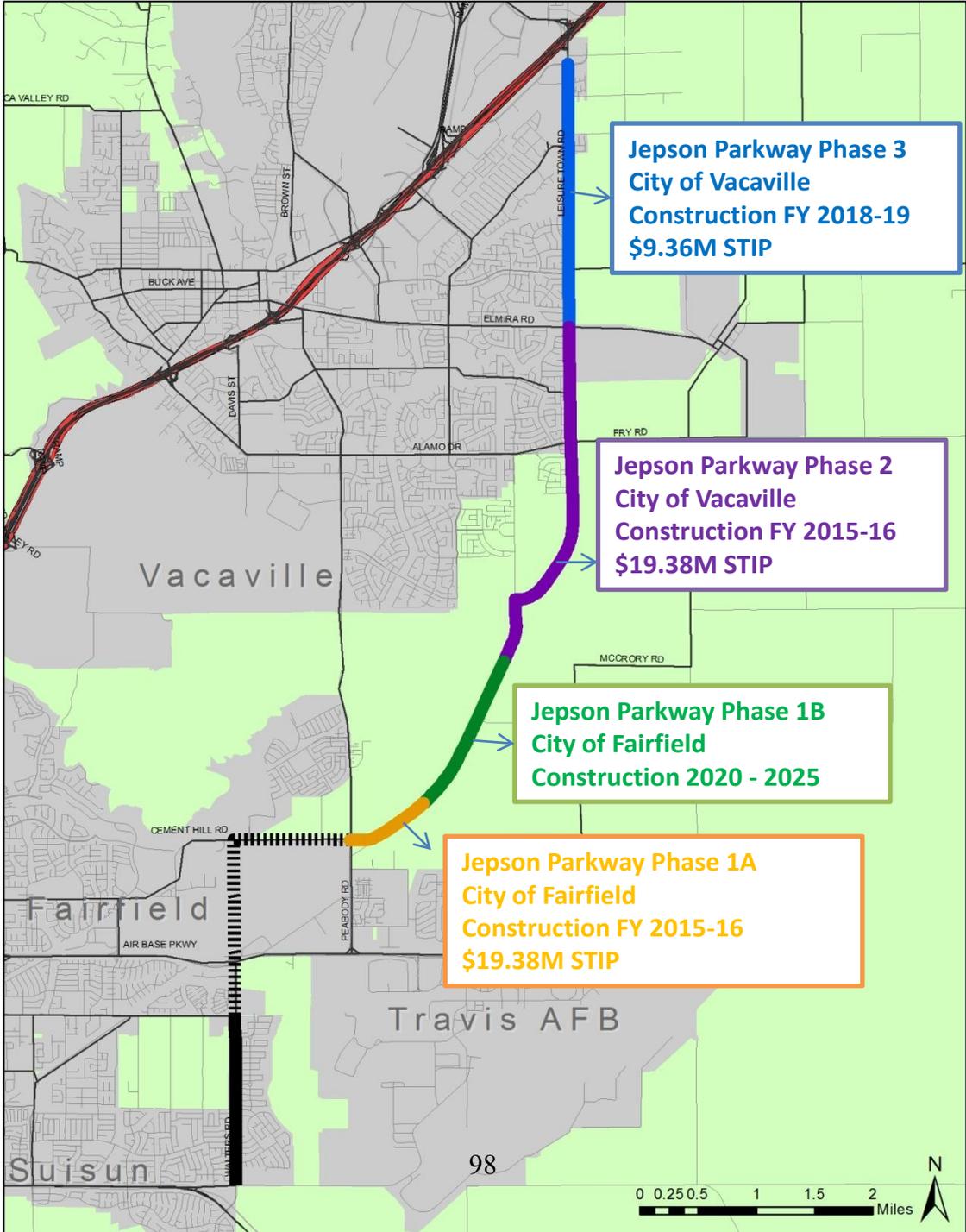
Assessors Parcel No.	Owner(s)	Fee Take Area (Square Feet unless shown in acres)	Temporary Construction Easement Area (Square Feet, unless shown in acres)
0166-101-110	BUS, INC.	14,511	2,466
0166-020-080; 0166-030-080; and 0166-060-150	J. FITZGERALD KELLY	39.97 acres	14.56 acres
0166-080-110	FAIRFIELD, CITY OF	22,650	3,806
0166-080-120	QLC MANAGEMENT, LLC; RTH INVESTMENT, LLC; NOI INVESTMENTS, INC.	13,338	152
0166-080-130	QLC MANAGEMENT, LLC; RTH INVESTMENT, LLC; NOI INVESTMENTS, INC.	23,200	769
0166-080-130	The Heirs and Devisees of Harry A. Grove (2 owners- Davidson Trust and Bruce Johnson)	5,578	186
0166-080-140	GRACE I. MARKS	25,720	856
0166-090-060 and 0166-090-070	ECJ NOCAL INVESTMENTS, INC.	41,438	7,809
0166-090-170	ROBERT M. AND WINIFRED E. VICK	84,317	3,302
0166-090-180	FAIRFIELD SHOP, LLC	41,107	18,633
None	SOLANO IRRIGATION DISTRICT	8,502	10,457

Total Parcels in Phase 2 Project Designed by Vacaville

Assessors Parcel No.	Owner	Fee Take Area (Square Feet)	Temporary Construction Easement Area (Square Feet)
0135-070-010	ROBERT R. PAPIN	9,080	N/A
0135-070-020	ROBERT R. AND DEBRA J. PAPIN	32,218	N/A
0135-070-080	BAY VENTURES	10,039	N/A
0135-070-090	CURTIS and PATRICIA WILLIAMS / MELLIE WILLIAMS	18,534	N/A
0135-080-010	JOHN B. AND JULIA C BURNETT TRUST	14,769	N/A
0135-080-070	BRIGHTON LANDING-VACAVILLE, LLC	181,583	N/A
0135-090-090	BATCH VACAVILLE LAND AND DEVELOPMENT	31,663	22,469
0135-090-090; 0135-090-100; and 0135-090-110	BATCH VACAVILLE LAND AND DEVELOPMENT	73,122	45,159
0135-351-650	JMP ENTERPRISES	484	N/A
0137-020-010	A&P CHILDREN INVESTMENTS, LLC (SOLANO COUNTY FLOOD AND WATER CONSERVATION DISTRICT)	4,197	N/A
0137-020-020	A&P CHILDREN INVESTMENTS, LLC	102,826	48,821
0137-020-030	A&P CHILDREN INVESTMENTS, LLC	700	N/A
0137-050-120	NOR CAL CO. LP	293,321	17,233
0137-030-140	NOR CAL CO. LP	152,162	11,820
0137-030-150	Tri Point Homes (formerly ALAMO GLENN PARTNERS)	9,713	N/A
0137-040-020 and -090	VANDEN RANCH	46,080	20,670
0137-050-090	ROY P. AND MABEL C. HOCKETT	55,771	N/A
0166-030-070	ROBERT AND CYNTHIA SUE ARDAVE	3,989	10,937
0135-080-020	CITY OF VACAVILLE	4,552	1,072
0135-080-030	CITY OF VACAVILLE	17,199	N/A
0137-030-130	CITY OF VACAVILLE	585	10,549
0137-050-100	CITY OF VACAVILLE	5,727	6,746
0137-050-110	CITY OF VACAVILLE	3,268	19,942

LIST OF PROPERTIES FOR RESOLUTION OF NECESSITY HEARING

Assessors Parcel No.	Owner(s)	Fee Take Area (Square Feet)	Temporary Construction Easement Area (Square Feet)
0166-101-110	BUS, Inc.	14,511	2,466
0166-080-140	GRACE I. MARKS	25,720	856
0135-070-010	ROBERT R. PAPIN	9,080	N/A
0135-070-020	ROBERT R. AND DEBRA J. PAPIN	32, 218	N/A
0135-080-010	JOHN B. AND JULIA C. BURNETT TRUST	14,769	N/A

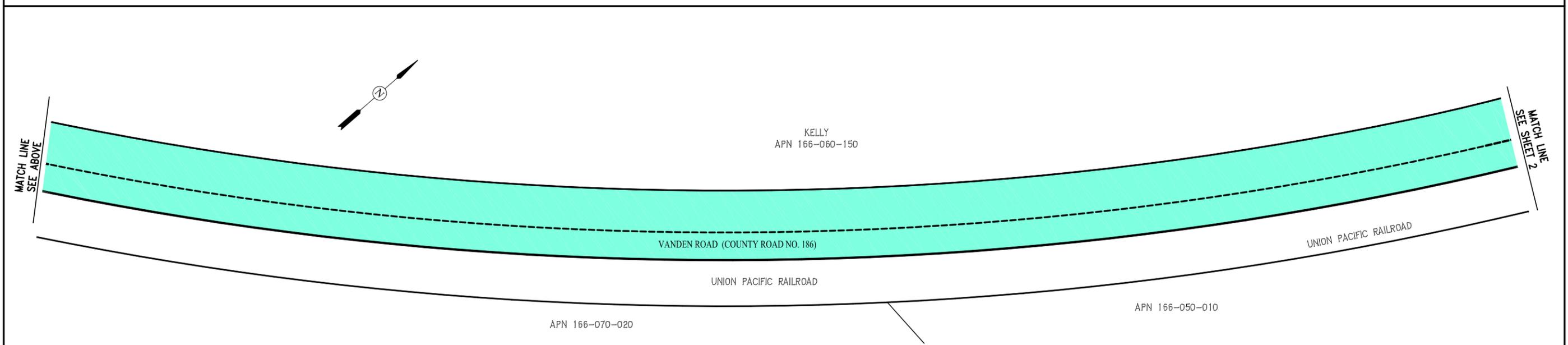
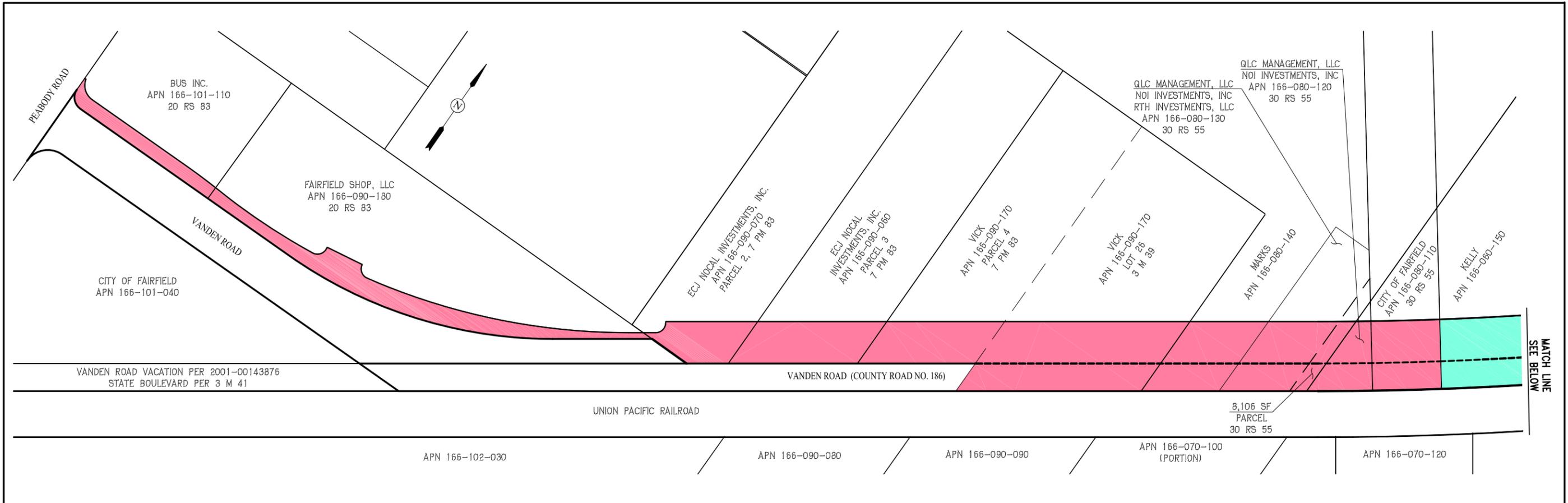


Jepson Parkway Phase 3
City of Vacaville
Construction FY 2018-19
\$9.36M STIP

Jepson Parkway Phase 2
City of Vacaville
Construction FY 2015-16
\$19.38M STIP

Jepson Parkway Phase 1B
City of Fairfield
Construction 2020 - 2025

Jepson Parkway Phase 1A
City of Fairfield
Construction FY 2015-16
\$19.38M STIP



LEGEND

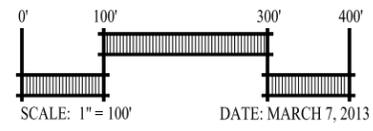
RIGHT OF WAY TO BE PURCHASED

RIGHT OF WAY TO BE DONATED

RIGHT OF WAY ACQUISITION

JEPSON PARKWAY PHASE

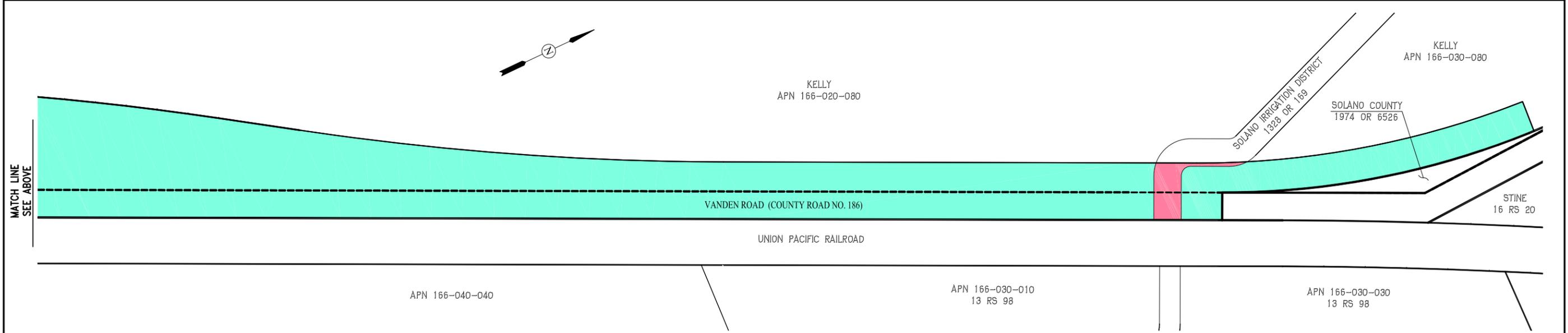
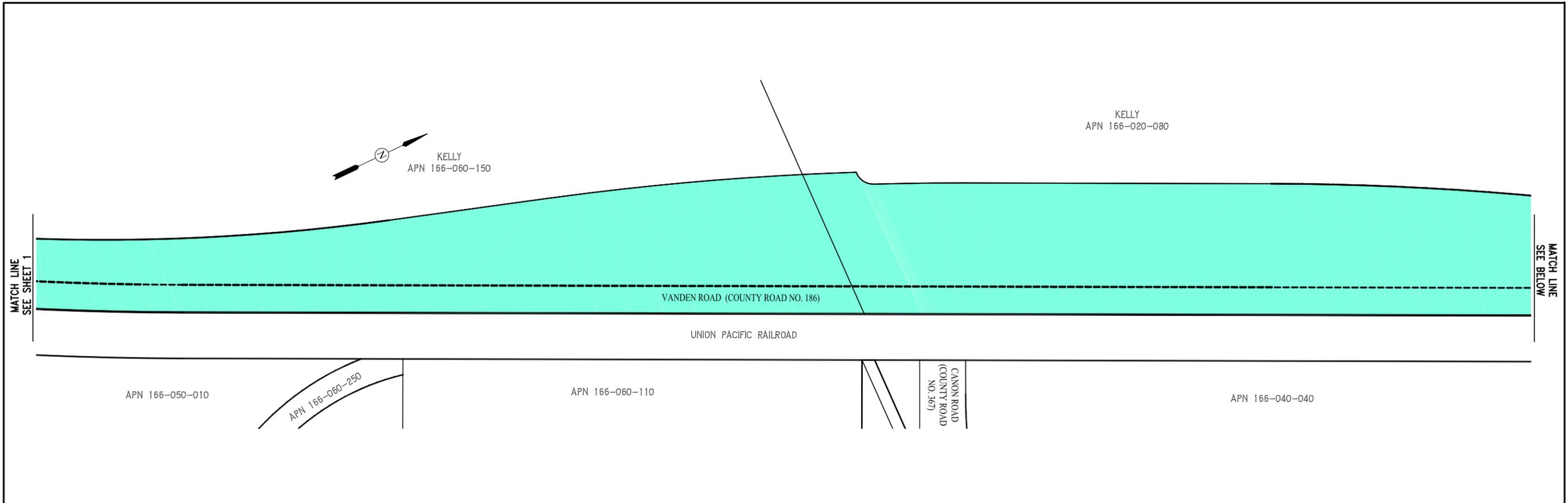
CITY OF FAIRFIELD SOLANO COUNTY CALIFORNIA



	Carlson, Barbee & Gibson, Inc.
	CIVIL ENGINEERS • SURVEYORS • PLANNERS
6111 BOLLINGER CANYON ROAD, SUITE 150 SAN RAMON, CALIFORNIA 94583	(925) 866-0322 FAX (925) 866-8576

SHEET NO.
1
OF 2 SHEETS

C:\1668\1668-02\ACADEX\HBT\3\B-26-ROW ACQUISITION.DWG



LEGEND

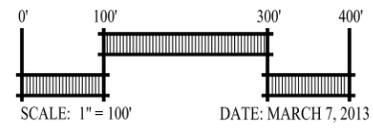
RIGHT OF WAY TO BE PURCHASED

RIGHT OF WAY TO BE DONATED

RIGHT OF WAY ACQUISITION

JEPSON PARKWAY PHASE

CITY OF FAIRFIELD SOLANO COUNTY CALIFORNIA

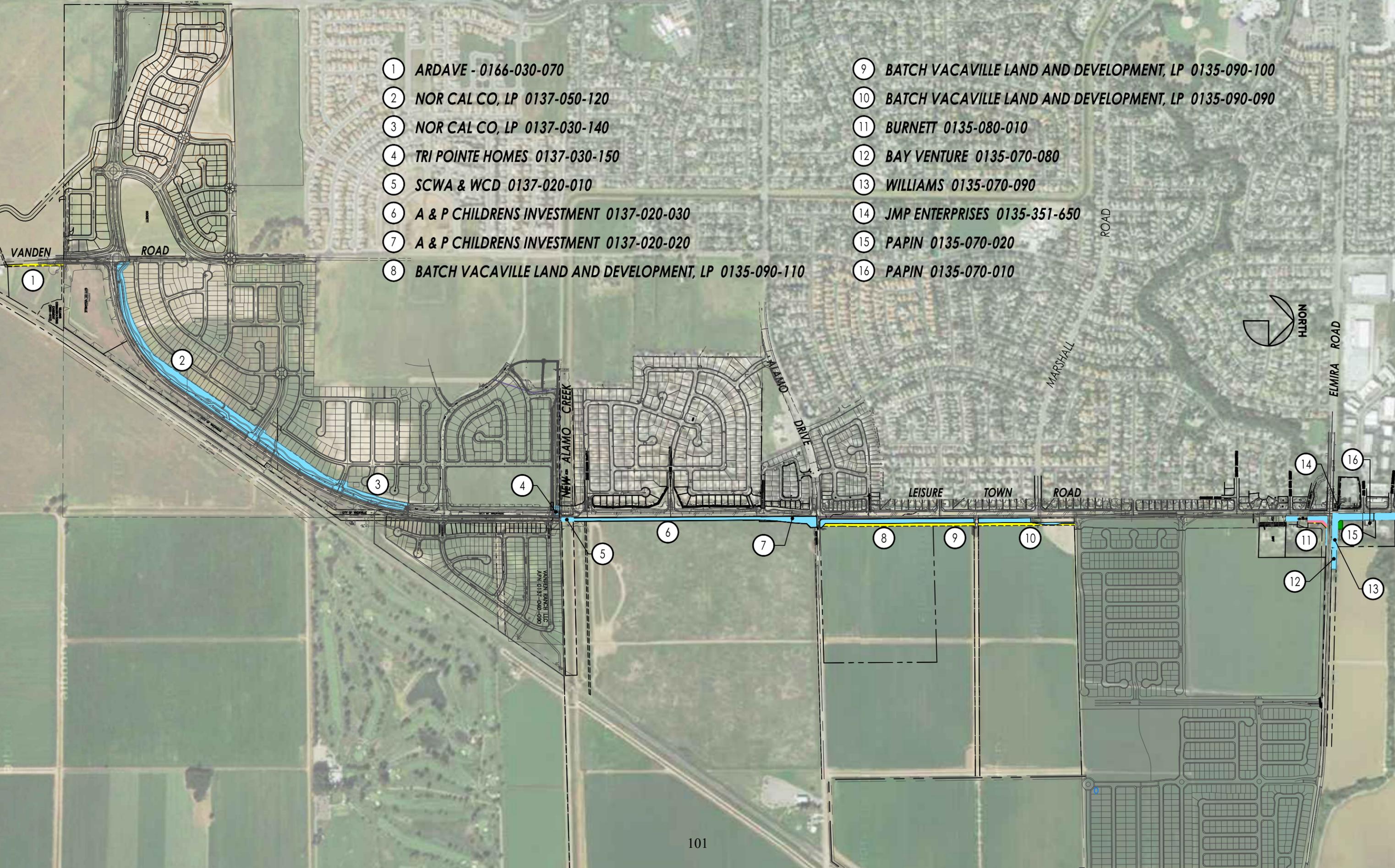


	Carlson, Barbee & Gibson, Inc.
	CIVIL ENGINEERS • SURVEYORS • PLANNERS
6111 BOLLINGER CANYON ROAD, SUITE 150 SAN RAMON, CALIFORNIA 94583	(925) 866-0322 FAX (925) 866-6576

SHEET NO.
2
OF 2 SHEETS

C:\1668\1668-02\ACADEX\HBIT\5\B-26-ROW ACQUISITION.DWG

- ① ARDAVE - 0166-030-070
- ② NOR CAL CO, LP 0137-050-120
- ③ NOR CAL CO, LP 0137-030-140
- ④ TRI POINTE HOMES 0137-030-150
- ⑤ SCWA & WCD 0137-020-010
- ⑥ A & P CHILDRENS INVESTMENT 0137-020-030
- ⑦ A & P CHILDRENS INVESTMENT 0137-020-020
- ⑧ BATCH VACAVILLE LAND AND DEVELOPMENT, LP 0135-090-110
- ⑨ BATCH VACAVILLE LAND AND DEVELOPMENT, LP 0135-090-100
- ⑩ BATCH VACAVILLE LAND AND DEVELOPMENT, LP 0135-090-090
- ⑪ BURNETT 0135-080-010
- ⑫ BAY VENTURE 0135-070-080
- ⑬ WILLIAMS 0135-070-090
- ⑭ JMP ENTERPRISES 0135-351-650
- ⑮ PAPIN 0135-070-020
- ⑯ PAPIN 0135-070-010



This page intentionally left blank.

RESOLUTION NO. 2014 - 22

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [BUS, Inc.]**

WHEREAS, Solano Transportation Authority (“STA”) intends to implement the Jepson Parkway Project (“Project”), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

RESOLVED, by the Board of the Solano Transportation Authority, by a vote of two-thirds of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
BUS, Inc.	166-101-110	11,572 sf	Fee
BUS, Inc.	166-101-110	5,405 sf	Temporary Construction Easement ("TCE")

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The TCE described and shown in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies' officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement area to the Project. Where the TCE extends over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCE.

The TCE is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the TCE area beyond the eighteen (18) month period described above, STA shall pay additional compensation on a month-to-month basis.

In no event shall this TCE extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On June 30, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, September 10, 2014 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, CA 94585 as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for Solano Transportation Authority or her designee is authorized and empowered:
 - a. To acquire in Solano Transportation Authority's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in Solano Transportation Authority's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting Solano Transportation Authority to take immediate possession and use said real property for said public uses and purposes.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of September 2014, by the following vote:

AYES: _____
NOS: _____
ABSENT: _____
ABSTAINED: _____

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of September 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD DEDICATION
BUS, INC., APN 166-101-110
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN THE DEED RECORDED APRIL 10, 1992 IN DOCUMENT NO. 1992-00030014 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERN LINE OF SAID PARCEL OF LAND, SAID POINT BEING THE NORTHEASTERN CORNER OF THAT CERTAIN FINAL ORDER OF CONDEMNATION RECORDED AUGUST 18, 1999, IN DOCUMENT NO. 1999-71517 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE NORTHERN LINE OF SAID PARCEL OF LAND (1999-71517), THE FOLLOWING TWO (2) COURSES:

- 1) NORTH 89°47'52" WEST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 89°47'52" WEST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 339.36 FEET; AND
- 2) ALONG THE ARC OF A TANGENT 30.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 89°59'57"; AN ARC DISTANCE OF 47.12 FEET TO A POINT ON THE WESTERN LINE OF SAID PARCEL OF LAND (1992-00030014);

THENCE, ALONG SAID WESTERN LINE, NORTH 00°12'05" EAST 29.67 FEET;

THENCE, LEAVING SAID WESTERN LINE, SOUTH 88°36'49" EAST 3.18 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 38.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 75°53'23" EAST, THROUGH A CENTRAL ANGLE OF 75°41'15", AN ARC DISTANCE OF 50.20 FEET;

THENCE, ALONG A LINE PARALLEL WITH AND THIRTY-ONE AND 00/100 (31.00) FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERN LINE, (1999-71517), SOUTH 89°47'52" EAST 254.73 FEET;

THENCE, LEAVING SAID PARALLEL LINE, ALONG THE ARC OF A TANGENT 1,260.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 03°25'02"; AN ARC DISTANCE OF 75.15 FEET TO A POINT ON THE EASTERN LINE OF SAID PARCEL OF LAND (1992-00030014);

LEGAL DESCRIPTION
PAGE 2 OF 2

MARCH 10, 2014
JOB NO.: 1668-002

THENCE, ALONG SAID EASTERN LINE, SOUTH 01°08'50" WEST 28.76 FEET TO
SAID POINT OF BEGINNING.

CONTAINING 11,572 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS
REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

RECORDING REQUESTED BY:
Solano Transportation Authority

WHEN RECORDED MAIL TO:
Solano Transportation Authority
Attn: Janet Adams, Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

APN: 0166-101-110 (portion)

SPACE ABOVE THIS LINE FOR RECORDER'S USE

This document is exempt from the payment of a recording fee pursuant to Government Code § 27383 and §6103

GRANT OF TEMPORARY CONSTRUCTION EASEMENT

For good and valuable consideration pursuant to that certain Right of Way Contract executed by the parties hereto on or about the date hereof ("ROW CONTRACT"), the undersigned, **BUS INC., A NEVADA CORPORATION** ("GRANTOR"), hereby grants to **SOLANO TRANSPORTATION AUTHORITY, joint powers authority** ("STA"), and its successors and assigns, an exclusive easement, over, across, under and through the real property situated in the County of Solano, State of California, described in Exhibits A and B, attached hereto ("EASEMENT AREA") for public road construction and conformance purposes related to the **Jepson Parkway Project** ("PROJECT") subject to the terms and conditions specified herein ("Temporary Construction Easement" or "TCE").

STA's rights under the TCE granted hereby shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the PROJECT and such agencies' officers, agents, contractors, and employees, to enter upon the EASEMENT AREA with personnel, vehicles and equipment for construction of the PROJECT, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, to conform the EASEMENT AREA to the PROJECT, and do any and all other actions necessary and appropriate to the construction of the PROJECT.

GRANTOR hereby reserves to itself a license for pedestrian and vehicular access from the GRANTOR's remainder property which is separated from County Road No. 186 ("PUBLIC ROAD") by the EASEMENT AREA ("REMAINDER PROPERTY") through the EASEMENT AREA to either (a) the PUBLIC ROAD, or (b) any right of way fee acquisition obtained by STA from the GRANTOR laying between the EASEMENT AREA and the PUBLIC ROAD ("ROW FEE PROPERTY") during REASONABLE BUSINESS HOURS (as defined below) ("GRANTOR ACCESS AREA"), to be maintained by STA subject to the terms hereof. STA may alter the route of the GRANTOR ACCESS AREA on a day to day basis pursuant to the practical construction requirements of the PROJECT. During REASONABLE BUSINESS HOURS, STA shall preserve the GRANTOR ACCESS AREA by clearing an unobstructed path, at least ten feet (10') wide, through the EASEMENT AREA, clearly providing a practicable route from the REMAINDER PROPERTY to either (a) the PUBLIC ROAD or (b) a location on the ROW FEE PROPERTY that provides GRANTOR access to the PUBLIC ROAD through such ROW FEE PROPERTY in a manner similar to the GRANTOR ACCESS AREA reserved herein. STA shall not store its machinery, vehicles, equipment and tools in the GRANTOR ACCESS AREA during reasonable business hours, but STA may use the GRANTOR ACCESS AREA for its vehicular and pedestrian access between any portions of the EASEMENT AREA bisected by the GRANTOR ACCESS AREA. "REASONABLE BUSINESS HOURS" shall mean Monday through Friday, 8 a.m. to 6 p.m. Pacific Standard Time.

Pursuant to the ROW CONTRACT, GRANTOR has been compensated for the removal and replacement cost of certain site improvements within the EASEMENT AREA.

This Temporary Construction Easement is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA to GRANTOR, and shall terminate eighteen (18) months after such commencement. In the event STA occupies the Temporary Construction Easement area beyond the eighteen (18) month period described above, STA shall pay GRANTOR, on a month-to-month basis, additional compensation pursuant to the provisions of the ROW CONTRACT. In no event shall this Temporary Construction Easement extend beyond the completion of construction, or December 31, 2017. At no additional cost to STA, STA shall have the right to enter upon GRANTOR's retained property, where necessary, to reconstruct or perform any warranty or conformance works during or after the expiration of the Temporary Construction Easement and any extension thereto and/or the completion of the PROJECT. Said works include conforming driveways, walkways, lawn, landscaped and hardscaped areas, irrigation systems, sidewalks or any area where reconstruction or warranty work on GRANTOR's retained property is necessary.

All work performed by STA in the EASEMENT AREA shall conform to applicable building, fire, and sanitary laws, ordinances and regulations relating to such work and shall be done in a good and workmanlike manner.

Upon the termination of the Temporary Construction Easement, STA shall restore the condition of the EASEMENT AREA to its original condition or as close thereto as is feasible.

The rights and obligations contained in this Grant of Temporary Construction Easement will **(a)** run with the Subject Property and burden, inure to and be for the benefit of and are binding on the Subject Property, Grantor and its successors and assigns, and be an equitable servitude of Grantor and its successors and assigns, and **(b)** constitute an easement in gross for the benefit of STA and its successors and assigns, and will be binding on STA and its successors and assigns.

IN WITNESS WHEREOF, this Grant of Temporary Construction Easement is signed and executed on _____, 20__.

GRANTOR: BUS INC. A NEVADA CORPORATION

By: _____

Title: _____

By: _____

Title: _____

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
BUS, INC., APN 166-101-110
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN PARCEL OF LAND AS DESCRIBED IN THE DEED RECORDED APRIL 10, 1992 IN DOCUMENT NO. 1992-00030014 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE EASTERN LINE OF SAID PARCEL OF LAND, SAID POINT BEING THE NORTHEASTERN CORNER OF THAT CERTAIN FINAL ORDER OF CONDEMNATION RECORDED AUGUST 18, 1999, IN DOCUMENT NO. 1999-71517 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE NORTHERN LINE OF SAID PARCEL OF LAND (1999-71517), THE FOLLOWING TWO (2) COURSES:

- 1) NORTH 89°47'52" WEST (THE BEARING OF SAID NORTHERN LINE BEING TAKEN AS NORTH 89°47'52" WEST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 339.36 FEET, AND
- 2) ALONG THE ARC OF A TANGENT 30.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 89°59'57", AN ARC DISTANCE OF 47.12 FEET TO A POINT ON THE WESTERN LINE OF SAID PARCEL OF LAND (1992-00030014);

THENCE, ALONG SAID WESTERN LINE, NORTH 00°12'05" EAST 29.67 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID WESTERN LINE, SOUTH 88°36'49" EAST 3.18 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 38.00 FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS NORTH 75°53'23" EAST, THROUGH A CENTRAL ANGLE OF 75°41'15", AN ARC DISTANCE OF 50.20 FEET;

THENCE, ALONG A LINE PARALLEL WITH AND THIRTY-ONE AND 00/100 (31.00) FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHERN LINE, (1999-71517), SOUTH 89°47'52" EAST 254.73 FEET;

THENCE, LEAVING SAID PARALLEL LINE, ALONG THE ARC OF A TANGENT
1,260.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF
03°25'02", AN ARC DISTANCE OF 75.15 FEET TO A POINT ON THE EASTERN
LINE OF SAID PARCEL OF LAND (1992-00030014);

THENCE, ALONG SAID EASTERN LINE, NORTH 01°08'50" EAST 13.01 FEET;

THENCE, LEAVING SAID EASTERN LINE, ALONG THE ARC OF A NON-TANGENT
1,273.00 FEET FOOT RADIUS CURVE TO THE LEFT, FROM WHICH THE CENTER OF
SAID CURVE BEARS SOUTH 03°35'39" WEST, THROUGH A CENTRAL ANGLE OF
01°32'16", AN ARC DISTANCE OF 34.17 FEET;

THENCE, NORTH 02°03'23" EAST 10.00 FEET;

THENCE, ALONG THE ARC OF A NON-TANGENT 1,283.00 FEET FOOT RADIUS CURVE
TO THE LEFT, FROM WHICH THE CENTER OF SAID CURVE BEARS SOUTH 02°03'23"
WEST, THROUGH A CENTRAL ANGLE OF 01°51'15", AN ARC DISTANCE OF 41.52
FEET;

THENCE, NORTH 89°47'52" WEST 13.75 FEET;

THENCE, SOUTH 00°12'08" WEST 10.00 FEET;

THENCE, NORTH 89°47'52" WEST 248.48 FEET;

THENCE, ALONG THE ARC OF A TANGENT 15.00 FEET FOOT RADIUS CURVE TO THE
RIGHT, THROUGH A CENTRAL ANGLE OF 91°11'03", AN ARC DISTANCE OF 23.87
FEET;

THENCE, NORTH 01°23'11" EAST 5.00 FEET;

THENCE, NORTH 89°36'49" WEST 17.61 FEET TO A POINT ON SAID WESTERN
LINE (1992-00030014);

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°12'05" WEST 5.00 FEET TO
SAID POINT OF BEGINNING.

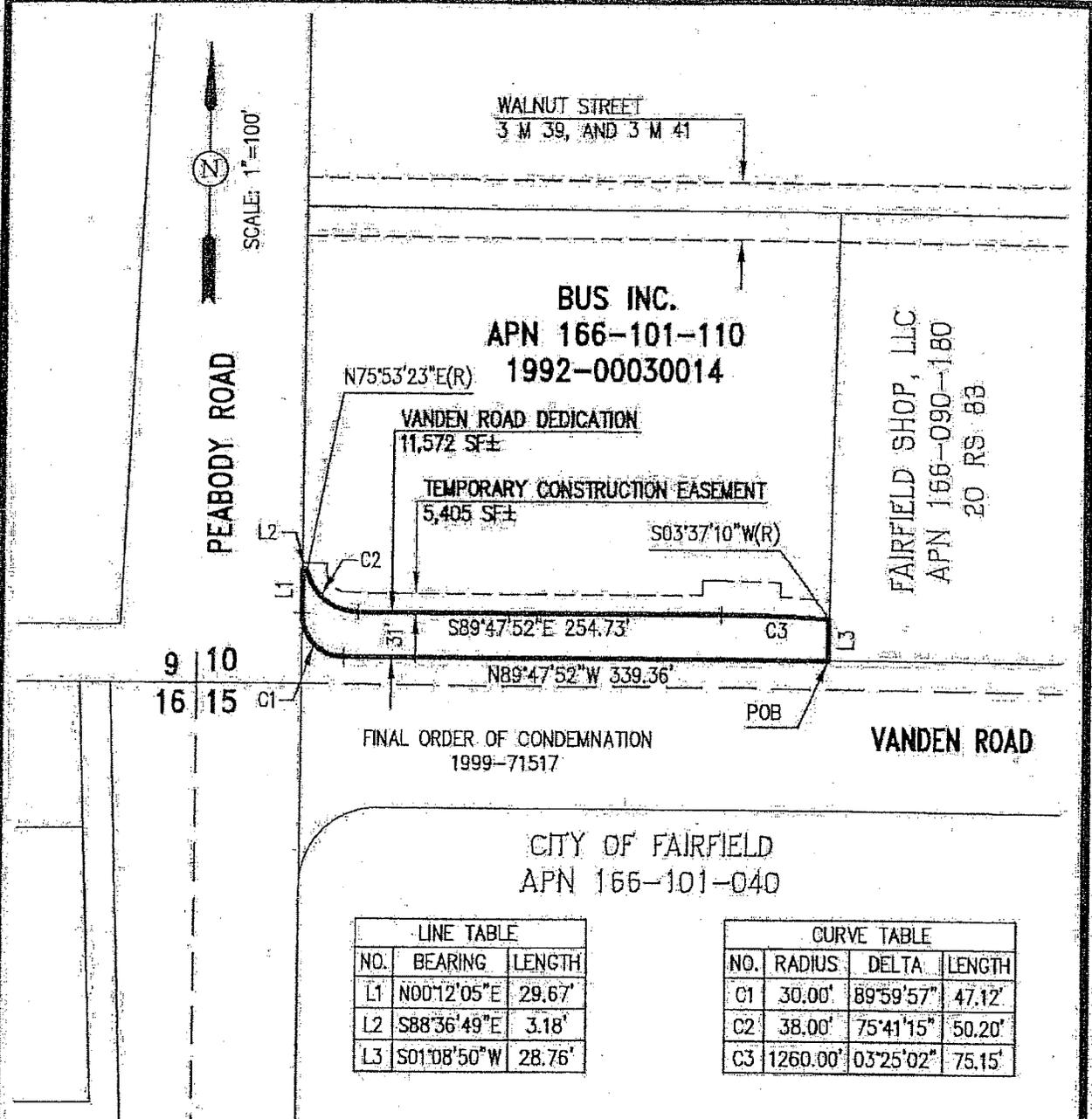
CONTAINING 5,405 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS
REFERENCE MADE A PART HEREOF.

END OF DESCRIPTION



Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176



N
SCALE: 1"=100'

WALNUT STREET
3 M 39, AND 3 M 41

BUS INC.
APN 166-101-110
1992-00030014

N75°53'23"E(R)

VANDEN ROAD DEDICATION

11,572 SF±

TEMPORARY CONSTRUCTION EASEMENT

5,405 SF±

S03°37'10"W(R)

PEABODY ROAD

FAIRFIELD SHOP, LLC
APN 166-090-180
20 RS 83

9 | 10
16 | 15

L2

C2

L1

C1

S89°47'52"E 254.73'

C3

N89°47'52"W 339.36'

L3

POB

FINAL ORDER OF CONDEMNATION
1999-71517

VANDEN ROAD

CITY OF FAIRFIELD
APN 166-101-040

LINE TABLE		
NO.	BEARING	LENGTH
L1	N00°12'05"E	29.67'
L2	S88°36'49"E	3.18'
L3	S01°08'50"W	28.76'

CURVE TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	30.00'	89°59'57"	47.12'
C2	38.00'	75°41'15"	50.20'
C3	1260.00'	03°25'02"	75.15'

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
BUS, INC., APN 166-101-110
FAIRFIELD, CALIFORNIA

MARCH 10, 2014

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS
2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583
TELEPHONE: (925) 866-0322 www.cbandg.com

RESOLUTION NO. 2014 - 23

RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [Grace I. Marks]

WHEREAS, Solano Transportation Authority ("STA") intends to implement the Jepson Parkway Project ("Project"), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

RESOLVED, by the Board of the Solano Transportation Authority, by a vote of two-thirds of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Grace I. Marks	166-080-140	856 sf	Temporary Construction Easement ("TCE")
Grace I. Marks	166-080-140	25,720	Fee

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The TCE described and shown in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies' officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement area to the Project. Where the TCE extends over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCE.

The TCE is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the TCE area beyond the eighteen (18) month period described above, STA shall pay additional compensation on a month-to-month basis.

In no event shall this TCE extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On June 30, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibit A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, September 10, 2014 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, CA 94585 as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for Solano Transportation Authority or her designee is authorized and empowered:
 - a. To acquire in Solano Transportation Authority's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in Solano Transportation Authority's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting Solano Transportation Authority to take immediate possession and use said real property for said public uses and purposes.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of September 2014, by the following vote:

AYES: _____
NOS: _____
ABSENT: _____
ABSTAINED: _____

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of September 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

RECORDING REQUESTED BY:
Solano Transportation Authority

WHEN RECORDED MAIL TO:
Solano Transportation Authority
Attn: Janet Adams, Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

APN: 0166-080-140 (portion)

SPACE ABOVE THIS LINE FOR RECORDER'S USE

This document is exempt from the payment of a recording fee pursuant to Government Code § 27383 and §6103

GRANT OF TEMPORARY CONSTRUCTION EASEMENT

For good and valuable consideration pursuant to that certain Right of Way Contract executed by the parties hereto on or about the date hereof ("ROW CONTRACT"), the undersigned, **GRACE I. MARKS AND RONI S. MARKS, CO-TRUSTEES OF THE MARKS 1992 FAMILY TRUST, DATED MAY 12, 1992** ("GRANTOR"), hereby grants to **SOLANO TRANSPORTATION AUTHORITY, joint powers authority** ("STA"), and its successors and assigns, an exclusive easement, over, across, under and through the real property situated in the County of Solano, State of California, described in Exhibits A and B, attached hereto ("EASEMENT AREA") for public road construction and conformance purposes related to the **Jepson Parkway Project** ("PROJECT") subject to the terms and conditions specified herein ("Temporary Construction Easement" or "TCE").

STA's rights under the TCE granted hereby shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the PROJECT and such agencies' officers, agents, contractors, and employees, to enter upon the EASEMENT AREA with personnel, vehicles and equipment for construction of the PROJECT, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, to conform the EASEMENT AREA to the PROJECT, and do any and all other actions necessary and appropriate to the construction of the PROJECT.

GRANTOR hereby reserves to itself a license for pedestrian and vehicular access from the GRANTOR's remainder property which is separated from County Road No. 186 ("PUBLIC ROAD") by the EASEMENT AREA ("REMAINDER PROPERTY") through the EASEMENT AREA to either (a) the PUBLIC ROAD, or (b) any right of way fee acquisition obtained by STA from the GRANTOR laying between the EASEMENT AREA and the PUBLIC ROAD ("ROW FEE PROPERTY") during REASONABLE BUSINESS HOURS (as defined below) ("GRANTOR ACCESS AREA"), to be maintained by STA subject to the terms hereof. STA may alter the route of the GRANTOR ACCESS AREA on a day to day basis pursuant to the practical construction requirements of the PROJECT. During REASONABLE BUSINESS HOURS, STA shall preserve the GRANTOR ACCESS AREA by clearing an unobstructed path, at least ten feet (10') wide, through the EASEMENT AREA, clearly providing a practicable route from the REMAINDER PROPERTY to either (a) the PUBLIC ROAD or (b) a location on the ROW FEE PROPERTY that provides GRANTOR access to the PUBLIC ROAD through such ROW FEE PROPERTY in a manner similar to the GRANTOR ACCESS AREA reserved herein. STA shall not store its machinery, vehicles, equipment and tools in the GRANTOR ACCESS AREA during reasonable business hours, but STA may use the GRANTOR ACCESS AREA for its vehicular and pedestrian access between any portions of the EASEMENT AREA bisected by the GRANTOR ACCESS AREA. "REASONABLE BUSINESS HOURS" shall mean Monday through Friday, 8 a.m. to 6 p.m. Pacific Standard Time.

Pursuant to the ROW CONTRACT, GRANTOR has been compensated for the removal and replacement cost of certain site improvements within the EASEMENT AREA.

This Temporary Construction Easement is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA to GRANTOR, and shall terminate eighteen (18) months after such commencement. In the event STA occupies the Temporary Construction Easement area beyond the eighteen (18) month period described above, STA shall pay GRANTOR, on a month-to-month basis, additional compensation pursuant to the provisions of the ROW CONTRACT. In no event shall this Temporary Construction Easement extend beyond the completion of construction, or December 31, 2017. At no additional cost to STA, STA shall have the right to enter upon GRANTOR's retained property, where necessary, to reconstruct or perform any warranty or conformance works during or after the expiration of the Temporary Construction Easement and any extension thereto and/or the completion of the PROJECT. Said works include conforming driveways, walkways, lawn, landscaped and hardscaped areas, irrigation systems, sidewalks or any area where reconstruction or warranty work on GRANTOR's retained property is necessary.

All work performed by STA in the EASEMENT AREA shall conform to applicable building, fire, and sanitary laws, ordinances and regulations relating to such work and shall be done in a good and workmanlike manner.

Upon the termination of the Temporary Construction Easement, STA shall restore the condition of the EASEMENT AREA to its original condition or as close thereto as is feasible.

The rights and obligations contained in this Grant of Temporary Construction Easement will **(a)** run with the Subject Property and burden, inure to and be for the benefit of and are binding on the Subject Property, Grantor and its successors and assigns, and be an equitable servitude of Grantor and its successors and assigns, and **(b)** constitute an easement in gross for the benefit of STA and its successors and assigns, and will be binding on STA and its successors and assigns.

IN WITNESS WHEREOF, this Grant of Temporary Construction Easement is signed and executed on _____, 20____.

GRANTOR: GRACE I. MARKS AND RONI S. MARKS, CO-TRUSTEES OF THE MARKS 1992 FAMILY TRUST, DATED MAY 12, 1992

By: _____

Grace I. Marks, Trustee

By: _____

Roni S. Marks, Trustee

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
TEMPORARY CONSTRUCTION EASEMENT
MARKS, APN 166-080-140
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF LOT 9, AS SAID LOT 9 IS SHOWN AND SO DESIGNATED ON THE MAP OF GOLDEN WEST COLONY, RECORDED AUGUST 31, 1911, IN BOOK 3 OF MAPS, AT PAGE 39, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWESTERN CORNER OF SAID LOT 9, SAID CORNER BEING A POINT ON THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, FROM SAID POINT OF COMMENCEMENT, ALONG THE WESTERN LINE OF SAID LOT 9, NORTH 00°18'56" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°18'56" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 184.68 FEET TO THE POINT OF BEGINNING FOR THIS DESCRIPTION;

THENCE, FROM SAID POINT OF BEGINNING, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, NORTH 55°09'50" EAST 171.12 FEET TO A POINT ON THE WESTERN LINE OF THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY;

THENCE, ALONG SAID WESTERN LINE, NORTH 00°42'43" EAST 6.15 FEET;

THENCE, LEAVING SAID WESTERN LINE, SOUTH 55°09'50" WEST 171.17 FEET TO A POINT ON SAID WESTERN LINE OF LOT 9;

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°18'56" WEST 6.12 FEET TO SAID POINT OF BEGINNING.

CONTAINING 856 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.



END OF DESCRIPTION

Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

MARCH 10, 2014
JOB NO.: 1668-002

LEGAL DESCRIPTION
VANDEN ROAD DEDICATION
MARKS, APN 166-080-140
FAIRFIELD, CALIFORNIA

REAL PROPERTY, SITUATE IN THE INCORPORATED TERRITORY OF THE CITY OF FAIRFIELD, COUNTY OF SOLANO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF LOT 9, AS SAID LOT 9 IS SHOWN AND SO DESIGNATED ON THE MAP OF GOLDEN WEST COLONY, RECORDED AUGUST 31, 1911, IN BOOK 3 OF MAPS, AT PAGE 39, IN THE OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWESTERN CORNER OF SAID LOT 9, SAID CORNER BEING A POINT ON THE NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, FROM SAID POINT OF BEGINNING, ALONG THE WESTERN LINE OF SAID LOT 9, NORTH 00°18'56" EAST (THE BEARING OF SAID WESTERN LINE BEING TAKEN AS NORTH 00°18'56" EAST FOR THE PURPOSE OF MAKING THIS DESCRIPTION) 184.68 FEET;

THENCE, LEAVING SAID WESTERN LINE, ALONG A LINE PARALLEL WITH AND ONE-HUNDRED-FIFTY-ONE AND 00/100 (151.00) FEET NORTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, NORTH 55°09'50" EAST 171.12 FEET TO A POINT ON THE WESTERN LINE OF THAT CERTAIN RECORD OF SURVEY RECORDED MAY 29, 2012, IN BOOK 30 OF SURVEYS, AT PAGE 55, IN SAID OFFICE OF THE COUNTY RECORDER OF SOLANO COUNTY;

THENCE, ALONG SAID WESTERN LINE, SOUTH 00°42'43" WEST 185.59 FEET TO A POINT ON SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY;

THENCE, ALONG SAID NORTHWESTERN LINE OF THE UNION PACIFIC RAILROAD RIGHT OF WAY, SOUTH 55°09'50" WEST 169.55 FEET TO SAID POINT OF BEGINNING.

CONTAINING 25,720 SQUARE FEET OF LAND, MORE OR LESS.

ATTACHED HERETO IS A PLAT TO ACCOMPANY LEGAL DESCRIPTION, AND BY THIS REFERENCE MADE A PART HEREOF.



END OF DESCRIPTION

Christopher S. Harmison
CHRISTOPHER S. HARMISON, P.L.S.
L.S. NO. 7176

MARKS
APN 166-080-140

LOT 9
3 M 39

GLC MANAGEMENT, LLC
NOI INVESTMENTS, INC
RTH INVESTMENTS, LLC
APN 166-080-130
80 RS 55

TEMPORARY CONSTRUCTION
EASEMENT 856 SF±

VICK
APN 166-090-170
LOT 26
3 M 39



SCALE: 1"=100'

N00°18'56"E
184.68'

N55°09'50"E
171.12'
VANDEN ROAD
DEDICATION
25,720 SF±

185.59'
S00°42'45"W
500'42'45"W

191.00'
169.55'

S55°09'50"W

UNION PACIFIC RAILROAD

VANDEN ROAD
(COUNTY ROAD NO. 186)

POB

40' PRIVATE ROADWAY
PER 3 M 39

60' RIGHT OF WAY
PER ROAD PETITION NO. 186

PLAT TO ACCOMPANY LEGAL DESCRIPTION

VANDEN ROAD DEDICATION
MARKS, APN 166-080-140
FAIRFIELD, CALIFORNIA

MARCH 10, 2014

SHEET 1 OF 1

Carlson, Barbee, & Gibson, Inc.

CIVIL ENGINEERS • SURVEYORS • PLANNERS

2633 CAMINO RAMON, SUITE 350 SAN RAMON, CALIFORNIA 94583

TELEPHONE: (925) 866-0322 www.cbandg.com

RESOLUTION NO. 2014 - 24

RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [Burnett]

WHEREAS, Solano Transportation Authority ("STA") intends to implement the Jepson Parkway Project ("Project"), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

RESOLVED, by the Board of the Solano Transportation Authority, by a vote of two-thirds of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
John C. Burnett and Julia C. Burnett, as Trustees of the John C. Burnett and Julia C. Burnett Revocable Trust, Dated July 16, 2004	0135-080-010	14,769 sq. ft.	Fee
John C. Burnett and Julia C. Burnett, as Trustees of the John C. Burnett and Julia C. Burnett Revocable Trust, Dated July 16, 2004	0135-080-010	3,114 sq. ft.	Public Utility Easement

<p>John C. Burnett and Julia C. Burnett, as Trustees of the John C. Burnett and Julia C. Burnett Revocable Trust, Dated July 16, 2004</p>	<p>0135-080-010</p>	<p>2,092 sq. ft.</p>	<p>Temporary Construction Easement ("TCE")</p>
---	---------------------	----------------------	--

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

The TCE described in Exhibit A shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the Project and such agencies' officers, agents, contractors, and employees to enter upon the easement area with personnel, vehicles and equipment for construction of the Project, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, and to conform the easement area to the Project. Where the TCE extends over the sole point of access to the remaining property, STA shall maintain reasonable access to the owner and/or occupants to said remainder property for the term of the TCE.

The TCE is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA. In the event STA occupies the TCE area beyond the eighteen (18) month period described above, STA shall pay additional compensation on a month-to-month basis. In no event shall this TCE extend beyond the completion of construction, or December 31, 2017, whichever is earlier.

3. On June 30, 2014, notice of Solano Transportation Authority's intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, September 10, 2014 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, CA 94585 as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:
 - a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.

6. The Counsel for Solano Transportation Authority or her designee is authorized and empowered:
- a. To acquire in Solano Transportation Authority's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in Solano Transportation Authority's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting Solano Transportation Authority to take immediate possession and use said real property for said public uses and purposes.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of September 2014, by the following vote:

AYES: _____
 NOS: _____
 ABSENT: _____
 ABSTAINED: _____

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of September 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

EXHIBIT A

**LEGAL DESCRIPTION
RIGHT OF WAY FEE ACQUISITION
BURNETT
(201100045915)
APN 0135-080-010**

REAL PROPERTY SITUATE IN THE CITY OF VACAVILLE, COUNTY OF SOLANO,
STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEING PORTIONS OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO THE
JOHN B. BURNETT AND JULIA C. BURNETT REVOCABLE TRUST, DATED JULY 6,
2004, RECORDED MAY 24, 2011 AS DOCUMENT NO. 201100045915, OFFICIAL
RECORDS OF SOLANO COUNTY AND MORE PARTICULARLY DESCRIBED AS
FOLLOWS:

PARCEL 1

BEGINNING AT THE MOST NORTHWESTERLY CORNER OF SAID PARCEL;
THENCE ALONG THE MOST NORTHERLY LINE OF SAID PARCEL SOUTH
88°30'44" EAST, 296.17 FEET; THENCE SOUTH 01°29'16" WEST, 1.88 FEET;
THENCE NORTH 88°34'29" WEST, 212.05 FEET; THENCE SOUTH 45°33'00" WEST,
57.43 FEET; THENCE SOUTH 00°19'32" EAST, 149.26 FEET TO THE NORTHERLY
SOUTHERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE SOUTH
89°41'16" WEST, 42.83 FEET TO THE WESTERLY LINE OF SAID PARCEL; THENCE
ALONG LAST SAID LINE NORTH 00°18'44" WEST, 194.00 FEET TO THE POINT OF
BEGINNING.

CONTAINING 9,638 SQUARE FEET, MORE OR LESS.

PARCEL 2

BEGINNING AT THE MOST SOUTHWESTERLY CORNER OF SAID PARCEL;
THENCE ALONG THE MOST WESTERLY LINE OF SAID PARCEL NORTH 00°18'44"
WEST, 118.52 FEET TO THE SOUTHERLY NORTHERLY LINE OF SAID PARCEL;
THENCE ALONG LAST SAID LINE SOUTH 87°40'04" EAST, 43.10 FEET; THENCE
SOUTH 00°39'17" EAST, 117.91 FEET TO THE MOST SOUTHERLY LINE OF SAID
PARCEL; THENCE ALONG LAST SAID LINE NORTH 88°30'44" WEST, 43.78 FEET
TO THE POINT OF BEGINNING.

CONTAINING 5,131 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:

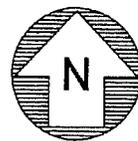


ALVIN LEUNG, PLS

JAN 21, 2013

DATE





SCALE: 1"=100'

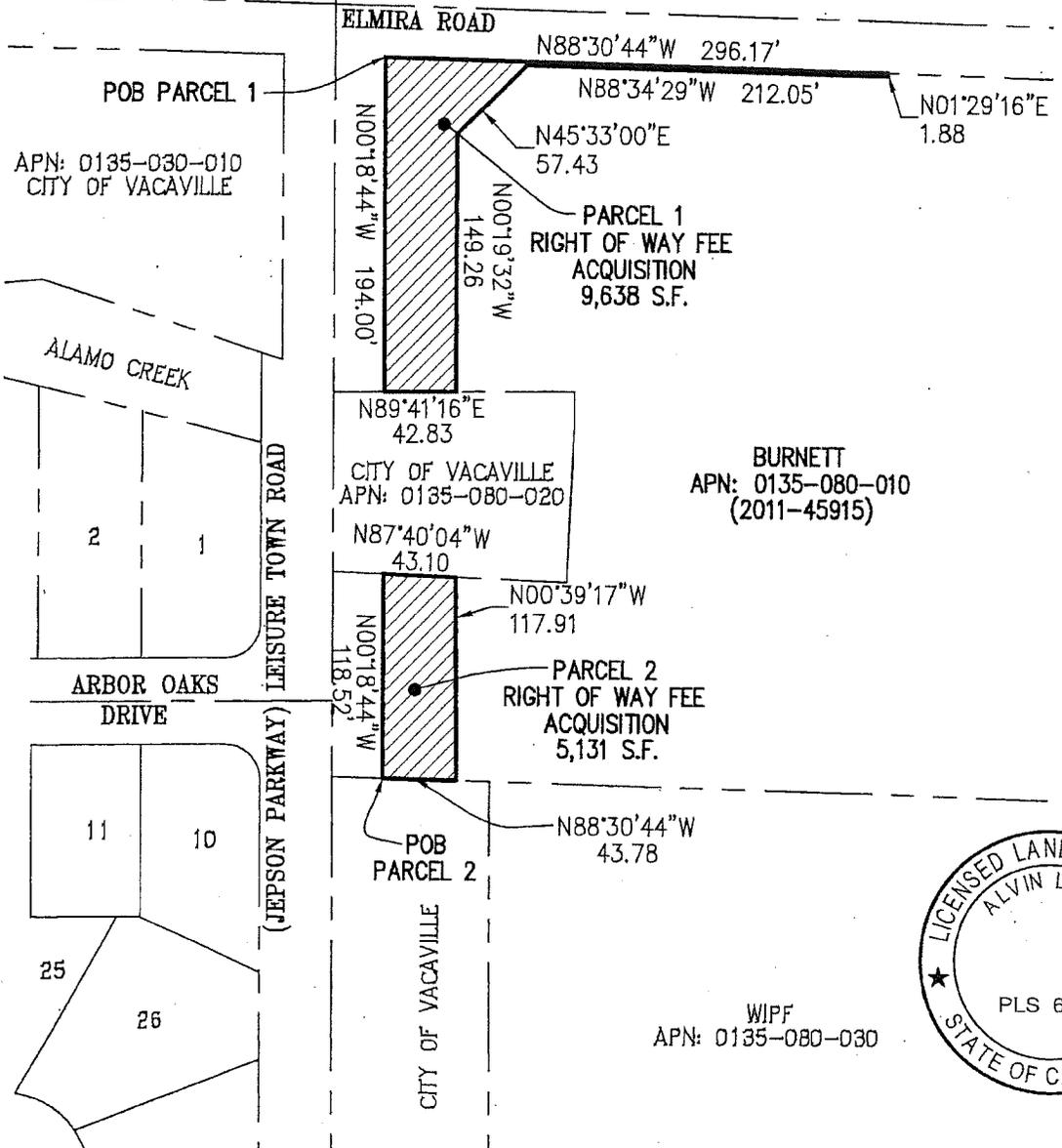


EXHIBIT B
PLAT TO ACCOMPANY LEGAL DESCRIPTION

SHEET 1 OF 1

JEPSON PARKWAY ACQUISITION
BURNETT
 APN 0135-080-010
 SOLANO COUNTY, CALIFORNIA

ISSUE DATE: 01-21-13
 DRAFTED BY: TH
 CHECKED BY: AL
 PROJECT NO.: 20110410
 DWG NAME:
 20110410 ROW NORTH

PHILLIPPI ENGINEERING
 CIVIL ENGINEERING - LAND SURVEYING
 425 MERCHANT STREET VACAVILLE, CA 95688
 P.O. BOX 6556 VACAVILLE, CA 95688
 OFFICE (707) 451-6556 FAX (707) 451-6555

Recording Requested by:
City of Vacaville

When Recorded, Mail To:
City of Vacaville
650 Merchant St.
Vacaville, CA 95688

Attn: City Clerk

APN: 0135-080-010 (Portion)

PUBLIC UTILITY EASEMENT DEED

John B. Burnett and Julia C. Burnett, as Trustees of the John B. Burnett and Julia C. Burnett Revocable Trust, dated July 16, 2004, hereinafter called the Grantor, hereby GRANT(S) to the City of Vacaville, a municipal corporation, hereinafter called the Grantee.

An easement for public utility purposes over the parcels of land described in Exhibit A and depicted in Exhibit B, including the rights of ingress to and egress from said described parcel to and from all public roads abutting said parcel.

This instrument shall bind and inure to the benefit of the successors and assigns of the parties hereto.

In witness whereof, the Grantor has executed this instrument this _____ day of _____, 20__.

By: _____

Affix Acknowledgement

By: _____

EXHIBIT A

LEGAL DESCRIPTION
PUBLIC UTILITY EASEMENT
BURNETT
(201100045915)
APN 0135-080-010

REAL PROPERTY SITUATE IN THE CITY OF VACAVILLE, COUNTY OF SOLANO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO THE JOHN B. BURNETT AND JULIA C. BURNETT REVOCABLE TRUST, DATED JULY 6, 2004, RECORDED MAY 24, 2011 AS DOCUMENT NO. 201100045915, OFFICIAL RECORDS OF SOLANO COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY SOUTHERLY LINE OF SAID PARCEL WHICH BEARS NORTH 89°41'16" EAST, 42.83 FEET FROM THE WESTERLY TERMINUS OF LAST SAID LINE; THENCE NORTH 00°19'32" WEST, 149.26 FEET; THENCE NORTH 45°33'00" EAST, 57.43 FEET; THENCE SOUTH 88°34'29" EAST, 20.90 FEET; THENCE SOUTH 45°33'00" WEST, 65.63 FEET; THENCE SOUTH 00°19'32" EAST, 142.92 FEET TO LAST SAID LINE; THENCE ALONG LAST SAID LINE SOUTH 89°41'16" WEST, 15.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 3,114 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

DECEMBER 12, 2013
DATE



RECORDING REQUESTED BY:
Solano Transportation Authority

WHEN RECORDED MAIL TO:
Solano Transportation Authority
Attn: Janet Adams, Director of Projects
One Harbor Center, Suite 130
Suisun City, CA 94585

APN: 0135-090-090 (Portion)

SPACE ABOVE THIS LINE FOR RECORDER'S USE

This document is exempt from the payment of a recording fee pursuant to Government Code § 27383 and §6103, and exempt from Documentary Transfer Tax pursuant to California Revenue and Taxation Code Section 11922

GRANT OF TEMPORARY CONSTRUCTION EASEMENT

For good and valuable consideration pursuant to that certain Right of Way Contract executed by the parties hereto on or about the date hereof ("ROW CONTRACT"), the undersigned, **JOHN B. BURNETT AND JULIA C. BURNETT, AS TRUSTEES OF THE JOHN B. BURNETT AND JULIA C. BURNETT REVOCABLE TRUST, DATED JULY 16, 2004** ("GRANTOR"), hereby grants to **SOLANO TRANSPORTATION AUTHORITY ("STA")**, and its successors and assigns, an exclusive easement, over, across, under and through the real property situated in the County of Solano, State of California, described in Exhibits A and B, attached hereto ("EASEMENT AREA") for public utility construction and conformance purposes related to the **Jepson Parkway Project ("PROJECT")** subject to the terms and conditions specified herein ("Temporary Construction Easement" or "TCE").

STA's rights under the TCE granted hereby shall include, without limitation, the exclusive right of STA, its officers, agents, contractors, and employees, and other governmental agencies responsible for review or construction of any portion of the PROJECT and such agencies' officers, agents, contractors, and employees, to enter upon the EASEMENT AREA with personnel, vehicles and equipment for construction of the PROJECT, and all other activities related thereto, to remove all improvements, trees and vegetation thereon that interfere with the purpose for which this easement is granted, to conform the EASEMENT AREA to the PROJECT, and do any and all other actions necessary and appropriate to the construction of the PROJECT.

Pursuant to the ROW CONTRACT, GRANTOR has been compensated for the removal and replacement cost of certain site improvements within the EASEMENT AREA.

This Temporary Construction Easement is for a period of eighteen (18) months, to commence upon thirty (30) days written notice from STA to GRANTOR, and shall terminate eighteen (18) months after such commencement. In the event STA occupies the Temporary Construction Easement area beyond the eighteen (18) month period described above, STA shall pay GRANTOR, on a month-to-month basis, additional compensation pursuant to the provisions of the ROW CONTRACT. In no event shall this Temporary Construction Easement extend beyond the completion of construction, or December 31, 2017. At no additional cost to STA, STA shall have the right to enter upon GRANTOR's retained property, where necessary, to reconstruct or perform any warranty or conformance works during or after the expiration of the Temporary Construction Easement and any extension thereto and/or the completion of the PROJECT. Said works include conforming driveways, walkways, lawn, landscaped and hardscaped areas, irrigation systems, sidewalks or any area where reconstruction or warranty work on GRANTOR's retained property is necessary.

All work performed by STA in the EASEMENT AREA shall conform to applicable building, fire, and sanitary laws, ordinances and regulations relating to such work and shall be done in a good and workmanlike manner.

Upon the termination of the Temporary Construction Easement, STA shall restore the condition of the EASEMENT AREA to its original condition or as close thereto as is feasible.

The rights and obligations contained in this Grant of Temporary Construction Easement will (a) run with the Subject Property and burden, inure to and be for the benefit of and are binding on the Subject Property, Grantor and its successors and assigns, and be an equitable servitude of Grantor and its successors and assigns, and (b) constitute an easement in gross for the benefit of STA and its successors and assigns, and will be binding on STA and its successors and assigns.

IN WITNESS WHEREOF, this Grant of Temporary Construction Easement is signed and executed on _____, 20____.

Dated: _____

GRANTOR: JOHN B. BURNETT AND JULIA C. BURNETT, AS TRUSTEES OF THE JOHN B. BURNETT AND JULIA C. BURNETT REVOCABLE TRUST, DATED JULY 16, 2004

By: _____
John B. Burnett

Title: _____

By: _____
Julia C. Burnett

Title: _____

MAIL TAX STATEMENTS AS DIRECTED ABOVE
(City is exempt from County transfer tax)

EXHIBIT A

LEGAL DESCRIPTION
10' WIDE TEMPORARY CONSTRUCTION EASEMENT
BURNETT
(201100045915)
APN 0135-080-010

REAL PROPERTY SITUATE IN THE CITY OF VACAVILLE, COUNTY OF SOLANO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO THE JOHN B. BURNETT AND JULIA C. BURNETT REVOCABLE TRUST, DATED JULY 6, 2004, RECORDED MAY 24, 2011 AS DOCUMENT NO. 201100045915, OFFICIAL RECORDS OF SOLANO COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

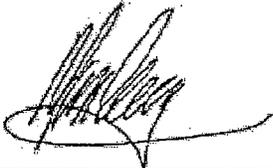
BEGINNING AT A POINT ON THE NORTHERLY SOUTHERLY LINE OF SAID PARCEL WHICH BEARS NORTH 89°41'16" EAST, 57.83 FEET FROM THE WESTERLY TERMINUS OF LAST SAID LINE; THENCE NORTH 00°19'32" WEST, 142.92 FEET; THENCE NORTH 45°33'00" EAST, 65.63 FEET; THENCE SOUTH 88°34'29" EAST, 13.93 FEET; THENCE SOUTH 45°33'00" WEST, 71.09 FEET; THENCE SOUTH 00°19'32" EAST, 138.70 FEET TO LAST SAID LINE; THENCE ALONG LAST SAID LINE SOUTH 89°41'16" WEST, 10.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 2,092 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

DECEMBER 12, 2013
DATE





SCALE 1"=100'

PARCEL 1
RIGHT OF WAY FEE ACQUISITION
9,638 S.F.
ELMIRA ROAD

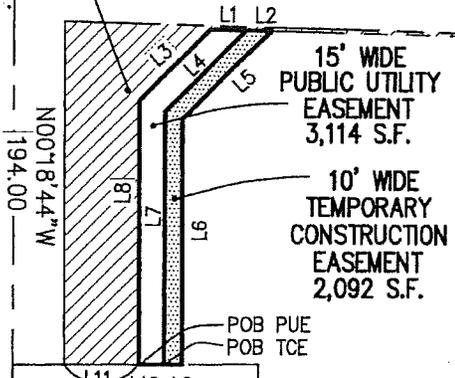
APN: 0135-030-010
CITY OF VACAVILLE

ALAMO CREEK

ARBOR OAKS DRIVE

25
26

LEISURE TOWN ROAD
(JEPSON PARKWAY)



CITY OF VACAVILLE APN: 0135-080-020
BURNETT APN: 0135-080-010 (2011-45915)

PARCEL 2
RIGHT OF WAY FEE ACQUISITION
5,131 S.F.

CITY OF VACAVILLE

WIPF
APN: 0135-080-030

Line Table		
Line #	Length	Direction
L1	20.90'	N88°34'29"W
L2	13.93'	N88°34'29"W
L3	57.43'	N45°33'00"E
L4	65.63'	N45°33'00"E
L5	71.09'	N45°33'00"E
L6	138.70'	N0°19'32"W
L7	142.92'	N0°19'32"W
L8	149.26'	N0°19'32"W
L9	10.00'	N89°41'16"E
L10	15.00'	N89°41'16"E
L11	42.83'	N89°41'16"E



EXHIBIT B
PLAT TO ACCOMPANY LEGAL DESCRIPTION

SHEET 1 OF 1

PUBLIC UTILITY EASEMENT
TEMPORARY CONSTRUCTION EASEMENT
BURNETT, APN 0135-080-010
SOLANO COUNTY, CALIFORNIA

ISSUE DATE: 11-27-13
DRAFTED BY: TH
CHECKED BY: AL
PROJECT NO.: 20110410
DWG NAME:
20110410 ROW NORTH



PHILLIPPI ENGINEERING
CIVIL ENGINEERING - LAND SURVEYING
425 MERCHANT STREET VACAVILLE, CA 95688
P.O. BOX 6556 VACAVILLE, CA 95696
OFFICE (707) 451-6556 FAX (707) 451-8555

RESOLUTION NO. 2014 - 25

**RESOLUTION OF NECESSITY AUTHORIZING THE CONDEMNATION OF PROPERTY FOR
CONSTRUCTION OF THE JEPSON PARKWAY PROJECT [Papin]**

WHEREAS, Solano Transportation Authority (“STA”) intends to implement the Jepson Parkway Project (“Project”), a public improvement consisting of upgrades and safety improvements to a series of narrow local roads from State Route 12 at the Walters Road intersection in Suisun City to Interstate 80 at the Leisure Town Road interchange in the City of Vacaville, Solano County, California and, in connection therewith, acquire interests in certain real property; and

WHEREAS, Solano Transportation Authority has approved the Final Environmental Impact Report for the Project with Resolution No. 2009-03 adopted on March 18, 2009;

RESOLVED, by the Board of the Solano Transportation Authority, by a vote of two-thirds of its members, that:

1. STA intends to acquire interests in certain real property necessary for the Project pursuant to Government Code Sections 6500, *et seq.*, 25350.5 and 37350.5, and Code of Civil Procedure sections 1240.320 – 1240.350.
2. The property to be acquired consists of the following property interests from the described parcels:

<u>Owner</u>	<u>Assessor's Parcel No.</u>	<u>Take</u>	<u>Type</u>
Robert R. Papin	0135-070-010	9,080 sq. ft.	Fee
Robert Randall Papin and Debra J. Papin	0135-070-020	32,218 sq. ft.	Fee
Robert Randall Papin and Debra J. Papin	0135-070-020	4,228 sq. ft.	Drainage and Maintenance Easement

The said property is more particularly described in Exhibit A, attached to and incorporated in by this reference.

3. On June 30, 2014, notice of Solano Transportation Authority’s intention to adopt a Resolution of Necessity for acquisition by eminent domain of the real property described in Exhibits A was sent to persons whose names appear on the last equalized County Assessment Roll as owners of said property. The notice specified Wednesday, September 10, 2014 at 6:00 p.m., in the STA Board Chambers at Suisun City Hall Council Chambers, 701 Civic Center Drive, Suisun City, CA 94585 as the time and place for the hearing.
4. The hearing was held at that time and place, and all interested parties were given an opportunity to be heard and based upon the evidence presented to it, this Board finds, determines and hereby declares the following:

- a. Public interest and necessity require the proposed Project.
 - b. The Project is planned and located in the manner that will be most compatible with the greatest public good and the least private injury.
 - c. The property sought to be acquired is necessary for the Project.
 - d. The offer of compensation required by Section 7267.2 of the Government Code has been made to the owner or owners of record.
6. The Counsel for Solano Transportation Authority or her designee is authorized and empowered:
- a. To acquire in Solano Transportation Authority's name, by condemnation, the titles, easements and rights of way described above in and to said real property or interest therein, in accordance with the provisions for eminent domain in the Code of Civil Procedure and the Constitution of California.
 - b. To prepare and prosecute in Solano Transportation Authority's name such proceedings in the proper court as are necessary for such acquisition.
 - c. To deposit the probable amount of compensation, based on an appraisal, and to apply to said court for an order permitting Solano Transportation Authority to take immediate possession and use said real property for said public uses and purposes.

Osby Davis, Chair
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 10th day of September 2014, by the following vote:

AYES: _____
 NOS: _____
 ABSENT: _____
 ABSTAINED: _____

ATTEST: _____
 Johanna Masiclat
 Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this 10th day of September 2014.

Daryl K. Halls, Executive Director
Solano Transportation Authority

EXHIBIT A

EXHIBIT A

LEGAL DESCRIPTION
RIGHT OF WAY FEE ACQUISITION
PAPIN
(200600079700)
APN 0135-070-010

REAL PROPERTY SITUATE IN THE COUNTY OF SOLANO, STATE OF CALIFORNIA
DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE DEED TO
ROBERT PAPIN DATED JUNE 20, 2006, RECORDED AS DOCUMENT NO.
200600079700, OFFICIAL RECORDS OF SOLANO COUNTY AND MORE
PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1

BEGINNING AT THE NORTHWEST CORNER OF SAID PARCEL; THENCE ALONG
THE NORTHERLY LINE OF SAID PARCEL NORTH 89°42'48" EAST, 68.06 FEET;
THENCE SOUTH 01°23'03" EAST, 131.03 FEET TO THE SOUTHERLY LINE OF SAID
PARCEL; THENCE ALONG LAST SAID LINE SOUTH 89°42'48" WEST, 70.57 FEET
TO THE WESTERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE
NORTH 00°17'12" WEST, 131.00 FEET TO THE POINT OF BEGINNING.

CONTAINING 9,080 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS
ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

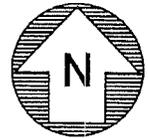
THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

JAN 21, 2013
DATE





SCALE 1"=100'



COMMERCE PLACE

MARIS INDUSTRIAL PARK
(37 SD 77)

UNION WAY

CITY OF VACAVILLE
APN: 0135-351-660

(JEPSON PARKWAY) LEISURE TOWN ROAD

POB
N00°17'12"W 131.00'

N89°42'48"E
68.06

30' WIDE PUBLIC ROAD EASEMENT
(COUNTY ROAD NO. 131)

PAPIN
(2006-79700)
APN: 0135-070-010

N89°42'48"E
70.57

RIGHT OF WAY
FEE ACQUISITION
9,080 S.F.

PAPIN
(2006-79409)
APN: 0135-070-020

STEWART
APN 0135-070-030

WILLIAMS
APN: 0135-070-090

ELMIRA ROAD

EXHIBIT B
PLAT TO ACCOMPANY LEGAL DESCRIPTION

SHEET 1 OF 1

JEPSON PARKWAY ACQUISITION
PAPIN, APN 0135-070-010
SOLANO COUNTY, CALIFORNIA

ISSUE DATE: 01-21-13
DRAFTED BY: TH
CHECKED BY: AL
PROJECT NO.: 20110410
DWG NAME:
20110410 ROW NORTH



PHILLIPPI ENGINEERING
CIVIL ENGINEERING - LAND SURVEYING
425 MERCHANT STREET VACAVILLE, CA 95688
P.O. BOX 6556 VACAVILLE, CA 95688
OFFICE (707) 451-6556 FAX (707) 451-6555

EXHIBIT A

**LEGAL DESCRIPTION
RIGHT OF WAY FEE ACQUISITION
PAPIN
(200600079409)
APN 0135-070-020**

REAL PROPERTY SITUATE IN THE COUNTY OF SOLANO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEING PORTIONS OF THE PARCEL OF LAND DESCRIBED IN THE AFFIDAVIT-DEATH OF JOINT TENANT DATED JUNE 20, 2006, RECORDED AS DOCUMENT NO. 200600079409, OFFICIAL RECORDS OF SOLANO COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1

BEGINNING AT THE MOST SOUTHWESTERLY CORNER OF SAID PARCEL; THENCE ALONG THE WEST LINE OF SAID PARCEL NORTH 00°17'12" WEST, 257.00 FEET TO THE SOUTHERLY NORTHERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE NORTH 89°42'48" EAST, 70.57 FEET; THENCE SOUTH 01°23'03" EAST, 107.79 FEET; THENCE SOUTH 00°19'35" EAST, 124.85 FEET; THENCE S44°40'11" WEST, 38.34 FEET TO THE MOST SOUTHERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE NORTH 88°30'44" WEST, 99.64 FEET TO THE POINT OF BEGINNING.

CONTAINING 19,002 SQUARE FEET, MORE OR LESS.

PARCEL 2

BEGINNING AT THE MOST NORTHWESTERLY CORNER OF SAID PARCEL; THENCE ALONG THE MOST NORTHERLY LINE OF SAID PARCEL NORTH 89°42'48" EAST, 64.23 FEET; THENCE SOUTH 01°23'03" EAST, 199.86 FEET TO THE NORTHERLY SOUTHERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE SOUTH 89°42'48" WEST, 68.06 FEET TO THE WESTERLY LINE OF SAID PARCEL; THENCE ALONG LAST SAID LINE NORTH 00°17'12" WEST, 199.82 FEET TO THE POINT OF BEGINNING.

CONTAINING 13,216 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

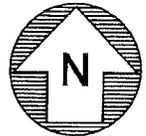
THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

JAN 21, 2013
DATE





SCALE 1"=100'



POB PARCEL 2

N89°42'48"E
64.23

COMMERCE PLACE

PARCEL 2
RIGHT OF WAY
FEE ACQUISITION
13,216 S.F.

30' WIDE PUBLIC ROAD EASEMENT
(COUNTY ROAD NO. 131)

N00°17'12"W
199.82

N89°42'48"E
68.06

PAPIN
APN: 0135-070-010

STEWART
APN 0135-070-030

MARIS INDUSTRIAL PARK
(37 SD 77)

UNION WAY

N89°42'48"E
70.57

PAPIN
(2006-79409)
APN: 0135-070-020

LEISURE TOWN ROAD
JEPSON PARKWAY (NOSEJ)
257.00

PARCEL 1
RIGHT OF WAY
FEE ACQUISITION
19,002 S.F.

N01°23'03"W
107.79

N00°19'35"W
124.85

N44°40'11"W
38.43

POB PARCEL 1

CITY OF VACAVILLE
APN: 0135-351-660

N88°30'44"W
99.64

WILLIAMS
APN: 0135-070-090

ELMIRA ROAD

EXHIBIT B
PLAT TO ACCOMPANY LEGAL DESCRIPTION

SHEET 1 OF 1

JEPSON PARKWAY ACQUISITION
PAPIN, APN 0135-070-020
SOLANO COUNTY, CALIFORNIA

ISSUE DATE: 01-21-13
DRAFTED BY: TH
CHECKED BY: AL
PROJECT NO.: 20110410
DWG NAME:
20110410 ROW NORTH



PHILLIPPI ENGINEERING
CIVIL ENGINEERING - LAND SURVEYING
425 MERCHANT STREET VACAVILLE, CA 95688
P.O. BOX 6556 VACAVILLE, CA 95696
OFFICE (707) 451-6556 FAX (707) 451-6555

<p>Recording Requested by: City of Vacaville</p> <p>When Recorded, Mail To:</p> <p>City of Vacaville 650 Merchant St. Vacaville, CA 95688</p> <p>Attn: City Clerk</p> <p>APN: 0135-070-020</p>	<p>SPACE ABOVE THIS LINE FOR RECORDER'S USE</p>
--	---

This document is exempt from the payment of a recording fee pursuant to Government Code § 27383 and §6103, and exempt from Documentary Transfer Tax pursuant to California Revenue and Taxation Code Section 11922

DRAINAGE EASEMENT DEED

Robert Randall Papin and Debra J. Papin, Husband and Wife as Joint Tenants, hereinafter called the Grantor, hereby GRANT(S) to the **CITY OF VACAVILLE, a municipal corporation.**

An easement for drainage purposes over the parcels of land described in Exhibit A and depicted in Exhibit B, including the rights of ingress to and egress from said described parcel to and from all public roads abutting said parcel.

In witness whereof, the Grantor has executed this instrument this _____ day of 20__.

By: _____

Affix Acknowledgement

By: _____

EXHIBIT A

LEGAL DESCRIPTION
DRAINAGE & MAINTENANCE EASEMENT
PAPIN
(200600079409)
APN 0135-070-020

REAL PROPERTY SITUATE IN THE COUNTY OF SOLANO, STATE OF CALIFORNIA DESCRIBED AS FOLLOWS:

BEING A PORTION OF THE PARCEL OF LAND DESCRIBED IN THE AFFIDAVIT-DEATH OF JOINT TENANT DATED JUNE 20, 2006, RECORDED AS DOCUMENT NO. 200600079409, OFFICIAL RECORDS OF SOLANO COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTHERLY LINE OF SAID PARCEL WHICH BEARS SOUTH 88°30'44" EAST, 99.64 FEET FROM THE MOST SOUTHWESTERLY CORNER OF SAID PARCEL; THENCE NORTH 44°40'11" WEST, 38.43 FEET; THENCE NORTH 00°19'35" WEST, 23.39 FEET; THENCE NORTH 89°40'28" EAST, 90.00 FEET; THENCE SOUTH 01°29'16" WEST, 52.84 FEET TO LAST SAID LINE; THENCE ALONG LAST SAID LINE NORTH 88°30'44" WEST, 61.50 FEET TO THE POINT OF BEGINNING.

CONTAINING 4,228 SQUARE FEET, MORE OR LESS.

SEE EXHIBIT B-PLAT TO ACCOMPANY LEGAL DESCRIPTION WHICH IS ATTACHED HERETO AND MADE A PART HEREOF.

END OF DESCRIPTION

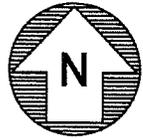
THIS DESCRIPTION WAS PREPARED BY OR UNDER THE DIRECTION OF:



ALVIN LEUNG, PLS

DECEMBER 12, 2013
DATE





SCALE 1"=100'

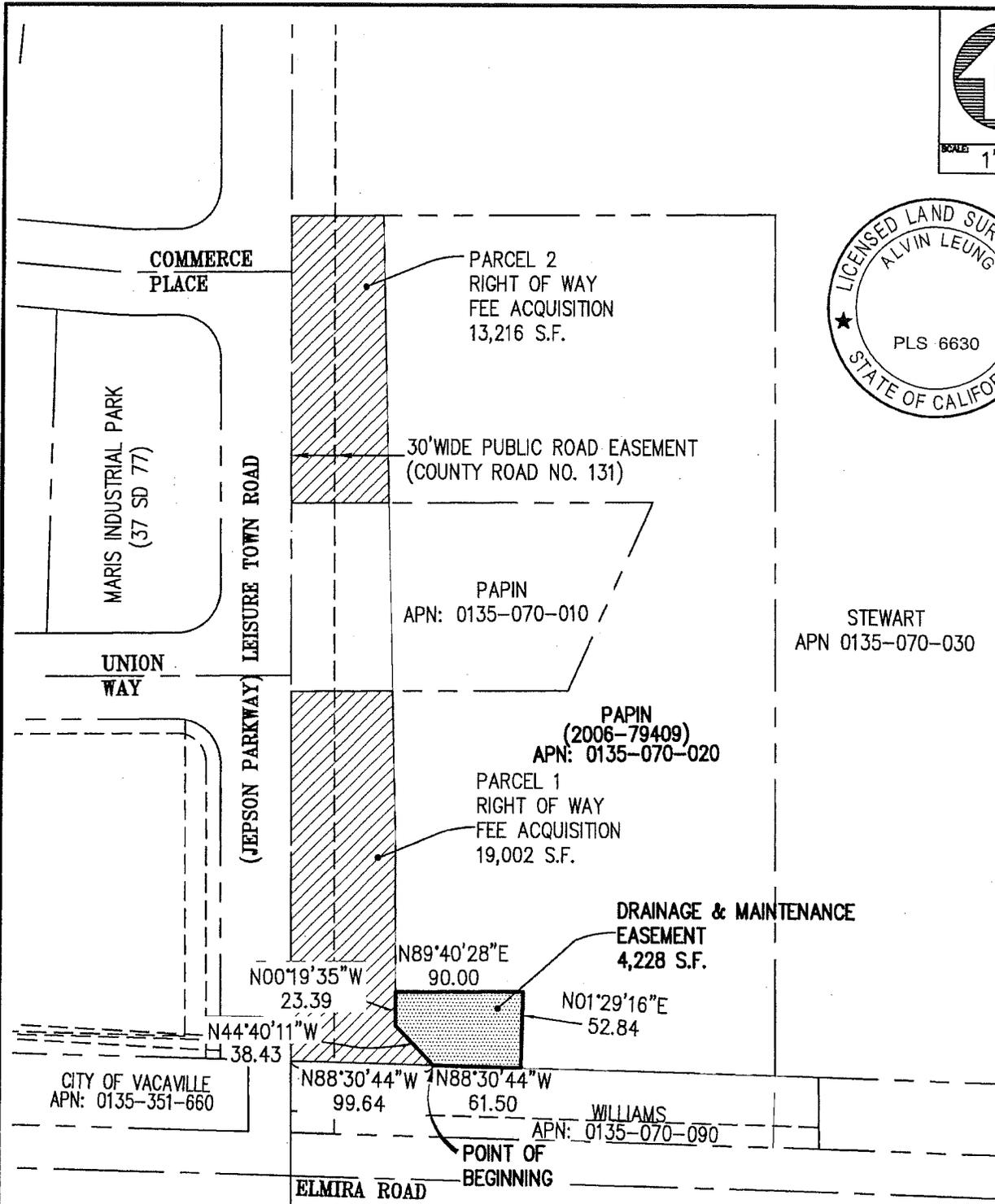


EXHIBIT B
 PLAT TO ACCOMPANY LEGAL DESCRIPTION

SHEET 1 OF 1

**DRAINAGE & MAINTENANCE
 EASEMENT**
 PAPIN, APN 0135-070-020
 SOLANO COUNTY, CALIFORNIA

ISSUE DATE: 11-27-13
 DRAFTED BY: TH
 CHECKED BY: AL
 PROJECT NO.: 20110410
 DWG NAME:
 20110410 ROW NORTH



PHILLIPPI ENGINEERING
 CIVIL ENGINEERING - LAND SURVEYING
 425 MERCHANT STREET VACAVILLE, CA 95688
 P.O. BOX 6556 VACAVILLE, CA 95698
 OFFICE (707) 451-8556 FAX (707) 451-8555

This page intentionally left blank.



DATE: August 29, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: 2014 Solano Express Intercity Ridership Survey and Analysis

Background:

The seven major intercity transit routes that serve Solano County are operated by the two largest transit operators in the County: Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans). Although operated by two transit operators, they are funded by contributions from six cities (Benicia, Dixon, Fairfield, Suisun City, Vacaville, and Vallejo) and the County of Solano, and Regional Measure 2 (RM 2) funds determined by the STA Board.

The STA has been working with local jurisdictions through the Intercity Transit Funding (ITF) Working Group over the past several years and developed an ITF Agreement to stabilize the funding for these services. The cost-sharing for each route is based on residence of the ridership (80%) and population share (20%). An initial ridership survey was conducted in the fall of 2006 and the agreements established that the ridership data will be updated every two to three years.

Discussion:

To meet multiple needs other than just the ITF Agreement, the 2014 Ridership Survey consisted of an on-board survey as well as on and off counts and on-time performance. The information from the ridership study is also essential information for the upcoming Phase II of the I-80/I-680/I-780/SR 12 Transit Corridor Study. In addition, Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) requested their local routes to be surveyed. These surveys will be presented to FAST and SolTrans and the Consortium in September.

The consulting firm Quantum Market Research (QMR) was selected to complete the updated SolanoExpress Intercity Ridership Study. The ridership data was collected in March/April 2014 for the intercity routes and April/May 2014 for the local routes. Passengers on/off counts and on time performance have been collected as well to assist in identifying productivity and compare across routes and systems. The results for Solano Express Intercity Ridership Survey and Analysis are presented in Attachment A. The consultant will provide a summary at the meeting.

At their respective meetings on August 26 and 27, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for approval.

Recommendation:

Approve the 2014 SolanoExpress Intercity Ridership Survey and Analysis Report as shown in Attachment A.

Attachment:

A. 2014 Solano Express Intercity Ridership Survey and Analysis Report

(This attachment has been provided to the STA Board Members only under separate enclosure. For immediate review and/or printing, you may visit STA's website:

[2014 Solano Express Intercity Ridership Survey and Analysis Report](#)



DATE: August 28, 2014
TO: STA Board
FROM: Sarah Fitzgerald, SR2S Program Administrator
RE: Solano Safe Routes to School (SR2S) Program FY 2013-14 Annual Report

Background:

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun and healthy. Using a comprehensive approach, the program includes 5 “E’s”: education, encouragement, enforcement, engineering and evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan.

Discussion:

Highlights for Fiscal Year (FY) 2013-14

The SR2S Plan update involved identifying local task force stakeholders, facilitating 29 local task force meetings, coordinating 17 school site walking audits & evening planning events and drafting recommendations. In October 2013, the SR2S Plan Update was adopted by the STA Board.

Education & Encouragement Events

During FY 2013-14 the SR2S program, in partnership with Solano County Public Health, conducted programs to teach students how to walk and bike safely to school and in their communities. Students were also educated on the benefits of walking and biking to school and using the road safely. The Educational and Encouragement activities work hand in hand to create healthy habits for students. Approximately, 12,397 students were reached through 80 program events:

- 867 students participated in 14 School Bike Rodeos
- 2,635 students participated in 10 School Safety Assemblies
- 1,473 students participated in 7 Walk and Roll School Events
- 333 students participated in 15 Helmet Education Events
- 6,665 students participated in 25 International Walk to School Day Events
- 424 students participated in 9 National Bike to School Day Events

Through MTC's Spare the Air Youth (STAY) grant funding, this was the first year that the Bay Area Bike Mobile (Bike Mobile) was available in Solano County. The Bike Mobile hosts bike fix-a-thons at schools or community events and helps students repair their bikes while teaching them about mechanics and safety. The first Bike Mobile event in Solano County took place at the City of Fairfield's Earth Day event in April 2014. The Bike Mobile also visited Crescent Elementary in Suisun City (May) as well as the Third Thursday event in downtown Rio Vista (June). In total, approximately 80 bikes were repaired. Solano's SR2S program is entitled to a total of 10 events with the Bike Mobile under MTC's STAY grant funding. The remaining 7 events are scheduled in FY 2014-15.

Enforcement

The first SR2S Public Safety Enforcement Grant was piloted in 2011 by the City of Suisun City and the City of Fairfield. Program tasks and activities in the pilot included: development of crossing guard training materials and DVD, bike rodeo instructional DVD, bike rodeo and event assistance and support, coordination with schools, and directed enforcement at problem schools. Based on the success of this grant program, on July 10, 2013, the STA Board authorized the development of another Public Safety Enforcement Grant of up to \$150,000. On February 21, 2014, SR2S Advisory Committee recommended to release the Public Safety Enforcement Grant. Interested agencies were invited to apply for SR2S enforcement activities up to \$45,000 and the grant scope also included a provision for \$15,000 to be allocated to one jurisdiction to take the lead in coordinating crossing guard training countywide using the materials developed by the Cities of Fairfield and Suisun City.

Police departments from both the City of Rio Vista and the City of Vacaville each submitted a formal proposal for the funds. Both projects were recommended for funding by the SR2S Advisory Committee and the STA Board in June and July 2014, respectively. The City of Vacaville will receive \$60,000 for their project titled 'School Safety Through the 4Es' which includes implementation of county-wide crossing guard training. The proposal includes an education and encourage element of safety assemblies, poster competition and incentive program as well as targeted direct enforcement around schools during peak hours of school drop-off and pick-up times.

The City of Rio Vista will receive \$30,360 for their project titled 'Pedestrian and Vehicle Safety Campaign.' Their project consists of student assemblies, parent meetings and a children's safety fair. Enforcement efforts include targeted direct enforcement around the schools and the purchasing of two electronic portable speed and message boards which provide radar feedback as well as collect traffic count and speed data.

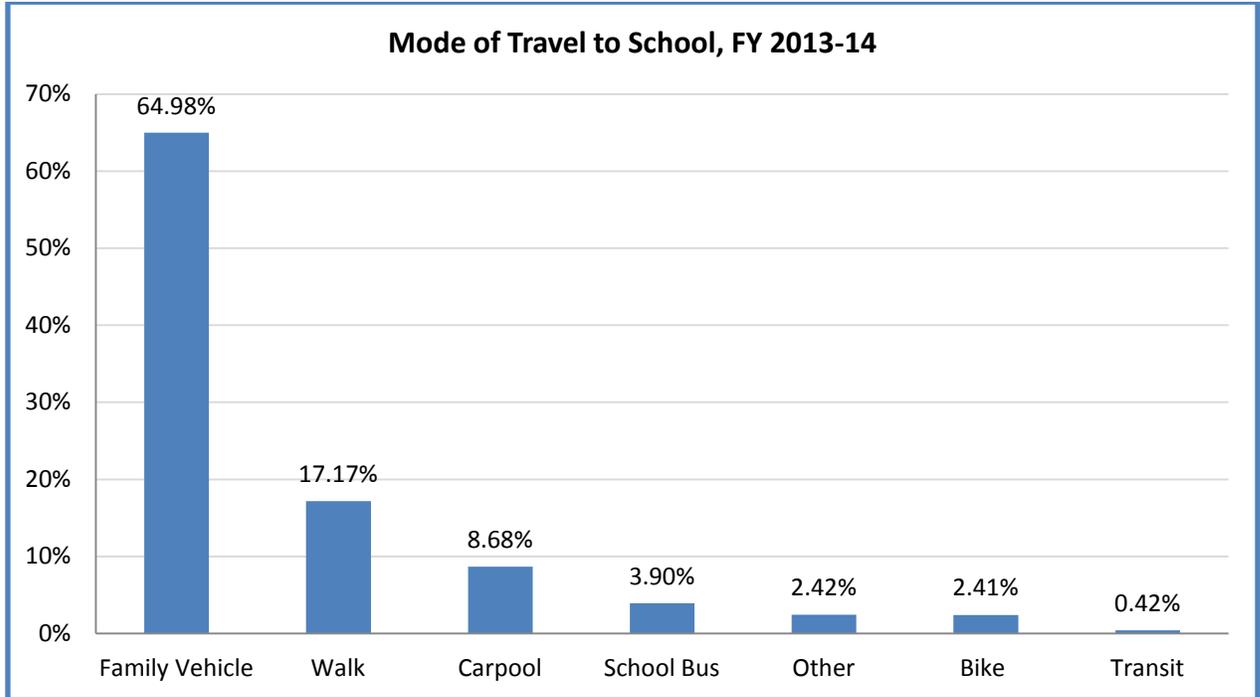
Both of these projects will be implemented in FY 2014-15.

Engineering

Approximately, \$3M of infrastructure needs were identified in the SR2S Plan update, \$2M of which are priority projects. The SR2S program was allocated \$1.2M of OneBayArea Grant (OBAG) funding for engineering projects for each community to assist in the funding of their priority infrastructure projects based on the updated SR2S Plan. See Attachment A for a status update of these engineering projects.

Evaluation

Twice a year (Fall/Spring), the SR2S program evaluates the program through Student Travel Hand Tally Surveys. The graph below displays hand tally data for Solano County for FY 2013-14. 28 schools participated in the in-class hand tallies during the Fall and Spring of FY 2013-14, representing over 43,000 trips taken to school. The data shows that although the primary way of getting to school is in the family vehicle, that nearly 20% of all trips taken to school are either by walking or bicycle.



Engagement

Typically, a comprehensive Safe Routes to Schools programs contain 5 “E”s.” However, in Solano County a sixth “E” (engagement) was added in the Plan Update to emphasize the importance of engaging with all stakeholders to make this program successful. Engagement strategies are designed to open up lines of communication and involvement among all stakeholders, especially parents, for the benefit of an improved Safe Routes to School program. SR2S maintains an up-to-date website, which includes maps with suggested walking routes to all elementary and middle schools in the county. In order to reach out and engage parents, the SR2S program has a presence at a number of community events throughout the year, including the Fairfield Tomato Festival, Earth Day festivities, Vacaville Kidsfest and the Rio Vista Safety Fair. At these events, SR2S staff educates the public about the program and recruits parents to be leaders for Walking School Buses.

Walking School Bus (WSB) Program

STA secured \$500,000 in federal grant funding, which was obligated in late 2012, to implement a countywide walking school bus program in Solano County elementary schools. STA began implementing the WSB program in January 2013 with two new part-time walking school bus coordinators. By the end of FY 2013-14, there were 33 routes in 16 elementary schools:

Benicia
Matthew Turner Elementary

Dixon
Tremont Elementary

Fairfield
Anna Kyle Elementary
B. Gale Wilson Elementary
Cordelia Hills Elementary
Laurel Creek Elementary
Rolling Hills Elementary

Suisun City
Crescent Elementary
Dan O. Root Elementary

Vacaville
Browns Valley Elementary
Cambridge Elementary
Fairmont Elementary
Markham Elementary
Padan Elementary

Vallejo
Dan Mini Elementary
Lincoln Elementary

At their meeting of August 27, 2014, the STA TAC unanimously approved the recommendation.

Fiscal Impact

None.

Recommendation:

Receive and file.

Attachment:

- A. SR2S OBAG Engineering Projects

SR2S OBAG Engineering Projects

#	Responsible Agency	Project Name	Description of Work	Project Completion Date (Expected)	FY Programmed	Phase	Other Local Funding	CMAQ - OBAG	Total Project Cost
								\$1.2M	
1	City of Suisun City	Suisun Safe Routes to Schools Project	Stripe high-visibility crosswalks by Crescent Elementary and Crystal Middle School. Design a Class I pedestrian/bicycle facility along the west side of Marina Boulevard between State Route 12 and Lotz Way, and along Lotz Way between Marina Boulevard and the Suisun multi-modal transit station on Main Street. Design and construct a path along the south side of Driftwood Drive from Whispering Bay Circle to Marina Boulevard. Install rectangular rapid flashing beacons on Harrier Drive at the main entrance to Dan O. Root Elementary School.	Aug-16		PE:	\$40,037		
						ROW:			\$389,102
					15/16	CON:		\$349,065	
2	City of Vallejo	Vallejo Safe Routes to Schools Project	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.	Aug-15	13/14	PE:	\$2,400	\$18,000	
					14/15	ROW:	\$300	\$1,800	\$280,428
					14/15	CON:	\$30,000	\$227,928	
3	City of Dixon	Dixon Safe Routes to Schools Project	Construct sidewalk bulb-out on North Lincoln Street at CA Jacobs. Construct sidewalk bulb-out on Pheasant Run Drive at Tremont Elementary School. Installation of high visibility crosswalks at various schools. Install bike racks and overhead covering at CA Jacobs. Install gate in fence along pedestrian path near Silveyville Elementary School. Restripe bike lane on Rehrmann Drive from Evqans Road to North Lincoln Street. Plant trees and gate improvements along Rehrmann Drive at Tremont Elementary School. Miscellaneous striping improvements at Tremont Elementary and CA Jacobs.	Aug-16	14/15	PE:	\$12,000		
						ROW:			\$ 124,956
					15/16	CON:	\$12,956	\$100,000	

#	Responsible Agency	Project Name	Description of Work	Project Completion Date (Expected)	FY Programmed	Phase	Other Local Funding	CMAQ - OBAG	Total Project Cost
4	City of Vacaville	Vacaville Safe Routes to Schools Project	Construction of bicycle and pedestrian safety improvements for VUSD and TUSD. Vacaville High School Area-Work includes improvements on Monte Vista Avenue and West Street including curb extensions at the Monte Vista/West St. intersection and potential landscape installation to limit erosion and widen effective sidewalk width. Sidewalk improvements to Monte Vista Ave. and West Street and possible sidewalk extension from school to Stinson Ave. Installation of accessible curb ramps and high vis. crosswalks at various crossings. Bicycle network improvements including possible low vol. signed bikeway with sharrows. Cambridge Elementary School-Construct curb extension, accessible ramps and high vis. x-walks at Nut Tree/Cambridge intx. Citywide-installation of radar speed feedback sign and rect. rapid flashing beacons at priority locations.	Aug-16	13/14	PE:	\$3,500	\$26,500	\$342,607
					14/15	ROW:	\$900	\$6,600	
					15/16	CON:	\$35,000	\$270,107	
5	City of Benicia	Benicia Safe Routes to Schools Project	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	Aug-14	12/13	PE:	\$10,000		\$124,000
						ROW:			
					13/14	CON:	\$14,000	\$100,000	
6	City of Rio Vista	SR 12 crossing with updated lighting	New updated lighted crosswalk at SR 12 Crossing.	Aug-15	12/13	PE:	\$15,000		\$130,000
						ROW:			
					14/15	CON:	\$15,000	\$100,000	



DATE: August 29, 2014
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Project Contingency Reserve Fund (PCRF) – Benicia Intermodal Project
Funding Agreement

Background:

Over the last 10 years, the STA has been taken on a more proactive and active role in the delivery of projects. This includes being the lead agency for all phases of projects which includes; environmental, design, right-of-way and construction. As a lead agency for a phase of a project, the STA becomes fiscally responsible as well.

Transportation projects are funded with a wide variety of sources, of which, most projects have multiple fund sources that have been compiled together for the project. However, each fund source has a financial limit and specific rules for what and when the funds can be used. In fact, the flexible needs of a project don't always correspond to the rigidity of the funds programmed and allocated for the project.

The Jepson Parkway Project is a partnership project between the cities of Suisun City, Fairfield, Vacaville, Solano County and the STA. The STA was the lead agency for the environmental phase, the cities of Vacaville and Fairfield are the lead for the design and construction of project segments located within their respective cities, and the STA is the lead for the right-of-way for both project segments. Being the lead for the right-of-way project has been at the request of the two cities and occurred after the \$3.8M right-of-way State Transportation Improvement Program (STIP) funds had been programmed and allocated to the project. In addition, the right-of-way scope has evolved as the amount of lands to be dedicated to the project has significantly decreased causing additional upfront costs for acquisition and relocations. As a result, the costs for this phase of the project are higher than originally anticipated.

In 2013, the City of Benicia requested the STA to be the lead agency for the right-of-way acquisition for the Benicia Bus Hub Project. Additionally, the STA Board approved \$500,000 of State Transit Assistance Funds (STAF) for this project. With first call for these funds to provide for the cost of the right-of-way acquisition, both support and capital. When these funds were approved, it was anticipated that these were enough to cover the costs of this phase. However, the final disposition of the right-of-way costs is higher. While additional funds are anticipated from the Regional Transportation Impact Fees for this project in the future, they will not be available immediately when the project is getting ready for construction.

Discussion:

To provide for the cash flow needs of projects, like the Jepson Parkway and the Benicia Bus Hub, the STA Board approved a new Project Contingency Reserve Fund (PCRF) as part of the approval of the STA's FY 2014-15 Budget in July 2014.

This fund was populated from funds previously tied to the North Connector Project. Specially, contributions from Solano County (\$1,000,000) and the Solano County Water Agency (SCWA) (\$100,000). With the completion of the project, this amount was transferred to the new reserve account, the Project Contingency Reserve Fund (PCRF), to help finance future project implementation.

As mentioned above, the Jepson Parkway Project right of way activities and property acquisitions has a shortfall due to the increased costs of the acquisitions and the relocation costs associated with these acquisitions. The project was loaned the amount of \$500,000 from the PCRF and will be paid back with the City of Vacaville's future reimbursements to the project which is scheduled to begin in Fiscal Year (FY) 2015-16. This interfund loan was approved by the STA Board in July 2014.

The Benicia Bus Hub Project right-of-way costs as now estimated at \$586,000. As a result, an additional \$86,000 is necessary for this phase and must be funded in the next 4 weeks to close escrow timely as part of the settlement with the property owner. While this project will receive \$100,000 from future RTIF funds, these funds are not immediately available. The STA has made an agreement with the City of Benicia that each agency will front half the \$86,000 shortfall until the RTIF money is made available. At the September Board meeting, staff will be recommending STA's \$43,000 share be loaned from the new PCRF and repaid with future RTIF funds dedicated to the project. This is estimated to take place in three to five years.

On August 27, 2014 the STA TAC unanimously approved the recommendation advance RTIF funds for the additional \$86,000 cost for this Project.

Fiscal Impact:

STA staff is recommending a loan from the new reserve fund, the PCRF, of \$43,000 that would be repaid in approximately 3 years from the RTIF District No. 5 (Transit).

Recommendation:

Approve the following:

1. An interfund loan from PCRF of \$43,000 to fully fund the Benicia Bus Hub Project Right-of-Way; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Benicia for \$86,000 to be paid by future RTIF District 5 (Transit) Funds.



DATE: August 28, 2014
TO: STA Board
FROM: Liz Niedziela, Transit Program Manager
RE: Programming of Fiscal Year (FY) 2014-15 State Transit Assistance Funds (STAF)

Background:

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

STAF funds had been used for a wide range of activities, including providing funds for STA transit planning and programs administration, transit studies, transit marketing activities, matching funds for the purchase of new intercity buses and covering new bus purchase shortfalls on start-up new intercity services when the need arises.

The FY 2014-15 STAF revenue projections were approved by the Metropolitan Transportation Commission (MTC) on July 18, 2014 (Attachment A). For FY 2013-14, STA Board approved projects in June 2013 as shown in Attachment B.

Discussion:

In July 2014, the STA Board approved the STA's Overall Work Plan for FY 2014-15 and FY 2015-16, which include a number of transit projects, programs, and studies. STA staff is recommending approval of a comprehensive list of transit programs, studies and projects to be funded by the FY 2014-15 STAF based on a combination of STA's recently adopted overall work program tasks, STA Board priorities and requests by individual transit operators. These proposed projects are listed on Attachments C and discussed below.

Northern County STAF

The STA utilizes STAF to conduct countywide transit planning, marketing, coordination, and provide matching funds for replacement of SolanoExpress buses. These have been typical activities funded by STAF funds with a focus on countywide services and priorities. For FY 2014-15, the Northern Counties apportionment is \$1,762,018. There is \$3,612,179 in projected carryover that includes \$127,711 in previous year carryover and interest and \$3,484,468 in committed funds.

The projects being presented to the STA Board for consideration are continued investment in the funding of Intercity Bus Replacement, Implementation of the Transit Corridor Study – Phase 2, Transit Planning and Coordination, SolanoExpress Marketing, Mobility Management Program, P3 at Transit Facilities (Curtola Park and Ride) and the Benicia Intermodal (Attachment C). The STA Board approved funding to be set-a-side for future years. These committed funds are shown in Attachment D. Almost \$3 million has been reserved by STA for the intercity bus replacement.

Regional Paratransit STAF

These funds have been traditionally used in part for the STA to manage the Paratransit Coordinating Council (PCC) and the Seniors and People with Disabilities Plan Committees. In FY 2013-14, the STA Board approved funding for projects that support mobility for Seniors and People with Disabilities. The Solano County Mobility Management program has been identified as a priority project through the Seniors and People with Disabilities Transportation Advisory Committee and by the STA Board. One of the major projects funded was the Countywide In-Person American Disabilities Act (ADA) Eligibility Program. For FY 2014-15, the Regional Paratransit apportionment is \$342,952. There is \$944,579 in the projected carryover that includes \$425,508 in prior year's carryover and interest and over \$519,071 in committed funds.

Some of the projects that will be presented for the STA Board for consideration are continued funding of ADA in-person Eligibility, Paratransit Coordinating Council, Senior and People with Disabilities Transportation Advisory Committee, Intercity Paratransit, and Mobility Management (Attachment C). Further, STA staff intends to reserve these funds for future year funding of the Mobility Management Program and Intercity Paratransit/Taxi Scrip Program.

At their respective meetings on August 26 and 27, 2014, the SolanoExpress Intercity Transit Consortium and the STA TAC unanimously approved to forward the recommendation to the STA Board for approval.

Fiscal Impact:

This project list to be funded with State Transit Assistance funds includes several activities performed by the Solano Transportation Authority. Approval of this list provides the guidance MTC needs to allocate STAF to the STA for these programs and projects.

Recommendation:

Approve the programming of FY 2014-15 STAF priorities as specified in Attachment C.

Attachments:

- A. FY 2014-15 STAF Solano population-based fund estimate (MTC Reso. 4133, 7/18/2014)
- B. Population-based STAF FY 2013-14 Approved Projects
- C. Population-based STAF FY 2014-15 Recommended Projects
- D. Population-based STAF Committed Funds

**FY2014-15 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313)**

FY2013-14 STA Revenue Estimate		FY2014-15 STA Revenue Estimate				F=Sum(D-E)
1. State Estimate ³ (Aug. 13)		4. Projected Carryover (Feb. 14)				\$47,217,449
2. Actual Revenue (Aug. 14)		5. State Estimate ⁴ (Feb. 14)				\$36,003,759
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)				\$83,221,208
STA POPULATION-BASED APPORTIONMENT BY JURISDICTION & OPERATOR						
Column	A	B	C	D=Sum(A-C)	E	F=Sum(D-E)
Apportionment Jurisdictions	6/30/2013 Balance (w/interest) ¹	FY2012-14 Outstanding Commitments ²	FY2013-14 Revenue Estimate ⁵	6/30/2014 Projected Carryover	FY2014-15 Revenue Estimate ⁴	Total Available For Allocation
Northern Counties/Small Operators						
Marin	0	(1,134,283)	1,142,597	8,314	1,082,659	1,090,973
Napa	0	(585,756)	617,475	31,719	585,084	616,803
Solano/Vallejo ⁵	3,366,869	(1,614,257)	1,859,567	3,612,179	1,762,018	5,374,197
Sonoma	1	(1,417,052)	2,185,336	768,285	2,070,698	2,838,983
CCCTA	1	(2,149,883)	2,166,027	16,145	2,052,402	2,068,547
ECCTA	0	(1,239,047)	1,308,377	69,330	1,239,743	1,309,073
LAVTA	902,754	(910,658)	895,116	887,213	848,161	1,735,374
Union City	0	(310,984)	313,360	2,377	296,922	299,299
WCCTA	1	(272,298)	288,574	16,277	273,436	289,713
SUBTOTAL	4,269,627	(9,634,218)	10,776,430	5,411,839	10,211,123	15,622,962
Regional Paratransit						
Alameda	0	(1,183,448)	1,183,258	(190)	1,121,187	1,120,997
Contra Costa	0	(839,356)	837,607	(1,749)	793,668	791,919
Marin	0	(160,388)	161,613	1,225	153,135	154,360
Napa	14,835	(146,264)	131,066	(363)	124,191	123,828
San Francisco	0	(938,549)	938,819	270	889,571	889,841
San Mateo	99,507	(563,725)	462,883	(1,335)	438,601	437,266
Santa Clara	0	(1,325,748)	1,325,748	0	1,256,203	1,256,203
Solano	812,640	(230,000)	361,939	944,579	342,952	1,287,531
Sonoma	1,551	(358,175)	518,420	161,796	491,225	653,021
SUBTOTAL	928,534	(5,745,653)	5,921,353	1,104,233	5,610,733	6,714,966
Lifeline						
Alameda	379,910	(192,881)	2,384,718	2,571,748	2,496,315	5,068,063
Contra Costa	635,244	(594,738)	1,346,848	1,387,354	1,409,876	2,797,230
Marin	13,306	0	261,613	274,919	273,855	548,774
Napa	279,157	(279,049)	220,273	220,381	230,581	450,962
San Francisco	5,361,435	(971,579)	1,315,298	5,705,153	1,376,849	7,082,002
San Mateo	408,247	(352,914)	760,955	816,288	796,566	1,612,854
Santa Clara	5,736,825	0	2,381,850	8,118,674	2,493,313	10,611,987
Solano	855,224	(854,884)	583,569	804,342	610,878	1,194,786
Sonoma	56,684	(39,144)	786,802	804,342	823,622	1,627,964
MTC Mean-Based Discount Project	993,696	(693,696)	0	300,000	0	300,000
JARC Funding Restoration ⁷	0	0	1,051,884	1,745,580	0	1,745,580
SUBTOTAL	14,719,727	(3,978,885)	11,093,809	22,528,347	10,511,854	33,040,201
MTC Regional Coordination Program⁶	36,589,800	(29,314,322)	10,205,400	17,480,878	9,670,049	27,150,927
BART to Warm Springs	326,814	0	0	326,814	0	326,814
eBART	326,814	0	0	326,814	0	326,814
SamTrans	38,524	0	0	38,524	0	38,524
GRAND TOTAL	\$57,199,840	(\$48,673,078)	\$37,996,992	\$47,217,449	\$36,003,759	\$83,221,208

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. The FY2013-14 STA revenue generation based on the \$392 million estimated in the enacted FY2013-14 State Budget.
4. The FY2014-15 STA revenue generation based on the \$373 million estimated in the proposed FY2014-15 State Budget.
5. Beginning in FY2008-09, the Vallejo allocation is combined with Solano, as per MTC Resolution 3837.
6. Committed to Clipper® and other MTC Customer Service projects.
7. Includes 2/26/14 Commission action to re-assign \$1.1 million in FY15 Lifeline funds, and re-assigning \$694K of MTC's Means-Based Discount Project balance.

This page intentionally left blank.

Fiscal Year 2013-14 Approved Funding Priorities

State Transit Assistance Funds (STAF) Population-Based

Northern County and Regional Paratransit

		Approved	
		FY2013-14	
		Northern County	Regional Paratransit
	Beginning Balance	\$ 1,845,462	\$ 359,194
FY2013-14 Recommended Funding Priorities	Claimant	Project Amount	Project Amount
Transit Planning and Coordination	STA	\$ 280,333	
Intercity Bus Replacement	FAST/SolTrans	\$ 600,000	
Alt Fuel Study/CNG Feasibility Study Match to Benicia and SolTrans	STA/Benicia/SolTrans	\$ 70,000	
P3 (Public Private Partnerships) at Transit Facilities Study (Phase 2) - Curtola Implementation	STA/SolTrans	\$ 75,000	
Suisun City Amtrak Station Rehab and Signage	STA/Suisun City	\$ 150,000	
Transit Coordination Clipper Implementation	STA/Operators	\$ 150,000	
Transit Coordination Implementation-Rio Vista	STA/Rio Vista	\$ 50,000	
Lifeline	STA	\$ 17,000	
Solano Express Marketing	STA/FAST/SolTrans	\$ 150,000	
Coordinated SRTP/Transit Corridor/Transit Analysis/Implementation	STA/FAST/SolTrans	\$ 150,000	
Mobility Management Program Implementation	STA	\$ 153,129	\$ 129,194
ADA In Person Eligibility	STA		\$ 150,000
PCC	STA		\$ 50,000
Senior & People w/Disabilities Committee	STA		\$ 30,000
	Total	\$ 1,845,462	\$ 359,194
	Balance	\$ -	\$ -

Note: The STA Board also approved \$500,000 for the Benicia Intermodal (\$300,000 for FY 2013-14 and \$200,000 for FY 2014-15) and \$175,000 for Ridership Survey and Analysis)

**Fiscal Year 2014-15 Recommended Funding Priorities
State Transit Assistance Funds (STAF) Population-Based**

Northern County and Regional Paratransit

		Recommended	
		FY2014-15	
		Northern County	Regional Paratransit
	Balance	\$ 5,374,197	\$ 1,287,531
	Committed Funds	\$ 3,484,468	\$ 519,071
	Available for Programming	\$ 1,889,729	\$ 768,460
FY 2014-15 Recommended Priority Projects		Northern County STAF	Regional Paratransit STAF
	Transit Planning and Coordination	STA	\$ 386,186
	Intercity Bus Replacement	FAST/SolTrans	\$ 600,000
	Transit Coordination Implementation - Financial Services	STA/Rio Vista	\$ 71,000
	P3 (Public Private Partnerships) at Transit Facilities Study - Curtola	STA/SolTrans	\$ 100,000
	Lifeline	STA	\$ 17,000
	Solano Express Marketing*	STA/FAST/SolTrans	\$ 25,000
	Coordinated SRTP/Transit Corridor/Transit Analysis/Implementation	STA/FAST/SolTrans	\$ 250,000
	Benicia Intermodal	STA/Benicia	\$ 200,000
	PCC	STA	\$ 40,000
	Senior & People w/Disabilities Committee	STA	\$ 30,000
	Intercity Paratransit Program/Taxi Scrip Transition	STA	\$ 140,000
	Mobility Management Program Implementation	STA	\$ 210,000
	ADA In Person Eligibility	STA	\$ 200,776
	Total	\$ 1,859,186	\$ 416,776
	Ending Balance	\$ 30,543	\$ 351,684

*SolanoExpress FY 2014-15 Budget includes a carryover of ~ \$125,000. The available amount for FY 2014-15 will be ~ \$150,000.

**Fiscal Year 2014-15 Committed Funds
State Transit Assistance Funds (STAF) Population-Based**

Northern County and Regional Paratransit

		Committed FY2014-15	
		Northern County	Regional Paratransit
		Committed Funds	Committed Funds
		\$ 3,484,468	\$ 519,071
FY 2014-15 Committed Funding Projects	Claimant	Northern County STAF	Regional Paratransit STAF
Solano Passenger Rail Study	STA	\$ 45,000	
SR-12 Jameson Canyon 5311 (f) Match	STA/Napa	\$ 332,690	
Intercity Bus Replacement	STA	\$ 2,910,224	
CTSA/Mobility Management Programs	STA	\$ 153,129	
Alt Fuel Study/CNG Feasibility Study Match	STA	\$ 9,500	
Benicia Transit Site Plan	Benicia	\$ 25,000	
SolTrans Schedules, Capital Project	STA	\$ 8,925	
Mobility Management Program Implementation	STA		\$ 519,071
	Total	\$ 3,484,468	\$ 519,071
	Ending Balance	\$ -	\$ -

This page intentionally left blank.



DATE: August 26, 2014
TO: STA Board
FROM: Robert Macaulay, Planning Director
Sofia Recalde, Associate Planner
RE: Status of State Active Transportation Program

Background:

In September 2013, the Governor signed legislation creating the Active Transportation Program (ATP). The ATP consolidates multiple state and federal funding programs into one program, and aims to promote the following objectives:

- Increase the proportion of biking and walking trips
- Increase safety and mobility for non-motorized users
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding
- Ensure disadvantaged communities fully share in program benefits (25% of program)
- Provide a broad spectrum of projects to benefit many types of active transportation users

Approximately \$120M is available annually for Fiscal Year (FY) 2013-14, 2014-15, and 2015-16 (total \$360M), and distributed via 3 funding programs:

- Statewide competition: 50% (\$180M)
- Small urban/rural areas: 10% (\$36M)
- Metropolitan Planning Organizations (MPOs): 40% (\$144M, of which \$30M will be available to MTC)

There were additional funding restrictions. For example, 25% of the funds were required to be spent on projects that benefit disadvantaged communities. In addition, approximately 40% was designated for Safe Routes to Schools (SR2S) projects (both infrastructure and non-infrastructure).

The Call for Projects for the statewide and small urban/rural programs was announced on March 21, 2014, and applications were due to Caltrans on May 21, 2014. The Metropolitan Transportation Commission (MTC) will release a MPO/Regional Call for Projects on May 22, 2014, and MPO/ regional applications were due to MTC on July 24, 2014.

There were 7 applications from Solano County (see page 28 of Attachment B):

- Solano Co Farm to Market Phase 1 Project
- Solano Co Vaca-Dixon Bikeway, Ph 5B
- STA - Solano County SR2S - Ingraining Walking & Rolling into the School Culture
- Suisun City Driftwood Dr SRTS Path
- Vallejo SR2S North Hills Christian School Improvement
- Vallejo SRTS - Cooper ES
- Vallejo Maine St Ped Enhance

CTC established a scoring program based upon 8 general criteria (see Attachment A). Volunteers from regional agencies, such as STA and MTC, were put into teams and assigned applications to assess using the scoring sheets. There were 771 total ATP applications, valued at more than \$1 billion, submitted for state funding, and most scoring team members had between 30 and 40 applications to review. Caltrans and CTC staff aggregated the projects scores, assessed the ability of the top-scored projects to fulfill the disadvantaged community and SR2S criteria, and released a funding recommendation to the CTC for action at the CTC's August 20th meeting.

Discussion:

The CTC recommended infrastructure projects with a score of 81.5 and above be funded, with several exceptions; and, that all SR2S non-infrastructure projects with a score of 70 or greater also be funded. CTC staff initially recommended that no Solano projects for state ATP funding. STA staff contacted CTC and noted that the STA's SR2S submittal was scored at 77.3, and should therefore be recommended for funding as a non-infrastructure project. CTC staff agreed with STA staff and they amended their recommendation to include this project in the funding recommendation.

On August 20th, the CTC approved the State ATP projects which included \$389,000 for STA's Safe Routes to School application.

Regional ATP applications are currently being scored by MTC and other regional agency staff with an initial announcement of MTC staff recommended projects released in early September.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachments:

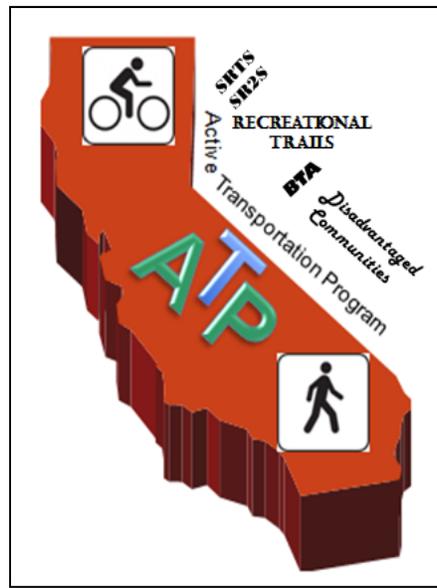
- A. CTC Project Scoring Form
- B. CTC Memorandum Recommending ATP Project Funding for the August 20 meeting

PROJECT EVALUATION COMMITTEE

SCORING INSTRUCTIONS

CYCLE 1

ACTIVE TRANSPORTATION PROGRAM



INSTRUCTIONS

The Project Evaluation Committee's (PEC) are responsible for evaluating and ranking projects for the ATP Cycle 1 Awards. The PEC's members will score all ATP applications using the score sheets contained herein. The following methodology will be used by the committees for the scoring and selection of ATP projects:

1. Each PEC consists of multi-faceted team members. The Caltrans representative will act as the Facilitator for each team. Each team member will receive an estimated 40 - 60 applications* each. (*The final number will vary depending on the actual number of ATP applications received by Caltrans.)
2. Individual PEC members will score each application independently. Each ATP application will be scored one time each by 3 independent reviewers. As the applications are scored the Facilitator will record and track the application's progress.
3. For each ATP application, the final PEC score will be the average of the three scores given by the PEC reviewers. All final scores will then be "Normalized" by formula to align each team with one another. A normalized score may be greater than the maximum score shown in the application.
4. All PEC members must return the application Scoring Forms (all pages) for each application. Scoring Forms can be returned by mail, Fax, or email to your Caltrans Facilitator. **PEC reviewers are expected to return a minimum of 8 - 10 Scoring Forms to the Facilitator each week.** Do not keep the Scoring Forms once you have completed an application review.
5. Once all of the ATP applications have been scored, Caltrans will rank the applications and submit an ATP program to the CTC for consideration.
6. Projects will be selected based on the each application's total score, as well as, the requirements and goals of the program which include, but are not limited to:
 - a. Fund distribution requirements
 - i. Small urban areas (population size 5,001 to 200,000)
 - ii. Rural areas (population size 5,000 or less)
 - iii. Any area in the state
 - b. 25% minimum funding to disadvantage communities
 - c. Safe Routes to School: Infrastructure & Non-infrastructure
 - d. Recreation Trails
 - e. Active Transportation Planning for Disadvantage Communities
 - f. Reasonable geographic distribution of projects.
7. The PEC members can find the CTC adopted ATP Guidelines and the ATP Applications and Instructions on the Caltrans website: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>

ACTIVE TRANSPORTATION PROGRAM (ATP) SCORING FORM

DATE: _____

CALTRANS PROJECT DISTRICT: _____

APPLICATION ID # _____

PROJECT NAME: _____

PROJECT APPLICANT: _____

PEC REVIEWER: _____

ATP APPLICATION SCORE: _____

SCORING INFORMATION

1. Complete an ATP Scoring Form for each application. Please complete all of the Scoring Form information requested at the top of page 1 for each application.
2. Return the Scoring Forms (all pages) to the Facilitator as you complete your ATP application reviews. PEC reviewers must return a minimum of 8-10 Scoring Forms each week to the team Facilitator.
3. For Safe Routes to School projects: the application should specifically address how the project effects and benefits a particular school(s) and the school students.
4. For Planning projects:
 - a. Funding for transportation "plans" is only available to projects that significantly benefit disadvantaged communities. Note: this is determined in Question #6.
 - b. "Plans" are defined as projects to develop a bike, pedestrian, safe routes to schools, or other active transportation plans. (These do not include plans where the object of the project is to develop concepts, plans, and specifications that would ultimately result in the construction of a specific project.)

Since the project will typically be to develop a plan the applicant should discuss how they will approach the perceived problem. Such as: how do they intend to identify the problem, what agencies they intend to consult with, how they will reach out the effected community, how they will take input from effected community, how will alternatives be addressed, how will they choose a resulting solution, and how will they track the project success/failure after implementation.

5. The ATP program combines several previous transportation program elements with additional and new project types. Please be careful not to allow any outside influences or preconceived notions from past programs to affect your scoring of the ATP applications.

SECTION III. SCREENING CRITERIA PASS /FAIL TO BE DETERMINED BY HQ ATP & PEC COMMITTEE

1. Demonstrated Need of the Applicant-

Describe the need for the project and/or funding requested.

Check one: **Pass** _____ **Fail** _____

PEC Reviewers: since the ATP program covers so many types of projects, here are some examples that the applicant may describe:

- a. Infrastructure Projects: Describes need, purpose, and goals of infrastructure project, including ways in which project affects mobility, access, and quality of service for active transportation modes. The project should improve mobility, access, and/or quality of service for active transportation modes.
- b. Plans: Describes need, purpose, goals of developing a plan, including need for the plan. How does the proposed plan relate to other adopted plans?
- c. Education/Encouragement/Enforcement Projects: Describes need, purpose, and goals of implementing the program, including need for program. How does the proposed program relate to other prior or ongoing programs implemented by the applicant or other entities?

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include the adoption date of the plan.

Check one: **Pass** _____ **Fail** _____

PEC Reviewers: The applicant should name a transportation plan that the project relates to (if applicable). They should also give the date that the transportation plan was adopted.

3. Active Transportation Plan Priority (for Disadvantaged Communities Only)

If the ATP project significantly benefits a disadvantaged community and requests funding for development of bicycle, pedestrian, safe routes to school, or active transportation plans the proposals will be given priority based as follows:

[An ATP project significantly benefits a disadvantaged community if the percentage given in Question 6, B.2 is greater than 50%.]

Check only one:

_____ **First Priority: Disadvantaged Communities that DO NOT have any of the following: _a bicycle plan, pedestrian plan, safe routes to school plan, or an active transportation plan.**

_____ **Second Priority: Disadvantaged Communities that have a bicycle plan or a pedestrian plan but NOT both.**

QUESTIONS

Q1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (30 points)

- A. For Safe Routes to School Projects: The applicant should describe how their project encourages increased walking and bicycling, especially among students.

For all other projects types: Describe how the project encourages increased walking and bicycling.
- B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.
- C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.
- D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

		<u>SCORE</u>
Applicant identifies appropriate and realistic ways to encourage walking and bicycling among all users.	5 points	
Applicant identifies appropriate and realistic ways to encourage walking and bicycling among students. (Additional points for "among students".)	3 points	
Applicant describes the type(s) of possible users.	3 points	
Applicant describes the estimated number of users.	3 points	
Applicant describes the anticipated % increase in users.	3 points	
Applicant describes user destination(s).	3 points	
Applicant describes the data collection methods used to collect user info, estimate future use, and provides data, studies, similar successful projects, or location maps to back up claims.	4 points	
Applicant describes the data collection methods to be used to collect user info after project completion.	3 points	
Applicant describes the how the project will improve connectivity, remove barriers to mobility and/or close gaps in a non-motorized facility.	3 points	
Maximum Score	30 points	

Q2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLE FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (25 points)

Describe how the project, plan, or program will address bicyclist and pedestrian injuries and fatalities, citing collision statistics, police reports, academic research, or other data. If applying for an infrastructure grant, identify countermeasures included in the project that will address the types of collisions reported at the project area.

- A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.
- B. Describe if/how your project will achieve any or all of the following:
 - o Reduces speed or volume of motor vehicles
 - o Improves sight distance and visibility
 - o Improves compliance with local traffic laws
 - o Eliminates behaviors that lead to collisions
 - o Addresses inadequate traffic control devices
 - o Addresses inadequate bicycle facilities, crosswalks or sidewalks
- C. Describe the location’s history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits).

		<u>SCORE</u>
Applicant describes how the project will reduce pedestrian and/or bicycle injuries or fatalities in the project area. Plans will describe why there is a need for a plan to be developed.	5 points	
Applicant clearly describes the existing conditions or safety risk/hazards at the project location that need to be addressed, including the extent and severity of each.	3 points	
Applicant described if/how the project will achieve any of the following: <ul style="list-style-type: none"> o Reduces speed or volume of motor vehicles o Improves sight distance and visibility o Improves compliance with local traffic laws o Eliminates behaviors that lead to collisions o Addresses inadequate traffic control devices o Addresses inadequate bicycle facilities, crosswalks, or sidewalks. o Other improvements or behavioral modifications 	1 point for each item. Maximum 6 points	
Project location has a history of pedestrian/bicycle crashe, injuries.	4 points	
Project location has a history of pedestrian/bicycle crashes fatalities.	4 points	
Applicant provides bicyclist and pedestrian injuries and fatality data, collision statistics, police reports, academic research, maps or photos, community surveys, audits, or other data to support claims.	3 points	
Maximum Score	25 points	

Scoring for Plans: Plans should describe why there is a need for a plan to be developed. Describe the methods that the applicant will use to identify the safety hazards, what sources of information will be used to document the past history.

Q3. PUBLIC PARTICIPATION and PLANNING (15 points)

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.
- B. Describe the local participation process that resulted in the identification and prioritization of the project:
- C. Is the project cost over \$1 Million? Y/N
If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or other publicly approved plan that incorporated elements of an active transportation plan?

The applicant described the methods employed to reach the residents in the project area, including participation of disadvantaged community members impacted by the project.		<u>SCORE</u>
<p>For Planning Projects: the applicant described the methodology they plan to utilize to reach the residents in the project area, including how they will encourage participation of disadvantaged community members impacted by the project</p> <p>For all project types: common methods used or that should be discussed include meetings held at convenient times for working residents, meetings conducted in primary community language or interpretation provided, meetings take place in the community or within a convenient distance for residents, discussed how meetings were advertised to reach local community, temporary child care was provided.</p>	5 points	
<p>Applicant lists organizations/agencies involved and describes how each was involved in the planning process.</p> <p>For Planning Projects: the applicant should list the organizations/agencies they intend to involve and describes how each is important to the planning process.</p>	3 points	
<p>Applicant gathered input and describes feedback received from the residents, and key collaborative agencies/groups, including but not limited to school leadership, parent-teacher organizations, the public health department, law enforcement, traffic engineers, and pedestrian/bicycle advocates.</p>	3 points	
<p>Applicant provided copies of meeting sign in sheets, meeting notices/advertisements, or other proof of community involvement.</p>	1 points	
<p>Applicant's project is supported by transportation planning documents. Documents were attached or referenced.</p>	1 points	
<p>Applicant attached letters of commitment and / or support from collaborative agencies</p>	1 points	
<p>Applicant provided adequate detail of how the project was selected for funding.</p>	1 points	
<p>Applicant provided no details of participation of community members.</p>	0 points	
Maximum Score	15 points	

Q4. COST EFFECTIVENESS (10 points)

- A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.
- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit}{Total\ Project\ Cost}$ and $\frac{Benefit}{ATP\ Funds\ Requested}$).

In preparing the analysis, an applicant must list all assumptions and sources of data.

Part A.

		<u>SCORE</u>
<p>The applicant provided a discussion of the range of alternatives that were considered for this project.</p> <p>In addition to the chosen project, there must be at least one alternative listed and discussed in order to receive the points for this criterion.</p>	2 Points	
<p>The applicant discussed the costs and benefits for <u>each</u> alternative listed.</p> <p>If the applicant does not discuss the cost and benefit for <u>each</u> of the listed alternatives than they will receive "0" points for this criterion.</p>	1 Point	
<p>The applicant discussed the costs and benefits for the chosen project.</p>	1 Point	
<p>The applicant explained why the nominated choice was chosen over the other alternatives.</p>	1 Point	
<p>No alternatives were considered.</p>	0 Points	
Maximum Score	5 Points	

Part B. (Select only one)

		<u>SCORE</u>
<p>Applicant logically described how project benefits were quantified and has a benefit-cost ratio greater than 1.0</p>	5 points	
<p>Applicant logically described how project benefits were quantified and has benefit-cost ratio less than 1.0</p>	2 points	
<p>Applicant did not logically describe how project benefits were quantified.</p>	0 points	
Maximum Score	5 Points	

Q5. IMPROVE PUBLIC HEALTH

- A. Describe how the project will improve or plans to improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues. (10 points)
- Applicant exceptionally described how the project will improve public health and addresses high risk populations- 7 to 10 points
 - Applicant adequately described how the project will improve public health and addresses high risk populations - 4 to 6 points
 - Applicant minimally described how the project will improve public health and addresses high risk populations - 1 to 3 points
 - Applicant did not describe how the project will improve public health - 0 points

		<u>SCORE</u>
<p>Applicant described how they coordinated with the local health department or other local health sources to identify health data and risk factors for the community.</p> <p>For Plans: the Applicant describes who they intend to coordinate with (local health department or other local health sources) to identify health data and risk factors for the community.</p>	4 Points	
<p>Applicant described the health data used to identify the community health issues and referenced source and date.</p>	2 Points	
<p>Applicant described the targeted populations and how the project will address the health issues experienced by these populations.</p>	2 Points	
<p>Applicant attached maps, data and/or references to academic or media articles to support claims regarding risk factors.</p>	2 Points	
<p>Applicant did not describe how the project will improve public health.</p>	0 points	
Maximum Score	10 Points	

Q6. BENEFIT TO DISADVANTAGED COMMUNITIES (10 points)

- A. I. Is the project located in a disadvantaged community? Y/N
- II. Does the project significantly benefit a disadvantaged community? Y/N
 - o Median household income for the community benefited by the project: \$_____ (PEC's: This must be less than \$49,120 to qualify).
 - o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____ (PEC's: Score must be 38.46 or higher)
 - o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Program: _____% (PEC's: Must be at least 75% to qualify)
 - o Alternative Disadvantaged Community determination method. Does the justification meet the CTC Guideline criterion? Y/N
- B. (1) Describe how the project demonstrates a clear benefit to a disadvantaged community and for projects using the school based criteria describe specifically how the school students and community will benefit.
- (2) What percentage of the project funding will benefit that community?

Part B.1

Applicant describes what public health, safety, and/or infrastructure challenges are present in the disadvantaged community.	2 Points	<u>SCORE</u>
Applicant describes how the project will address these barriers and will improve access to active transportation for the residents living in disadvantaged communities.	2 Points	
Applicant attached maps, data, and/or references to support claims regarding benefits to disadvantaged community.	1 Point	
Applicant provided no details of how disadvantaged community will benefit	0 Points	
Maximum Score	5 Points	

Part B.2: Percent (%) of project funding that benefits the disadvantaged community (Select only one)

80% - 100% of project funding benefits the disadvantaged community	5 points	<u>SCORE</u>
60% - 79% of project funding benefits the disadvantaged community	4 points	
40% - 59% of project funding benefits the disadvantaged community	3 points	
20% - 39% of project funding benefits the disadvantaged community	2 points	
1% - 19% of project funding benefits the disadvantaged community	1 points	
0% of project benefits the disadvantaged community	0 points	
Maximum Score	5 points	

Q7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A QUALIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

- a. The applicant coordinated with the CCC. And included name, e-mail, and phone # of the person contacted and the date the information was submitted to them. **Y/N**
- b. The applicant has coordinated with the California Association of Local Conservation Corps (CALCC) and included name, e-mail, and phone # of the person contacted and the date the information was submitted to them. **Y/N**
- c. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? **Y/N**

		<u>SCORE</u>
<p>The applicant contacted BOTH the CCC and the CALCC and listed the contact names, e-mail addresses, and phone numbers for the corp persons contacted and the date the application information was submitted to them.</p> <p>PASS: If the applicant contacted BOTH agencies and listed the contact information required move to sub-questions below for further scoring analysis.</p> <p>FAIL: If the applicant did not contact BOTH agencies or did not list the contact information required, the applicant receives an automatic (-) 5 points.</p>	<p>PASS: Move to sub-questions below for further review</p> <p>Or</p> <p>FAIL = (-) 5 points</p>	
<p>The applicant intends to utilize either the CCC or a certified community conservation corps on all items where participation is indicated?</p> <p>CORPS participation must be verified by checking the corps information supplied to Caltrans. If the applicants project is not on the list the score will be (-) 5 points.</p>	<p>Y = 0 points</p> <p>or</p> <p>N = (-) 5 points</p>	
<p>If both corps indicate on the Caltrans participation list that they cannot participate on the project, then the applicant will not be penalized and they will receive the maximum of "0" points.</p>	<p>0 points</p>	
<p>Question "c": If the applicant indicates that they will utilize a corp but does not include the required contact information for BOTH of the corps in "a" & "b" then the score will be (-) 5 points.</p>	<p>(-) 5 points</p>	
Maximum Score	<p>Either: 0 points or (-) 5 points</p>	

Maximum score of "0" is predicated on the participation of at least one CORP to the maximum participation level that the CORP indicated that they can provide. Exception is that if **both** CORPS indicate that they cannot participate on the project, then the applicant will not be penalized and they will receive the maximum of "0" points.

***The CORP and CALCC participation tracking information is posted on the Caltrans ATP website: <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>**

Q8. APPLICANT’S PERFORMANCE ON PAST GRANTS (0 to -10 points)

A. Describe any of your agency’s ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

(Select only one)

Applicant has no grant experience or applicant has performed satisfactorily on past grants.	0 points	<u>SCORE</u>
The applicant has discussed past problems delivering grants and has adequately described what measures will be taken to deliver this project.	or (-) 5 points	
The applicant has not performed satisfactorily on past grants and <u>has not</u> adequately described measures that will be taken to deliver this project.	or (-) 10 points	
Maximum Score	Max. 0 pts	

Note: Reviewers will score the question based on the response given by the applicants. Caltrans District staff will verify the correctness of the applicant information.

ACTIVE TRANSPORTATION PROGRAM (ATP) SCORE TABULATION

DATE: _____

CALTRANS PROJECT DISTRICT: _____

APPLICATION ID # _____

PROJECT NAME: _____

PROJECT APPLICANT: _____

PEC REVIEWER: _____

Question	Score
Q1	
Q2	
Q3	
Q4	
Q5	
Q6	
Q7	
Q8	
Total ATP Score	

COMMENTS:

M e m o r a n d u m

Tab 20

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 20, 2014

Reference No.: 4.8
Action

From: ANDRE BOUTROS
Executive Director

Subject: **ADOPTION OF THE 2014 ACTIVE TRANSPORTATION PROGRAM (ATP) STATEWIDE and SMALL URBAN & RURAL COMPONENTS RESOLUTION G-14-17**

ISSUE:

Should the Commission adopt the 2014 Active Transportation Program (ATP) Statewide (50%) and Small Urban & Rural (10%) components as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the 2014 ATP, Statewide and Small Urban & Rural components, in accordance with the attached resolution and the staff recommendations, noting any specific changes, corrections, or exceptions to staff recommendations.

The staff recommendations are based primarily on:

- Funding levels identified in the 2014 ATP Fund Estimate;
- Eligibility for the program;
- Advisory Members and Caltrans project scores;
- Statutory requirements; and
- Commission policies as expressed in the ATP guidelines.

In summary, the recommendations include:

Statewide Program – ATP funds of \$183,406,000 for 124 projects valued at \$352,872,000
Small Urban & Rural Program – ATP funds of \$37,388,000 for 21 projects valued at \$74,574,000

The statewide program includes ATP funds of \$99,882,000 (54%) for 81 Safe-Routes-to-School projects including ATP funds of \$22,253,000 (12%) for non-infrastructure components of the projects. ATP funds of \$189,508,000 or 86% of the statewide and small urban & rural programs are directed at 126 projects that provide benefits to disadvantaged communities.

The staff recommendations are not authorization to begin work on a project. Contracts may not be awarded and/or work cannot begin until an allocation is approved by the Commission for a project in the adopted program.

BACKGROUND:

Under state law, the Commission adopts the Active Transportation Program. The Commission adopted the fund estimate and related amendments for the 2014 ATP in December 2013 and August 2014 respectively, and adopted the program guidelines in March 2014. The 2014 ATP will cover a two-year period from 2014-15 through 2015-16.

The 2014 ATP includes two years of programming, 2014-15 and 2015-16, with \$368.079 million in funding capacity for the following program components*:

- Statewide (50% or \$184.04 million)
 - Safe-Routes-to-School (\$72 million with \$21.6 million for non-infrastructure)
- Small Urban & Rural (10% or \$36.808 million)
- Large MPO (40% or \$147.232 million)

*A minimum 25% (\$92.02 million) of all ATP funds must benefit disadvantage communities.

Legislation creating the ATP was signed by the Governor on September 26, 2013. The Commission adopted program guidelines for the 2014 ATP on March 20, 2014 and required receipt of project applications on or before May 21, 2014. Applications were received for 771 projects valued in excess of \$1 billion.

The Commission formed a multidisciplinary advisory group to assist in evaluating project applications. The advisory group consisted of stakeholder volunteers with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools projects, and projects benefiting disadvantaged communities. Volunteers were assigned to one of eight teams to provide for geographical representation by large MPOs, RTPAs, small urban, rural areas, and nongovernmental agencies. Caltrans representatives facilitated the teams ensuring that volunteers and Caltrans scored each application received. Commission staff also reviewed every project application.

On July 31, 2014, Caltrans submitted recommendations to the Commission for programming the Statewide and Small Urban & Rural program components. These recommendations were based on a compilation of scoring data reported by advisory group members and Caltrans staff evaluators. The attached Caltrans recommendations were consulted by Commission staff in preparing the Commission's staff recommendations.

Many projects not recommended for the statewide program component remain eligible for the MPO program component. The MPOs will bring their program recommendations forward at the November 2014 CTC meeting for Commission adoption.

Commission staff recommendations include active transportation projects that will provide significant benefits throughout the state. Examples include, but are not limited to, the following:

Statewide Projects

- Maryland Elementary Pedestrian Mobility Improvements Project, City of Vista, San Diego County - \$712,000. This highest scoring project will construct sidewalks, curb pop-outs and other pedestrian safety improvements to serve the Maryland Elementary community.
- CV Link Project, Riverside County - \$10,900,000. This is a 50 mile long, mostly Class 1, multi-use path connecting eight of nine cities in the Coachella Valley and three Indian Tribal lands. This project has 4 main purposes: provide a safe corridor for alternative modes of transportation, reduce congestion on Route 111, improve air quality, and improve public health. This project will serve disadvantaged communities.
- Wilmington Avenue Safe Streets Pedestrian/Bicycle Improvements Project, City of Compton, Los Angeles County - \$996,000. This project provides safety improvements to the Wilmington Avenue corridor, including pedestrian crossings and bicycle lanes, to address public complaints of dangerous conditions. This area includes ten public and private schools and three neighborhood parks. The City of Compton is a disadvantaged community.
- Eastside Light Rail Bike Interface Project, Los Angeles County - \$1,305,000. This project will construct four bikeways connecting the Metro Gold Line light rail stations of Indiana, Maravilla, Civic Center and Atlantic to the neighboring communities. This project will benefit disadvantaged communities.
- Three Bike Boulevards Project, City of Santa Ana, Orange County - \$950,000. This is a project to construct three bike boulevards, with bulb-outs, traffic circles and other traffic calming elements. Santa Ana has limited existing bicycle facilities, but has a large number of bicycling trips per day, leading to increased accident rates. This project will benefit a disadvantaged community.
- Covelo Route 162 Corridor Multi-Purpose Trail Project, Community of Covelo, Mendocino County - \$847,000. This project provides a Class 1 trail off State Route 162, which serves as the main street in the community. The Round Valley Tribes' Commerce Center, Tribal Performance Grounds, Tribal Health Center, Tribal Administrative Center and outlying residential areas generate pedestrian and bicycle traffic in the corridor.
- Napa Vine Trail, Gap Closure Project, Napa County - \$3,600,000. This project will contribute to the completion of a 14 mile long section of the Vine Trail from the Town of Yountville to Napa Valley College. This trail will eventually connect to Vallejo Ferry Terminal, all park-n-ride lots in the County, and the County's transit center and multiple bus stops.
- Teresa Burke School & Filburn Walking Path Project, City of Wasco, Kern County - \$1,794,000. This project will construct the pedestrian and bicycle infrastructure necessary for safe access to an elementary school on the south side of Filburn Avenue. The majority of

students live on the north side of Filburn, with a wide (90 ft) road with high traffic speeds. This project benefits a disadvantaged community.

- Bicycle Master Plan Update, City of Stockton, San Joaquin County - \$550,000. This is a project to rewrite the Stockton Bicycle Master Plan to align with City and Regional goals as described in current sustainable growth, infill development, complete streets, climate action and transit oriented development documents. The plan will facilitate rapid construction of the remainder of an optimized bicycle network.

Small Urban & Rural Projects

- State Highway 59 Multi-Use Path, City of Merced, Merced County - \$958,000. This project will add off-street bicycle and pedestrian facilities for travel to and from employment and shopping districts along Route 59. Current travel occurs on dirt shoulders between traffic and a fence creating an unsafe environment. This project benefits a disadvantaged community.
- Trout Creek Trail, Phase 2, Town of Truckee, Nevada County - \$1,520,000. This project constructs the final connecting trail segment between Historic Downtown Truckee and the Truckee Donner subdivision, containing over 6,000 residential properties. This separated trail will remove bicycle and pedestrian traffic from nearby roads with histories of accidents.
- Humboldt Bay Trail: Arcata Rail with Trail, City of Arcata, Humboldt County - \$3,100,000. This project will construct a 3.2 mile section of Class 1 trail to complete Arcata's portion of the Humboldt Bay Trail. This trail diverts bicycle and pedestrian traffic from Highway 101, State Route 255, and Old Arcata Road onto a safer, separated trail. This is the region's highest transportation priority and benefits a disadvantaged community.
- North Fremont Street Bicycle and Pedestrian Access and Safety Improvements, City of Monterey, Monterey County - \$6,480,000. This project will construct Class 2 bicycle lanes along both sides of North Fremont, with signing and bicycle detection at each of five intersections. It will also include changes to the travel lanes and median to accommodate bicycle lanes and Bus Rapid Transit queue jumps, shortened pedestrian crossings and median refuges, and audible pedestrian signals. This project will provide safe access to bicyclists and pedestrians on a vital link between residential, commercial, educational and community facilities, and will provide benefits to disadvantaged communities.

The following table shows the summary of proposed programming recommendations:

Overall Programming Recommendation (Amounts in \$1000s)						
Component	Projects	14-15	15-16	Total	Fund Est Target	Under (Over) Target
Statewide Component	124	63,537	119,869	183,406	184,040	634
Small Urban/Rural Component	21	14,901	22,487	37,388	36,808	(580)
Total	145	78,438	142,356	220,794	220,848	54
Cumulative Programmed		78,438	220,794			
Cumulative Capacity		149,028	220,848			
Cumulative Under (Over) Fund Est		70,590	54			
Statutory Requirements (Amounts in \$1000s)						
Project Type	Projects	14-15	15-16	Total	Target	Under (Over) Target
Benefit to Disadvantaged Communities (Statewide)	110	55,265	105,157	160,422	46,010	(114,412)
Benefit to Disadvantaged Communities (Rural)	16	10,691	18,395	29,068	9,202	(19,884)
Safe Routes to School	81	33,498	66,384	99,882	72,000	(27,882)
<i>Non-infrastructure</i>	47	14,044	8,209	22,253	21,600	(653)

Staff recommendations deviate from the recommendations by Caltrans due to the following:

- Commission staff reviewed all project scores submitted by Caltrans, which in some cases reflected significant differences. Scores falling significantly outside (much lower or higher than) other project scores were identified. In these instances, Commission staff reviewed the individual project application to validate the reasonableness of the project scores. Scores with significant deviations from the scores of other reviewers that could not be validated were not included in calculating the overall score. The overall score is based on the average of the scores determined to be reasonable.
- The statutory minimum of \$21.6 million for Safe-Routes-to-School Non-Infrastructure projects in the Statewide component was not accomplished in Caltrans' recommendations. To meet the minimum funding level, non-infrastructure projects are included in the staff recommendations, replacing infrastructure projects recommended by Caltrans.

- Two high scoring projects in the City of Perris are recommended for funding. Caltrans did not recommend these projects based on an understanding that the projects would not be ready for allocation by the end of 2015-16. Commission staff contacted the applicant agency directly and confirmed that the projects will be ready for allocation in 2015-16.
- Right-of-way in the amount of \$3.9 million for the CV Link project in 2015-16 is recommended in addition to the \$7 million recommended by Caltrans for environmental in 2014-15.
- Two projects (a feasibility study and a street master plan) recommended by Caltrans are not included in the Commission staff recommendation. These projects, essentially project initiation documents, do not meet the goals of the program to increase the proportion of walking and biking trips. These projects may compete in future ATP cycles once project initiation documents are complete.
- A project recommended by Caltrans for the Small Urban & Rural component is not recommended by Commission staff. The project, located in El Dorado County, is within the boundaries of the Sacramento Area Council of Governments. Since this project falls within the boundaries of a large MPO, it is not eligible for the Small Urban and Rural component.

FUND ESTIMATE AND GUIDELINES FOR THE 2014 ATP

The development of the 2014 ATP began with the Commission's adoption of the 2014 ATP Fund Estimate on December 13, 2013, the adoption of the ATP guidelines on March 20, 2014, and a Fund Estimate amendment (adding \$9 million) to be adopted on August 20, 2014.

2014 ATP Fund Estimate

The 2014 ATP Fund Estimate covered the two-year period of the 2014 ATP, 2014-15 and 2015-16, with an estimated total new programming capacity of \$359.1 million. This capacity includes three years (2013-14, 2014-15, and 2015-16) of estimated state and federal funds. The amended 2014 ATP Fund Estimate adds \$9 million to the original estimate, for a new total program capacity of \$368.1 million. Fifty percent of the total (\$184.05) is set aside for the statewide competitive component, ten percent (\$36.81) is set aside for the small urban and rural competitive component, and forty percent (\$147.24) is set aside for the large MPO competitive component.

SUMMARY OF 2014 ATP CAPACITY

(\$ in millions)

	New Capacity	Added Capacity	Total
State Highway Account	\$102,600	\$9,000	\$111,600
Federal Transportation Alternative Program (TAP)	190,950		190,950
Federal TAP Recreational Trails	5,700		5,700
Other Federal	59,850		59,850
Total (may not match FE due to rounding)	\$ 359,100	\$9,000	\$368,100

ATP Guidelines
Policies and Procedures Specific to the 2014 ATP

The following specific policies and procedures address the particular circumstances of the 2014 ATP:

Schedule. The following schedule lists the major milestones for the development and adoption of the 2014 ATP:

Commission adopts Fund Estimate	December 11, 2013
Commission adopts ATP Guidelines	March 20, 2014
Call for projects	March 21, 2014
Applications due to Caltrans	May 21, 2014
Commission Approves/Rejects MPO Optional Guidelines	June 25, 2014
CTC Staff recommendations for Statewide and Small Urban and Rural Components	August 8, 2014
Commission adopts Statewide and Small Urban and Rural Components	August 20, 2014
MPO programming recommendations to CTC	September 30, 2014
Commission adopts MPO selected projects	November 12, 2014

ATP Fund Estimate. The program capacity for the 2014 ATP Fund Estimate was based on Senate Bill 99 and Assembly Bill 101, along with the Federal Highway Administration, Commission and California State Transportation Agency Guidance. The Administration proposed the ATP in the January 2013 Governor's Budget proposal, but due to the complex nature of the programs, and the scope of the changes proposed, the Legislature chose to defer action on this proposal when adopting the June 15th Budget package and instead froze funds for these purposes and inserted intent language that the ATP would be developed before the end of the 2014 legislative session.

An amended Fund Estimate is to be adopted at the August 20, 2014 CTC meeting to include the addition of \$9 million in state funds identified for the program in the 2014-15 state budget.

ATTACHMENTS TO 2014 ATP STAFF RECOMMENDATIONS**PROJECT LISTS**

The tables on the following pages include projects recommended for the statewide and small urban & rural components, and a list of all project applications received. Caltrans recommendations are also provided.

The tables are:

- **Staff Recommendation, Statewide Component.** Includes the proposed new programming for the statewide component by County and by Agency.
- **Staff Recommendation, Small Urban and Rural Component.** Includes the proposed new programming for the small urban and rural component by County and by Agency.
- **All Project Applications.** Includes a listing of all 771 projects applied for in the 2014 ATP, by County.

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI
0118	ALA	Alameda CTC	East Bay Greenway	3,000	2,656	2,656				2,656		2,125		2,656	
0119	ALA	Albany	Complete Streets Implementation for San Pablo Ave and Buchanan St	3,465	335	335		18		18	299	335		335	
0137	ALA	Oakland	International Blvd Ped Lighting and Sidewalk Repair	6,475	2,481	279	2,202		2,202		279	2,481			
0139	ALA	Oakland	LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Trnsporation Connection	4,066	3,598	695	2,903	84	2,903	611		3,598			
0052	BUT	Paradise	Pearson Rd SR2S Connectivity Project	1,388	1,388	226	1,162		1,162	45	181	1,388		1,388	91
0004	DN	Del Norte LTC	Del Norte Walk & Roll to School Encouragement Program	134	60	60			60					60	60
0287	FRE	CSU Fresno	Barstow Ave Bikeways	2,075	872	872			650		222	872			
0294	FRE	Fresno COG	Regional Active Transportation Plan	150	150	150			150			150	150		
0010	HUM	Humboldt Co	Redwood Mobility Education Program	600	600	600			600			600		600	600
0011	HUM	Humboldt Co	Lafayette Elementary School Safe Routes Improv.	800	800	65	735	5	730	5	60	800		800	75
0703	IMP	Westmorland	Improve Center St Ped Facility	1,113	985	985			897		88	985		985	
0313	KER	Delano	Safety and Education for an Active Delano School Community	393	393	31	362		362	31		393		393	50
0315	KER	Kern Co	Highland Elementary Ped Improvements	330	275		275		275			275		275	
0316	KER	Kern Co	Horace Mann Ped Improvements	372	310		310		310			310		310	
0582	KER	Tehachapi	Valley Blvd Bikeway	1,292	1,292	136	1,156		1,156	6	130	1,292			
0329	KER	Wasco	Palm Ave Elementary School Ped Infrastructure Improvements	458	458	48	410	19	410	2	27	458		458	
0333	KER	Wasco	Teresa Burke School & Filburn Walking Path	1,794	1,794	224	1,570	110	1,570	5	109	1,794		1,794	
0377	LA	Bell	Florence Ave Ped Improvements	2,405	62		62				62	62			
0378	LA	Bell Gardens	City Wide Safety Enhancement Project	997	802		802		802			802			
0381	LA	Carson	City of Carson Active Transportation Project	1,482	1,482	1,482			1,436		46	1,482			
0382	LA	Compton	Wilmington Ave Safe Streets Ped/Bicycle Improvements	996	996	47	949		949		47	996			
0384	LA	Cudahy	Cudahy Citywide SRTS Improvement (Ped Crosswalks)	1,271	1,271	98	1,173		1,173		98	1,271		1,271	
0389	LA	Duarte	Duarte Gold Line Station Ped and Bicycle Improvements	1,646	1,305	148	1,157		1,157	36	112	650			
0392	LA	El Monte City School District	Durfee-Thompson Elementary Emerald Necklace Walking School Bus	692	604	604			604			604		604	604
0394	LA	Glendale	Citywide Ped Plan	500	500	500			500			500	500		
0396	LA	Glendale	SRTS Improvements	1,642	1,642	126	1,516		1,516		126	640		1,642	
0401	LA	Inglewood	Active Transportation Plan & SRTS Plan	486	486	486			486			486	332	486	100
0408	LA	Lancaster	5th Street East Corridor Improvements	1,438	1,438	85	1,353		1,353		85	1,438		1,438	30
0409	LA	LARRC	N. Atwater Non-Motorized Multimodal Bridge	9,038	3,660	3,660			3,660			3,660			
0416	LA	Los Angeles	Yale St Ped Linkages - Phase 1	690	690	110	580		580		110	690		690	
0418	LA	Los Angeles	Beverly Blvd Trans Enhancements	1,374	992		992		992			992			
0420	LA	Los Angeles	Cesar E Chavez Connections	2,350	1,565		1,565		1,565			1,565			
0422	LA	Los Angeles	Top 50 SRTS Safety Assessments & Travel Plans	1,900	1,900	1,900			1,900			1,900	1,900	1,900	1,900
0424	LA	Los Angeles	Eastside Active Transportation Linkages, Ph II	3,651	2,237	382	1,855		1,855		382	2,237			
0425	LA	Los Angeles	Hollywood Western Ped Improvements	3,923	2,288	322	1,966		1,966		322	2,288			
0428	LA	Los Angeles	SRTS Education and Enforcement Prog	2,829	2,829	2,829			2,829					2,829	2,829
0429	LA	Los Angeles	Expo Line Bundy Sta First-Last Mile Improvements	3,450	3,053	287	2,766		2,766		287	3,053	3,053		
0430	LA	Los Angeles	Little Tokyo Ped Safety	4,439	3,316	663	2,653		2,653		663	3,316			
0431	LA	Los Angeles	Hollywood HS & Selma Ave ES, SRTS	3,412	3,412	661	2,751		2,751		661	3,412		3,412	
0434	LA	Los Angeles	SRTS Delores Huerta ES/Quincy Jones ES	4,292	4,292	858	3,434		3,434		858	4,292		4,292	
0435	LA	Los Angeles	SRTS Menlo Ave ES/West Vernon ES	4,742	4,742	948	3,794		3,794		948	4,742		4,742	
0436	LA	Los Angeles	SRTS Sheridan St ES/Breed St ES	5,092	5,092	1,018	4,074		4,074		1,018	5,092		5,092	
0442	LA	Los Angeles Co	Vermont Av Bike Lane, Manchester-El Segundo	1,317	676		676		676			676			
0443	LA	Los Angeles Co	East Los Angeles Community SRTS Program	925	810		810		710		100	810		810	190
0445	LA	Los Angeles Co	Florence-Firestone Community SRTS	1,092	960		960		850		110	960		960	105
0446	LA	Los Angeles Co	Florence Metro Blue Line Stn Bikeway Access Improv.	1,624	1,188		1,188		1,188			1,188			
0447	LA	Los Angeles Co	Eastside Light Rail Bike Interface Project	1,861	1,305		1,305		1,305			1,305			
0448	LA	Los Angeles Co	Unincorporated LA County Ped Plans and Programs	1,498	1,445		1,445		1,445			1,445	1,445		

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI
0449	LA	Los Angeles Co	Quarry Clasp Peck Road to Peck Park Bike Project	2,575	1,546		1,546		1,546			1,546			
0450	LA	Los Angeles Co	Willowbrook Area Ped Access Improvements to MLK MACC	5,555	3,865		3,865		3,865			3,865			
0457	LA	Palmdale	Active Transportation Program Plan	595	595	595			595			595			
0458	LA	Palmdale	Ave R Complete Streets and Safe Routes	6,669	5,332	3,080	2,252	2,500	2,252	140	440	5,332		5,332	
0466	LA	Pomona	Priority Implementation for Downtown Bike and Ped Improvements	2,010	2,010		2,010		2,010			2,010			
0478	LA	Santa Monica	Santa Monica SRTS Program	450	450		450		450					450	450
0022	MEN	MCOG	Covelo SR 162 Corridor Multi-Purpose Trail, Phase 1	904	847	663	184		233	430	184	847		847	233
0023	MEN	Mendocino Co HSSA	SRTS	871	871	871			871			871		871	871
0235	MON	Monterey Co	Castroville Bike/Ped Path and RR Crossing	8,931	913	913			913			913		913	
0174	NAP	NCTPA	Napa Vine Trail Phase 2- Gap Closure	7,600	3,600	3,600			3,600			3,600			
0707	ORA	Anaheim	Western Ave Ped Signal	400	400	81	319	30	319		51	400		400	8
0708	ORA	Anaheim	South St Sidwalk Gap Closure	796	796	367	429	267	429		100	796		796	15
0710	ORA	Anaheim	Cerritos Ave Sidwalk Gap Closure	1,209	1,209	587	622	467	622	100	20			1,209	8
0751	ORA	Santa Ana	Newhope-Civic Ctr-Grand Class 11 Bike Lanes	272	272	272			272			272			
0752	ORA	Santa Ana	Complete Streets Plan	300	300	300						300		300	300
0754	ORA	Santa Ana	SRTS Enhancements for Heninger Elementary	480	480	35	445		445		35	480		480	15
0756	ORA	Santa Ana	SRTS Enhancements for King Elementary	500	500	36	464		464		36			500	15
0758	ORA	Santa Ana	SRTS Enhancements for Washington Elementary	780	780	57	723		723		57	780		780	15
0760	ORA	Santa Ana	Develop, design, and construct Bishop-Pacific-Shelton bike boulevards	950	950	70	880		880		70	950		950	
0072	PLA	Roseville	Downtown Roseville Class 1 Trails	2,547	1,236	1,236			1,236						
0507	RIV	CVAG	CV Link	99,359	10,900	7,000	3,900	3,900		7,000		7,000			
0509	RIV	Indio	Andrew Jackson Elementary Ped Improvements	2,581	2,581	207	2,374		2,374	21	186	2,581		2,581	
0510	RIV	Jurupa Valley	SRTS - Troth St	689	627	125	502		502		125	627		627	
0511	RIV	Jurupa Valley	Pyrite St SRTS Project	732	665	133	532		532		133			665	
0512	RIV	Moreno Valley	Citywide SRTS Ped Facility Improvements	1,640	1,640	160	1,480	71	1,480	4	85	1,640		1,640	60
0515	RIV	Perris	Murrieta Road Ped Improvements	1,100	1,100		1,100		1,100			1,100		1,100	
0516	RIV	Perris	Perris Valley Storm Drain Channel Trail	3,828	1,202		1,202		1,202			1,202			
0519	RIV	Riverside	Downtown and Adjoining Areas Bicycle and Ped Improvements	997	877		877		877			877			
0768	RIV	Riverside Co DPH	SRTS Active Transportation Program City of Perris	350	350	350			350			350		350	350
0769	RIV	Riverside Co DPH	SRTS City of Jurupa Valley	500	500	500			500			500		500	500
0770	RIV	Riverside Co DPH	SRTS City of Indio	500	500	500			500			500		500	500
0532	RIV	San Jacinto	Safe & Active San Jacinto SRTS	989	989	989		126	807	28	28	989		989	150
0074	SAC	Elk Grove	Lower Laguna Creek Open Space Preserve Trail	1,778	1,573	266	1,307	83	1,224	106	160	1,573		1,573	
0092	SAC	Sacramento Co	Howe Ave Sidwalk Infill and Bike Lane Improvements	1,853	1,853	320	1,533	40	1,533		280	1,853		1,853	
0093	SAC	SJUSD	SRTS	250	250	250			250			250	250	250	250
0246	SB	Lompoc	Sidewalk Infill and Curb Ramp Project	442	442	39	403		403	4	35	442		442	
0260	SB	Lompoc USD	Developing a Sustainable SRTS Program	411	411	411			411			411	411	411	411
0251	SB	Santa Barbara	Cacique & Soledad Ped/Bicycle Bridges & Corr Improv	3,703	2,703	150	2,553		2,153	150	400	2,703		2,703	
0540	SBD	Apple Valley	Apple Valley SRTS	1,095	1,095	1,095			1,095			1,095		1,095	
0546	SBD	Colton	Active transportation plan	265	265	265			265			265	265		
0552	SBD	Ontario	SRTS Active Transportation-Bon View, Corona, Euclid and Vineyard Elementary Schools	1,164	1,164	150	1,014	50	1,014		100	1,164		1,164	8
0557	SBD	Rilato	SRTS Plan	1,450	1,450	1,450			1,450			1,450		1,450	1,450
0537	SBD	SANBAG	SANBAG SRTS Plan	400	400	400			400			120	400	400	400
0561	SBD	SANBAG	MetroLink Station Accessibility Improvement	4,679	4,679	576	4,103		4,103		576	4,679			
0566	SBD	Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	1,027	872		872		872			523		872	
0265	SCR	Santa Cruz Co HSA	SRTS Education and Encouragement in Santa Cruz County	447	447	447			447					447	447
0654	SD	Chula Vista Elementary School District	It's Cool 2 Walk to School NI Project	590	590	590			590			590		590	590
0655	SD	Coronado	SRTS Education	43	36	36			36					36	36

Amounts shown in thousands. DAC: Benefit to Disadvantaged Communities; Plan: Active Transportation Plan; SRTS: Safe Routes to School; NI: Non-Infrastructure.

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI
0659	SD	El Cajon	Cajon Valley Union School District SRTS Project	500	500	500			500			500		500	500
0666	SD	Imperial Beach	Elm Ave Traffic, Ped and Cycling Safety & Mobility Improvement	1,459	709	226	483	6	483		220	709		709	55
0669	SD	La Jolla Band of Luiseno Indians	La Jolla Active Transportation Project 2014	4,110	4,110	1,230	2,880		3,019	350	591	4,110			
0670	SD	La Mesa	King Street Ped and Bicycle Improvements	1,050	940	130	810	15	810	35	80	940		940	
0672	SD	National City	El Toyon - Las Palmas Bicycle Corridor	1,865	375		375	75		50	250	300	375		
0673	SD	National City	National City SRTS Ped Enhancements	1,690	350	275	75	75		50	225	350		350	
0676	SD	National City	18th St Bicycle and Ped Enhancements	1,225	1,225	200	1,025	50	975	50	150	1,225			
0680	SD	San Diego	Linda Vista SRTS	500	500	500			500					500	500
0681	SD	San Diego	Chollas Creek-Bayshore Bikeway Final Design	735	735		735	20			695	735			
0688	SD	San Diego Co	SRTS - Live Oak Elementary/Potter Junior High	2,760	2,760	860	1,900	166	1,900	360	334			2,066	
0700	SD	Vista	Vista SRTS Master Plan	120	120	120			120			120	120	120	120
0702	SD	Vista	Maryland Elementary Ped Mobility improv	792	712	85	627		627		85	712		712	
0195	SF	San Francisco Co DPH	San Francisco SRTS to Non-Infrastructure Project	990	990		990		990			990		990	990
0197	SF	SF DPW	John Yehall Chin SRTS	2,241	514		514			21	493	514		514	
0199	SF	SFMTA	SF Safer Streets	2,000	2,000		2,000		2,000			2,000		2,000	2,000
0031	SHA	Redding	Placer St Improvements	5,004	2,296		2,296		2,296			2,296			
0034	SHA	SRTA	Shasta SRTS	500	500		500		500			500		500	500
0617	SJ	Stockton	Bicycle Master Plan Update	550	550	550			550			440			
0621	SJ	Stockton	Fremont Square Sidewalk Reconstruction	728	728	79	649		649		79	728		728	
0625	SJ	Stockton	San Joaquin Trail	1,479	1,394	1,394			1,205		189	1,394			
0205	SM	East Palo Alto	Hwy 101 Ped/Bike Overcrossing	9,400	8,600		8,600		8,600			8,600		8,600	
0204	SM	San Mateo Co Office of Ed	San Mateo County SRTS for Health and Wellness	4,036	900	900			900					900	900
0099	YOL	Davis	SRTS Program	562	562	562			562					562	542
0105	YOL	Woodland	2014 SRTS	539	539	539			539			270		539	539
0109	YUB	Marysville	SRTS Prject & Programs	489	489	489			448	41		489		489	16
0773	VAR	Caltrans	State Technical Assistance Resource Center	1,875	1,875	625	1,250		1,875					1,875	1,875
0569	VAR	Omnitrans	West Valley Connector Corridor	25,125	3,500	525	2,975		2,975		525	3,115			
0494	VAR	SCAG	SCAG Active Transportation Safety & Encouragement Campaign	2,333	2,333		2,333		2,333			934			
TOTAL				352,872	183,406	63,537	119,869	8,177	147,977	12,355	14,447	160,422	9,201	99,882	22,253

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI
0041	BUT	Biggs	SRTS Project	860	860	40	820		760	40	60	860		860	40
0051	BUT	Paradise	Maxwell Drive SR2S Project	968	968	131	837		837	33	98	968		968	66
0006	HUM	Arcata	Humboldt Bay Trail: Arcata Rail with Trail Project	5,366	3,100	3,100			3,100			2,325			
0008	HUM	Fortuna	SRTS safety improvements on bike/ped facilities	917	917	88	829		829	35	53	917		917	75
0014	HUM	Humboldt Co	Samoa Trail	2,022	2,022	241	1,781		1,781	241		2,022			
0017	LAK	Clearlake	Phillips Ave Class II Bicycle Lanes & Roadway Rehab	1,177	564	69	495		495	23	46	564		564	
0705	MAD	Chowchilla	Roberston Blvd/SR233 & 11 St Ped Improvements	550	550		550		470	20	60	550		550	
0020	MEN	Fort Bragg	Chestnut St Multi Use Facility and SRTS	1,051	259	259			259			259		259	26
0599	MER	Merced	State Highway 59 Multi-use Path	958	958		958	400	483	5	70	958			
0601	MER	Merced Co	Walnut Ave Complete Street Upgrade	2,179	1,781	236	1,545		1,545	200	36	1,781		1,781	150
0234	MON	Monterey	North Fremont Bike and Ped Access and Safety Improvements	7,318	6,480	735	5,745	443	5,302		735	6,480			
0237	MON	Monterey Co HD	Via Salinas Valley: Pathways to Health Through Active Transportation	4,666	4,662	4,662		140	4,172	9	345	4,662	427	4,662	320
0587	MNO	Mono Co	SRTS - Bridgeport and Lee Vining	1,970	1,970	200	1,770		1,770	40	160			1,970	
0068	NEV	Truckee	Trout Creek Trail, Ph 2	2,300	1,520	1,520			1,520						
0242	SB	Goleta	Hollister Class 1 Bike	1,780	1,644	1,644			1,644					1,644	
0243	SB	Goleta	Fowler Rd & Ekwil St Extension	23,871	2,010		2,010		2,010						
0249	SB	Santa Barbara	Lower Milpas Ped Improv.	1,097	1,097	125	972		972	20	105	1,097		1,097	
0250	SB	Santa Barbara	Las Positas Rd Multiuse Path	10,387	1,372	354	1,018			354	1,018	1,372			
0252	SB	Santa Barbara	Montecito St Bridge Replace & Ped Improv	3,875	3,442	597	2,845		2,845	147	450	3,442		3,442	
0264	SCR	Santa Cruz Co	Radar Speed Feedback Signs and Flashing Beacons	829	829	829			757		72	829		829	
0269	SCR	UC Santa Cruz	Great Meadow Bike Path Safety Improvements Project	433	383	71	312		312		71				
TOTAL				74,574	37,388	14,901	22,487	983	31,863	1,167	3,379	29,086	427	19,543	677

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0110	ALA	Alameda	Encinal High School Intersection Safety Improvement Project	437	387	387			387					387		63	56	70	63.0
0111	ALA	Alameda	Cross Alameda Trail	2,520	2,231	226	2,005		2,005		226			718	123	75	89	71	78.3
0112	ALA	Alameda Co	A Street Bicycle and Pedestrian Safety Improvement Project	2,370	240		240				240					55	41	66	54.0
0113	ALA	Alameda Co	Anita Ave Ped Safety Improvement Project	2,600	265		265				265			265		53	58	59	56.7
0114	ALA	Alameda Co	D Street Ped Safety Improvement Project	4,850	485		485				485			485		53	66	55	58.0
0115	ALA	Alameda Co	Be Oakland, Be Active: A Comprehensive SRTS Program	988	988	988						988		988	988	60	-	77	68.5
0116	ALA	Alameda Co	Ashland Ave Bicycle and Ped SRTS Project	910	708		708		615		93	708		708		85	-	73	79.0
0117	ALA	Alameda Co	Hillside Elementary School SRTS Project	970	858		858		858			858		858		67	78	17	72.5
0118	ALA	Alameda CTC	East Bay Greenway	3,000	2,656	2,656				2,656		2,125		2,656		90	92	90	90.7
0119	ALA	Albany	Complete Streets Implementation for San Pablo Ave and Buchanan St	3,465	335	335		18		18	299	335		335		85	90	90	88.3
0120	ALA	BART	MacArthur Transit Village Improvements	5,657	1,500	1,500			1,500			1,500		1,500		60	29	58	49.0
0121	ALA	BART	Berkeley BART Plaza and Transit Area Improvements	10,456	3,726	3,726			3,726			3,726				45	46	46	45.7
0122	ALA	Berkeley	SRTS Improvements	292	263	263			231		32			263		78	69	74	73.7
0123	ALA	Berkeley	SRTS Improvements	318	286	286			251		35			286		78	69	76	74.3
0124	ALA	Berkeley	SRTS Improvements - LeConte ES	758	682	682			600		82			682		69	84	70	74.3
0125	ALA	Emeryville	South Bayfront Ped and Bicycle Bridge	19,000	-											78	85	77	80.0
0126	ALA	Fremont	Ped and Bike Improvements at Niles Elementary	899	796	80	716		716		80		796	796	796	73	52	38	54.3
0127	ALA	Fremont	Civic Cntr Dr Ped & Bike Streetscape Improvements	2,400	2,112	176	1,936		1,936	4	172					81	61	49	63.7
0128	ALA	Hayward	Tennyson Ped and Bicycle Bridge Project	1,242	295	168	127			168	127	295				73	67	66	68.7
0129	ALA	Hayward	Cannery Pedestrian and Bicycle Bridge Project	2,132	434	243	191			243	191	434				71	-	63	67.0
0130	ALA	Livermore	Marylin Ave Elementary SRTS	359	359		359		275	1	83	359		359		-	39	85	62.0
0131	ALA	Oakland	High Street-Courtland Ave-Ygnacio Ave Intersection Improvements for SRTS	1,128	84		84				84	84		84		67	79	66	70.7
0132	ALA	Oakland	International Blvd Ped Refuges	602	602	82	520		520		82	602				67	84	33	61.3
0133	ALA	Oakland	Thornhill Drive/Mountain Blvd Intersection Improvements	660	660	139	521		521		139	660		660		59	-	75	67.0
0134	ALA	Oakland	Harrison St/27th St/24th St Improvements	850	850	179	671		671		179	850		850		91	69	86	82.0
0135	ALA	Oakland	Park Blvd Area Improvements	1,147	1,147	241	906		906		241	1,147		1,147		71	80	93	81.3
0136	ALA	Oakland	City of Oakland Improvements for SRTS	1,236	1,236	260	976		976		260	1,236		1,236		68	75	87	76.7
0137	ALA	Oakland	International Blvd Ped Lighting and Sidewalk Repair	6,475	2,481	279	2,202		2,202		279	2,481				94	88	88	90.0
0138	ALA	Oakland	Lake Merritt to Bay Trail Bicycle Ped Gap Closure Project	16,212	3,210	750	2,460	325			2,885	3,210				84	72	76	77.3
0139	ALA	Oakland	LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection	4,066	3,598	695	2,903	84	2,903	611		3,598				95	91	77	87.7
0140	ALA	San Leandro	Traffic Safety Improvements at Garfield & Lincoln Schools	341	307	34	273		273		34			307	22	63	66	74	67.7
0141	ALA	San Leandro	Floresta/Monterey Intersection Improvements	801	681	60	621		621		60			681	681	-	72	48	60.0
0589	AMA	Jackson	Jackson Creek Walk	1,160	249		249	50		100	99	249				75	51	64	63.3
0590	AMA	Plymouth	SR-49/Main Street Intersection Improvement	4,926	699	699			699			699				56	57	52	55.0
0591	AMA	Sutter Creek	Hanford Street Bicycle & Ped Improv.	1,204	1,204	201	1,003		1,003	80	121					61	60	78	66.3
0041	BUT	Biggs	SRTS Project	860	860	40	820		760	40	60	860		860	40	-	70	94	82.0
0042	BUT	Butte Co	South Oroville Ped and Bike Plan	375	375	375				375		375	375			67	79	71	72.3
0043	BUT	Chico	Bidwell park Middle Trail Rehabilitation	249	220	220			215		5					36	-	39	37.5
0044	BUT	Chico	SR32 & Ivy Street	2,740	558		558		558			558				49	49	60	52.7
0045	BUT	Chico	LCC Bikeway Phase 2	1,138	563	563			563			563		563		62	31	39	44.0
0046	BUT	Chico	Memorial Way Multimodal Improvements	576	576	200	376	100	376		100	576		576		68	50	44	47.0
0047	BUT	Chico	SR99 Bikeway Phase 4	1,598	1,498	100	1,398	400	998		100	1,498				52	47	11	49.5
0048	BUT	Gridley	SR 99 Ped Infrastructure	767	625		625		625			625				54	70	55	59.7
0049	BUT	Oroville	Rt 162 & Myers St Ped improv	998	111	101	10	10			101					47	16	61	54.0
0050	BUT	Paradise	Downtown Paradise Equal Mobility Project	537	77	19	58	38		19	20	77				57	80	71	69.3
0051	BUT	Paradise	Maxwell Drive SR2S Project	968	968	131	837		837	33	98	968		968	66	78	85	83	82.0
0052	BUT	Paradise	Pearson Rd SR2S Connectivity Project	1,388	1,388	226	1,162		1,162	45	181	1,388		1,388	91	-	89	80	84.5

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0592	CAL	Angels	The City of Angels Camp Ped Mobility Project	709	47	47				47						77	71	66	71.3
0593	CAL	Calaveras Co	San Andreas Ped Mobility Project	635	41	41				41		41				68	65	81	71.3
0142	CC	CCTA	Mokelumne Trail Bicycle/Ped Overcrossing	6,600	6,098	6,098		1,171	4,879		48					66	54	33	60.0
0143	CC	Contra Costa Co	Pacheco Blvd Sidewalk Gap Closure (Phase III)	355	300	300					300			300		79	60	66	68.3
0144	CC	Contra Costa Co	Appian Way Complete Street	3,209	500	500				159	341			500		61	71	62	64.7
0145	CC	Contra Costa Co	Rio Vista Ped Connectoin	904	689	193	496	193	496	70	145	689		689	45	93	78	56	75.7
0146	CC	Contra Costa Co	Port Chicago Hwy & Willow Pass Rd bike/ped	2,307	1,000		1,000		900		100	1,000		1,000		77	51	56	61.3
0147	CC	Contra Costa Transportation Authority	Riverside Ave Ped Overcrossing	4,885	2,000	2,000			2,000							-	77	86	81.5
0148	CC	East Bay Regional Prark District	San Francisco Bay Trail, Pinole Shores to Bay Front Park	7,100	4,000	4,000			4,000							70	78	83	77.0
0149	CC	Lafayette	Pleasanthill Rd (Mt Diablo Blvd - Springhill/Quandt Rds) Complete Streets Project	4,237	535	535				30	505			535		73	-	69	71.0
0150	CC	Orinda	Intermediate School Sidewalk Improvements	1,600	1,600	365	1,235		1,235		365			1,600		62	-	61	61.5
0151	CC	Pleasant Hill	Contra Costa Blvd Improvement Project (Beth Dr to Harriet Dr)	2,960	1,556		1,556		1,556					1,556		61	72	70	67.7
0152	CC	Richmond	Richmond Greenway Unity Connector	1,600	350	60	290		200	30	120	350				66	49	59	58.0
0153	CC	San Pablo	Wildcat Creek Restoratoion and Greenway Trail	3,776	750		750		750			750				80	82	54	72.0
0154	CC	Walnut Creek	Walnut Bl, Homestead Av, Walker Av Improv	8,194	-											47	33	35	38.3
0155	CC	Walnut Creek	Cedro Lane Improv - SRTS	1,389	177		177			35	142			177		54	50	68	57.3
0156	CC	Walnut Creek	Overlook Area SRTS	1,000	177		177			106	71			177		59	65	79	67.7
0001	DN	Crescent City	Front St Active Transp Catalyst & Coastal Trailhead	1,853	1,640	1,640			1,640			1,640				62	64	65	63.7
0002	DN	Del Norte Co	Mary Peacock School SRTS	489	489	35	454		454	35		489		489		50	66	84	66.7
0003	DN	Del Norte Co	Bess Maxwell School SRTS	888	888	888			888			888		888		57	78	49	53.0
0004	DN	Del Norte LTC	Del Norte Walk & Roll to School Encouragement Program	134	60	60			60					60	60	80	73	70	74.3
0005	DN	Del Norte LTC	California Coastal Trail - Starfish Way Segment	357	316	316			316			316				80	-	48	64.0
0053	ED	ED Co	ADA Ramp Improvements	436	436	78	358		358	20	58			436		-	64	24	44.0
0054	ED	ED Co	ADA Transition Plan for Curb Ramps and Sidewalks	260	260	260			260			260	260			45	-	62	53.5
0055	ED	ED Co	Comprehensive Bide Improvements	1,427	1,427	262	1,165		1,165	25	237			1,427		51	61	42	51.3
0056	ED	ED Co	EDH Blvd Bike Pate Gov Dr to Brittany Way	568	503	122	381	27	381	44	51			503		47	61	56	54.7
0057	ED	EDCTC	Western El Dorado County Bike Travel Opportunities Map	50	50	50			50			50				61	54	49	54.7
0058	ED	EDCTC	Sawmill Bike Trail Safe Access	2,694	750	750			750			750				90	70	79	79.7
0059	ED	Forest Service	Pope Baldwin Nat'l Rec Trail Enhance	1,050	750	750		5	720		25					40	77	83	66.7
0060	ED	Lake Tahoe	Sierra Blvd Bicycle and Ped Trail	5,588	500	500					500	500				77	64	61	67.3
0061	ED	Placerville	Combella Rd SRTS	330	70	20	50	30		20	20	70		70		62	41	56	53.0
0062	ED	Tahoe Transportation District	Lake Tahoe Unified School District SRTS Master Plan	112	112	32	80		112			112		112	112	65	60	66	63.7
0286	FRE	Coalinga	City Active Transportation Plan	240	240	240			240			240	240			93	-	71	82.0
0287	FRE	CSU Fresno	Barstow Ave Bikeways	2,075	872	872			650		222	872				71	95	84	89.5
0288	FRE	Firebaugh	Downtown ("O" Street) Sidewalks and Ramps	1,891	1,891	151	1,740		1,740	11	140	1,891				51	63	70	61.3
0771	FRE	Firebaugh	2014 SRTS Sidewalks	798	798	64	734							798		63	63	-	63.0
0289	FRE	Fowler	Merced St Ped Facilities from 3rd St to 5th St	324	267	267			267							24	23	48	31.7
0290	FRE	Fresno	Butler Ave Bicycle Lane, Hazelwood-Peach	274	41		41				41					67	39	18	28.5
0291	FRE	Fresno	Barstow Ave Bicycle Lane, Maroa-Del Mar	339	58		58	9			49					48	33	30	37.0
0292	FRE	Fresno	Columbia Elementary, complete sidewalks	615	84		84				84					60	46	35	47.0
0293	FRE	Fresno	Fresno Ped Bike Safety Education Program	255	250	250				250		250	250	250	250	76	50	50	50.0
0294	FRE	Fresno COG	Regional Active Transportation Plan	150	150	150			150			150	150			83	85	25	84.0
0295	FRE	Kerman	Ped Safety Improvements at Various Locatoins	250	250	250			224	4	22	250		250		77	70	61	69.3
0296	FRE	Kingsburg	10th Ave Ped Improvements from Stroud Ave to Kamm Ave	375	333	47	286	53	233		47					43	-	39	41.0
0297	FRE	Mendota	Mendota Elementary School Ped Improvements	254	254	254			229		25	254		254		72	62	71	68.3
0298	FRE	Reedley	2014 SRTS Project	140	140	25	115		115		25	140		140		-	37	38	37.5
0299	FRE	San Joaquin	Multi-Purpose Trail	1,579	1,579	182	1,397		1,397	12	170	1,579				71	48	63	67.0

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0300	FRE	San Joaquin	Ped Improvements	1,906	1,906	220	1,686		1,686	10	210	1,906		1,906		68	53	86	60.5
0301	FRE	Sanger	"Fowler Switch" Canal Ped and Bicycle Trail	970	970	970			970			970				52	41	76	56.3
0302	FRE	Selma	Bike/Ped	380	380	380			350	30		380		380		64	81	37	72.5
0063	GLE	Orland	City Manager	85	85	85			85			85	85			36	29	58	32.5
0006	HUM	Arcata	Humboldt Bay Trail: Arcata Rail with Trail Project	5,366	3,100	3,100			3,100			2,325				-	76	79	77.5
0007	HUM	Eureka	Eureka Waterfront Trail	4,382	4,272	150	4,122	150	4,122			4,272				69	69	83	73.7
0008	HUM	Fortuna	SRTS safety improvements on bike/ped facilities	917	917	88	829		829	35	53	917		917	75	83	-	76	79.5
0009	HUM	Humboldt	Central Ave Shoulder Widening Hwy 101 (0.0) to Barstow Rd (0.45)	626	554		554		531		23					27	26	14	22.3
0010	HUM	Humboldt Co	Redwood Mobility Education Program	600	600	600			600			600		600	600	72	84	94	89.0
0011	HUM	Humboldt Co	Lafayette Elementary School Safe Routes Improv.	800	800	65	735	5	730	5	60	800		800	75	91	87	80	86.0
0012	HUM	Humboldt Co	Red Cap Rd Bicycle/Ped Improv.	1,500	975	975			975			975				80	54	63	65.7
0013	HUM	Humboldt Co	Beau Pre Trails	1,618	1,618	101	1,517		1,517	101		1,618				56	67	72	65.0
0014	HUM	Humboldt Co	Samoa Trail	2,022	2,022	241	1,781		1,781	241		2,022				83	72	83	79.3
0015	HUM	Rio Dell	Rio Dell SRTS Project 2014	741	741	159	582	75	582	46	38			741		-	58	69	63.5
0016	HUM	Trinidad	Van Wycke Street and Trail Project	305	305	64	241	20	241	14	30					67	66	64	65.7
0641	IMP	Calexico	SRTS NI	70	70	70			70			70		70	70	-	75	33	54.0
0642	IMP	Calexico	SRTS Infrastructure	384	340	340			340			340		340		73	-	50	61.5
0643	IMP	El Centro	Prepare ATP/SR2S Plan and make bike/ped improvements	797	797	209	588		738		59	797	150	797	150	79	76	72	75.7
0644	IMP	Holtville	Improve bike facilities	2,111	2,111	884	1,227	739	1,227		145	2,111				79	38	58	58.3
0645	IMP	Imperial	Aten Rd Bike Improvements	971	860	860			860					860		48	58	9	53.0
0646	IMP	Imperial Co	Sidewalk Improvements on Rio Vista Street in Seeley California	399	399	70	329	15	315		70	399	399			68	60	36	54.7
0704	IMP	Imperial Co	Sidewalk Improvement Grace Smith ES	785	785	77	708	35	673		77	785		785		69	72	44	61.7
0647	IMP	Imperial CTC	Heber Bus Stop & Ped Access improvement Project at SR-86	800	707	707			707			707				63	70	55	62.7
0648	IMP	Quechan Indian Tribe	Fort Yuba Multi-purpose Pathway	640	168	87	81	15		87	66	168		168		70	79	65	71.3
0703	IMP	Westmorland	Improve Center St Ped Facility	1,113	985	985			897			88	985	985		80	64	88	84.0
0573	INY	Inyo Co	Construct bike lanes	562	75	75						75	75	75		50	59	51	53.3
0574	INY	Inyo Co LTC	Improve Ped facilities	2,018	340	340				340		340		340		42	74	58	58.0
0575	INY	Inyo Co LTC	Lone Pine South Sidewalk	2,262	375	375				375		375		375		58	70	45	57.7
0303	KER	Arvin	T01 Varsity Rd Sidewalk Improvements	253	253	56	197	15	197	3	38	253	253	253		65	48	42	51.7
0304	KER	Arvin	T02 Sidewalk Improvements	680	680	680			580	5	95	680		680		76	77	13	76.5
0305	KER	Arvin	T02 Multi-Modal Use Pathway	988	988	123	865	15	850	3	120	988		988		79	46	61	62.0
0306	KER	Bakersfield	SRTS - Liberty High School	172	172		172		172					172		-	44	39	41.5
0307	KER	Bakersfield	Bike Lane and Route Projects - Group B	270	270		270		270							44	37	34	38.3
0308	KER	Bakersfield	SRTS - Frank West Elementary	312	312		312		312			312		312		63	71	79	71.0
0309	KER	Bakersfield	SRTS - Stockdale High School	389	389		389		389			389		389		-	47	67	57.0
0310	KER	Bakersfield	Bike Lane and Route Projects - Group C	405	405		405		405			405				84	45	53	49.0
0311	KER	Bakersfield	City Bike Lanes/Routes, Group A	425	425		425		425			425				64	57	72	64.3
0312	KER	Bakersfield	SRTS - Roosevelt Elementary	603	603		603		603			603		603		78	57	-	67.5
0576	KER	California City	California City Blvd Sidewalk Infill	470	411	42	369		369	7	35	411				48	54	41	47.7
0577	KER	California City	California City Blvd Sidewalk/Ped Improvements	999	999	94	905		905	8	86	999		999		53	78	38	45.5
0313	KER	Delano	Safety and Education for an Active Delano School Community	393	393	31	362		362	31		393		393	50	95	88	42	91.5
0314	KER	Kern Co	Stiem Middle School Ped Improvements	150	125		125		125			125		125		80	75	76	77.0
0315	KER	Kern Co	Highland Elementary Ped Improvements	330	275		275		275			275		275		85	74	91	83.3
0316	KER	Kern Co	Horace Mann Ped Improvements	372	310		310		310			310		310		-	74	95	84.5
0317	KER	Kern Co	Mojave Ped Improvements	640	565		565		565			565				69	63	78	70.0
0318	KER	Kern Co	Kern River Parkway Bike Trail Extension	1,500	1,010	10	1,000		1,000	10		1,010		1,010	1,010	80	48	52	50.0
0319	KER	Kern Co Superintendent of Schools	Kern County SRTS (KCSR2S)	653	653	653								653		63	74	35	68.5

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0320	KER	Kern COG	AT Surveys, analysis, and Recommendations for Metropolitan Bakersfield Area+	180	180	180			180							42	31	42	38.3
0321	KER	Kern COG	Kern Regional Active Transportation Program Plan	700	700	700			700			700	700			44	79	33	38.5
0322	KER	McFarland	Active Transportation Plan	100	100	100			100			100	100			84	62	26	57.3
0323	KER	McFarland	SRTS Cliff Ave	783	783	783			783			783		783		61	74	73	69.3
0324	KER	McFarland	Industrial Ave. - SRTS	252	252	42	210		210	5	37	252		252		62	-	55	58.5
0325	KER	McFarland	E. Perkins Ave. & Browning Rd. Intersection - SRTS	401	401	59	342		342	5	54	401		401		61	43	51	51.7
0326	KER	Ridgecrest	Sierra Sands USD - SRTS and Improvements	1,868	1,868	240	1,628		1,658	60	150	1,308	1,868	1,868	160	54	66	74	64.7
0327	KER	Taft	Taft SRTS	1,160	1,160	1,160			1,005	155		1,160		1,160		50	62	65	59.0
0578	KER	Tehachapi	Active transportation plan	300	300		300		300			300				47	62	64	57.7
0579	KER	Tehachapi	Construct multi-use trail with 3 exercise stations	845	845	682	163		682	3	40	845				52	27	36	31.5
0580	KER	Tehachapi	Mill Street Overpass Improvement	4,973	550	50	500			50	500	550				41	82	37	53.3
0581	KER	Tehachapi	Ped facility gap closure	900	900	120	780	50	780	5	65	900		900		51	72	89	70.7
0582	KER	Tehachapi	Valley Blvd Bikeway	1,292	1,292	136	1,156		1,156	6	130	1,292				74	93	82	83.0
0328	KER	Wasco	Karl Clemens & Thomas Jefferson Schools Ped Improvements	306	306	33	273	12	273	2	19	306		306		80	95	61	78.7
0329	KER	Wasco	Palm Ave Elementary School Ped Infrastructure Improvements	458	458	48	410	19	410	2	27	458		458		87	86	93	88.7
0330	KER	Wasco	JL Prueitt Ped Improvements	473	473	53	420	22	420	2	29	473		473		71	93	65	76.3
0331	KER	Wasco	Hwy 43 Ped Lighting	593	593	63	530	24	530	5	34	593				76	80	79	78.3
0332	KER	Wasco	Hwy 46 Ped Refuge	1,089	1,089	115	974	44	974	5	66	1,089				35	23	86	48.0
0333	KER	Wasco	Teresa Burke School & Filburn Walking Path	1,794	1,794	224	1,570	110	1,570	5	109	1,794		1,794		83	89	31	86.0
0334	KIN	Hanford	High Visibility School Crosswalks and Legends and Accessibility Ramps	678	678	678			678			678		678		39	71	64	58.0
0375	LA	Arcadia	Gold Line first Last Mile Access Improvements	3,540	2,478	201	2,277		2,277		201					50	75	84	69.7
0376	LA	Baldwin Park	Maine Ave Corridor Complete Streets Improvement	4,152	2,201	95	2,106		2,131		71	2,201		2,201		92	70	81	81.0
0377	LA	Bell	Florence Ave Ped Improvements	2,405	62		62				62	62				89	89	93	90.3
0378	LA	Bell Gardens	City Wide Safety Enhancement Project	997	802		802		802			802				-	71	95	83.0
0379	LA	Beverly Hills	Pedestrian Safety improvements at selected locations within Beverly Hills	1,300	136		136			14	122		136			25	70	38	44.3
0380	LA	Burbank	San Fernando Bikeway	8,239	5,743		5,743		5,743							69	83	62	71.3
0381	LA	Carson	City of Carson Active Transportation Project	1,482	1,482	1,482			1,436		46	1,482				82	86	87	85.0
0382	LA	Compton	Wilmington Ave Safe Streets Ped/Bicycle Improvements	996	996	47	949		949		47	996				81	89	93	87.7
0383	LA	Covina	Covina Bicycle Network	1,048	839	839			839			839				60	87	95	80.7
0384	LA	Cudahy	Cudahy Citywide SRTS Improvement (Ped Crosswalks)	1,271	1,271	98	1,173		1,173		98	1,271		1,271		95	93	66	84.7
0385	LA	Culver City	La Ballona Elementary School Improvements, Speed Reductions and Citywide Transition Plan Project	1,400	1,372		1,372		1,372					1,372		62	58	58	59.3
0386	LA	Downey	Rio Hondo Elementary School Route	360	360	360			360					360		61	48	87	65.3
0387	LA	Downey	Blodgett Ave Sidewalk Improvements	375	375	375			375					375	62	76	74	72	74.0
0388	LA	Downey	South Downey SRTS	711	711	711			711			711		711	171	80	78	78	78.7
0389	LA	Duarte	Duarte Gold Line Station Ped and Bicycle Improvements	1,646	1,305	148	1,157		1,157	36	112	650				93	85	89	89.0
0390	LA	El Monte	Main Street Bicycle Blvd and Ped Access Improvements	995	995	46	949		949		46	995				53	72	59	61.3
0391	LA	El Monte	Rosemead Blvd Bicycle and Ped Safety Gap Closure	1,785	1,785	122	1,663		1,650		135	1,785				52	87	71	70.0
0392	LA	El Monte City School District	Durfee-Thompson Elementary Emerald Necklace Walking School Bus	692	604	604			604			604		604	604	76	89	90	85.0
0393	LA	Glendale	Citywide Safety Education Initiative	500	500	500			500			500				82	57	80	81.0
0394	LA	Glendale	Citywide Ped Plan	500	500	500			500			500	500			96	91	88	91.7
0395	LA	Glendale	Regional Bike Share/Station Network	2,404	1,500		1,500		1,500			1,500				51	70	65	62.0
0396	LA	Glendale	SRTS Improvements	1,642	1,642	126	1,516		1,516		126	640		1,642		80	82	87	83.0
0397	LA	Hermosa Beach	Veterans parkway Bikeway Herendo St to Gould Ave on Valley Dr, Admore Ave, and Greenbelt Path	456	157	20	137		137		20					72	48	37	42.5
0398	LA	Hermosa Beach	Hermosa Valley Middle School SR2S	756	605	101	504		504		101			605		39	48	44	43.7
0399	LA	Huntington Park	Randolph St Shared Use Bik/Trail Rails to Trails Project Study	400	400	400			400			400				82	56	74	70.7
0400	LA	Huntington Park	State Street Complete Street	1,184	1,184	1,184			1,163		21	1,184				71	91	77	79.7
0401	LA	Inglewood	Active Transportation Plan & SRTS Plan	486	486	486			486			486	332	486	100	-	91	99	95.0

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0454	LA	La Canada Flintridge	Foothill Blvd link Bikeway and Ped Greenbelt	2,038	1,366	122	1,244		1,244		122					-	56	56	56.0
0455	LA	La Canada Flintridge	La Canada Flintridge Citywide School Route improvement Project	3,520	3,520	250	3,270		3,270		250			3,520	20	87	56	73	72.0
0402	LA	La Mirada	La Mirada Bicycle and Pedestrian Safety Enhancement Project	991	55		55				55	55				67	83	79	76.3
0403	LA	LA Unified School District	LA Unified School District Sustainable 50 Middle Schools SRTS Project	982	982	491	491		982			982		982		52	47	63	54.0
0404	LA	La Verne	Ped safety improvements and bicycle connections in the City of La Verne	591	523	523			499		24					51	73	58	60.7
0405	LA	Lancaster	15th St East and Ave J-8 Corridor Improvements	1,848	1,848	37	1,811		1,719	5	124	1,848		1,848	10	64	86	76	75.3
0406	LA	Lancaster	SRTS - Master Plan	366	322	322			322			322	322	322	95	81	78	45	68.0
0407	LA	Lancaster	SRTS - Endeavor MS	910	773		773		773			773		773	773	57	76	41	58.0
0408	LA	Lancaster	5th Street East Corridor Improvements	1,438	1,438	85	1,353		1,353		85	1,438		1,438	30	93	93	70	85.3
0409	LA	LARRC	N. Atwater Non-Motorized Multimodal Bridge	9,038	3,660	3,660			3,660			3,660				91	80	92	87.7
0410	LA	Lawndale	City of Lawndale Mobility Plan	350	350		350		350			350	350			35	13	38	28.7
0411	LA	Long Beach	LA River Bike Path Gap Closures	1,049	839	108	731		731		108	839		839		-	84	53	68.5
0412	LA	Long Beach	Walnut Ave & 52nd St Bicycle Blvd	1,646	1,646	227	1,419		1,419		227	1,646		1,646		76	64	16	52.0
0413	LA	Long Beach	Market Street Ped Enhancements	4,460	2,982	352	2,630		2,630		352	2,982				84	-	69	76.5
0414	LA	Los Angeles	Wilmington Community/Waterfront & Alameda Corridor Freight Line West Terminus Ped Grade Sep	12,000	680	170	510				680	680		680		79	50	58	54.0
0415	LA	Los Angeles	Western Ave Expo Line State Linkage Project (south)	858	686	70	616		616		70					87	71	57	71.7
0416	LA	Los Angeles	Yale St Ped Linkages - Phase 1	690	690	110	580		580		110	690		690		87	78	95	86.7
0417	LA	Los Angeles	Main St Ped Enhance, 2nd-4th St	1,034	827	165	662		662		165	827				59	-	71	65.0
0418	LA	Los Angeles	Beverly Blvd Trans Enhancements	1,374	992		992		992			992				92	91	95	92.7
0419	LA	Los Angeles	LANI-Santa Monica Blvd. Improvement Project	1,375	1,225	125	1,100		1,100		125	1,225				88	48	84	73.3
0420	LA	Los Angeles	Cesar E Chavez Connections	2,350	1,565		1,565		1,565			1,565				96	82	77	85.0
0421	LA	Los Angeles	Imperial Hwy Bike Lane & Median Modification	1,957	1,580		1,580		1,580							75	70	71	72.0
0422	LA	Los Angeles	Top 50 SRTS Safety Assessments & Travel Plans	1,900	1,900	1,900			1,900			1,900	1,900	1,900	1,900	78	62	66	68.7
0423	LA	Los Angeles	Central Av Historic Corridor Streetscape	2,588	2,070	414	1,656		1,656		414	2,070				84	72	76	77.3
0424	LA	Los Angeles	Eastside Active Transportation Linkages, Ph II	3,651	2,237	382	1,855		1,855		382	2,237				80	97	94	90.3
0425	LA	Los Angeles	Hollywood Western Ped Improvements	3,923	2,288	322	1,966		1,966		322	2,288				94	-	86	90.0
0426	LA	Los Angeles	Expo Line Ped Improv, Crenshaw-City Lim.	2,890	2,311	178	2,133		2,133		178	2,311				85	-	80	82.5
0427	LA	Los Angeles	LA River Bike Path, Ph 4, Riverside-Forest Lawn	3,201	2,744		2,744		2,744			2,744				56	83	86	75.0
0428	LA	Los Angeles	SRTS Education and Enforcement Prog	2,829	2,829	2,829			2,829					2,829	2,829	92	88	84	88.0
0429	LA	Los Angeles	Expo Line Bundy Sta First-Last Mile Improvements	3,450	3,053	287	2,766		2,766		287	3,053	3,053			-	89	92	90.5
0430	LA	Los Angeles	Little Tokyo Ped Safety	4,439	3,316	663	2,653		2,653		663	3,316				91	82	81	84.7
0431	LA	Los Angeles	Hollywood HS & Selma Ave ES, SRTS	3,412	3,412	661	2,751		2,751		661	3,412		3,412		93	93	63	93.0
0432	LA	Los Angeles	MLK/Bill Robertson Lane Linkages	6,369	3,980		3,980		3,980			3,980				84	79	74	79.0
0433	LA	Los Angeles	Boyle Heights - Chavez Ave Ped Improvements	5,227	4,182	836	3,346		3,346		836	4,182				87	61	72	73.3
0434	LA	Los Angeles	SRTS Delores Huerta ES/Quincy Jones ES	4,292	4,292	858	3,434		3,434		858	4,292		4,292		88	90	87	88.3
0435	LA	Los Angeles	SRTS Menlo Ave ES/West Vernon ES	4,742	4,742	948	3,794		3,794		948	4,742		4,742		95	71	88	91.5
0436	LA	Los Angeles	SRTS Sheridan St ES/Breed St ES	5,092	5,092	1,018	4,074		4,074		1,018	5,092		5,092		80	98	95	91.0
0437	LA	Los Angeles	LA River Bike Path, Headwaters, Owensmouth-Mason	6,136	5,432		5,432		5,432			5,432				69	88	83	80.0
0438	LA	Los Angeles	Broadway Historic Theater Dist. Ped Improvements	7,220	6,392	5,843	549		5,595	222	575		6,392			75	65	85	75.0
0439	LA	Los Angeles	Sixth St Viaduct Replacement, Bike/Ped Facilities	434,263	15,000	1,000	14,000		14,000		1,000	15,000				85	75	78	79.3
0440	LA	Los Angeles	San Fernando Rd Bike Path, Ph 3	25,430	21,195		21,195		21,195			21,195				67	88	84	79.7
0441	LA	Los Angeles Co	Willowbrook Area Bikeway Improvements	656	446		446		446			446				78	76	76	76.7
0442	LA	Los Angeles Co	Vermont Av Bike Lane, Manchester-El Segundo	1,317	676		676		676			676				87	98	92	92.3
0443	LA	Los Angeles Co	East Los Angeles Community SRTS Program	925	810		810		710		100	810		810	190	97	85	93	91.7
0444	LA	Los Angeles Co	North County Bikeways	1,825	941		941		941			941				69	75	54	66.0
0445	LA	Los Angeles Co	Florence-Firestone Community SRTS	1,092	960		960		850		110	960		960	105	-	99	90	94.5
0446	LA	Los Angeles Co	Florence Metro Blue Line Stn Bikeway Access Improv.	1,624	1,188		1,188		1,188			1,188				86	95	88	89.7

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0447	LA	Los Angeles Co	Eastside Light Rail Bike Interface Project	1,861	1,305		1,305		1,305			1,305				84	97	97	92.7
0448	LA	Los Angeles Co	Unincorporated LA County Ped Plans and Programs	1,498	1,445		1,445		1,445			1,445	1,445			87	92	68	89.5
0449	LA	Los Angeles Co	Quarry Clasp Peck Road to Peck Park Bike Project	2,575	1,546		1,546		1,546			1,546				94	86	89	89.7
0450	LA	Los Angeles Co	Willowbrook Area Ped Access Improvements to MLK MACC	5,555	3,865		3,865		3,865			3,865				88	90	0	89.0
0451	LA	Monterey Park	Monterey Park Bike Corridor Project	675	540	540			540							26	18	39	27.7
0452	LA	Montebello	Montebello Blvd ATP Impovement	6,108	4,205	1,470	2,735		4,205			4,205				64	72	71	69.0
0453	LA	MTA	Metro Blue Line First/Last Mile Plan	280	280		280		280			280	280			92	70	67	68.5
0456	LA	Norwalk	Foster Road Side Panel SRTS Improvement Project	2,209	2,209	100	2,109		2,109		100	2,209		2,209	30	79	86	83	82.7
0457	LA	Palmdale	Active Transportation Program Plan	595	595	595			595			595				92	87	88	89.0
0458	LA	Palmdale	Ave R Complete Streets and Safe Routes	6,669	5,332	3,080	2,252	2,500	2,252	140	440	5,332		5,332		86	90	78	84.7
0459	LA	Palos Verdes	Palos Verdes Estates Citywide Ped Mobility Project	755	746	129	617	29	617	16	84			746		-	80	30	55.0
0460	LA	Paramount	West Santa Ana Branch Bike Trail Phase 2	3,701	3,277	27	3,250		2,951	60	266					74	51	82	69.0
0461	LA	Pasadena	Northwest Pasadena Active Tranportation Plan	240	210	100	110		210			210	210			58	-	50	54.0
0462	LA	Pasadena	Traffic Signal at Organge Grove Blvd and Sunnyslope Ave	515	456	53	403		403	9	44					65	66	83	71.3
0463	LA	Pasadena	Cordova Street Road Diet	3,252	2,597	214	2,383		2,383	40	174					69	57	86	70.7
0464	LA	Pico Rivera	Pico Rivera iBike Place	4,014	3,553	334	3,219		3,053	18	482	3,553				51	-	66	58.5
0465	LA	Pomona	Foothill Blvd/Sumner Ave Active Transportation	800	705	47	658	3	655		47	705		705		54	86	80	73.3
0466	LA	Pomona	Priority Implementation for Downtown Bike and Ped Improvements	2,010	2,010		2,010		2,010			2,010				88	97	88	91.0
0467	LA	Rancho Palos Verdes	Palos Verdes Dr So. Bike Compatible Roadway Safety & Linkage	788	631	115	516		516		115					62	65	53	60.0
0468	LA	Redondo Beach	Redondo Beach Bicycle Transportation Plan Implementation	2,770	2,419	131	2,288		2,288	61	70					85	58	84	75.7
0469	LA	Rosemead	Bicycle Safety Improvements for Valley Boulevard and Mission Drive	603	603	603			563		40					80	61	30	57.0
0470	LA	San Dimas	San Dimas Canyon at Foothill Blvd Safety Enhancement Project	174	174		174		174					174		55	74	50	52.5
0471	LA	San Fernando	Pacoima Wash Bikeway and Ped Trail	2,796	1,997		1,997		1,997			1,997				66	-	60	63.0
0472	LA	San Gabriel	Las Tunas Drive Active Transportation Corridor Improvements	1,856	1,485	39	1,446		1,426		59					82	63	84	76.3
0473	LA	San Gabriel Valley COG	SGV Regional Active Transportation Planning Initiative	643	643	485	158		643							91	77	82	73.3
0474	LA	San Gabriel Valley COG	San Gabriel Valley Regional Greenway Network Initiative	19,918	18,013	1,068	16,945		14,409	1,068	2,536	18,013				91	41	78	74.5
0475	LA	Santa Clarita	Valley Vista Property Acquisition/Crest to Coast Trail	4,500	250	250		250								39	15	59	37.7
0476	LA	Santa Clarita	Sierra Hwy Ped & Bicycle Bridge and Street Improvements	3,229	1,402		1,402		1,402			1,402		1,402		75	79	93	82.3
0477	LA	Santa Monica	Personalized Travel Planning	335	335		335									49	72	41	54.0
0478	LA	Santa Monica	Santa Monica SRTS Program	450	450		450		450					450	450	46	73	65	69.0
0479	LA	Santa Monica	4th St Bike/Ped upgrades	750	600	600			600			600				92	-	72	82.0
0480	LA	Santa Monica	CA Incline Ped Overcrossing Replacement and Idaho Trail Improvement	1,511	1,077		1,077		1,077							61	51	46	52.7
0481	LA	Santa Monica	17th Street Station First/Last Mile Bike and Ped Improvements	5,477	4,819	482	4,337		4,337		482					84	65	76	75.0
0482	LA	So El Monte	General Plan Update (Circulation Element)	350	350	75	275			350		350	350			56	63	92	59.5
0483	LA	South El Monte	South El Monte High School & Monte Vista Elementary School SRTS Project	4,060	4,060	338	3,722		3,722		338	4,060		4,060		63	89	77	76.3
0484	LA	South El Monte	Santa Anita Ave Walkability	15,282	15,282	1,273	14,009		14,009		1,273					82	77	79	79.3
0485	LA	South Pasadena	Arroyo Seco Bike and Ped Trail	2,000	1,300		1,300		1,300							49	42	31	40.7
0486	LA	Temple City	Las Tunas Dr Bicycle Lane Project	2,402	1,921		1,921		1,921			1,921				71	47	77	74.0
0487	LA	Temple City	Las Tunas Drive Ped Improvement Project	4,689	3,751		3,751		3,751			3,751				48	86	67	67.0
0488	LA	UCLA	UCLA-CicLAvia UNITE LA (Urban Navigation Information, Training & Engagement)	612	612	612			612			612				30	58	98	44.0
0489	LA	Vernon	City of Vernon Bicycle Master Plan	60	53	53						53	53			65	63	100	64.0
0490	LA	Watershed Conservation Authority	San Gabriel River Biek Trail Extension and Roundabout	999	999	999		10	875							79	53	72	68.0
0491	LA	West Hollywood	Design District Streetscape - Melrose Av	7,786	4,876		4,876		4,876							70	57	84	70.3
0492	LA	Whittier	Whittier Greenway Trail Extension	3,747	2,998	185	2,813	56	2,374	439	129					72	73	52	65.7
0493	LA	William Hart Union HS	SRTS - Castaic Trail	4,543	1,852	1,852			1,852					1,852		29	50	36	38.3
0017	LAK	Clearlake	Phillips Ave Class II Bicycle Lanes & Roadway Rehab	1,177	564	69	495		495	23	46	564		564		70	45	82	76.0
0018	LAK	Lake Co	Mt. Konocti Multi-Use Trail Planning, Design & Construction Project	961	200	98	102	20		98	82	200				51	56	73	60.0

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0019	LAK	Lake Co	Upper Lake Ped Improvements	367	367	48	319	5	314	12	36	367		367		-	49	64	56.5
0705	MAD	Chowchilla	Roberston Blvd/SR233 & 11 St Ped Improvements	550	550		550		470	20	60	550		550		46	74	85	79.5
0335	MAD	Madera	Fresno River Trail	728	160	160			160							72	65	67	68.0
0336	MAD	Madera Co	Norht Fork Pathway	715	633	73	560	24	560		49	316				78	34	63	70.5
0594	MAR	Mariposa Co	Creating Safe Routes to Mariposa Schools	1,280	441	441			441			441		441		68	69	68	68.3
0020	MEN	Fort Bragg	Chestnut St Multi Use Facility and SRTS	1,051	259	259			259			259		259	26	76	77	89	80.7
0021	MEN	MCOG	Westport Bike Lanes	750	700	185	515	125		185	390	350				56	64	-	60.0
0022	MEN	MCOG	Covelo SR 162 Corridor Multi-Purpose Trail, Phase 1	904	847	663	184		233	430	184	847		847	233	-	92	84	88.0
0023	MEN	Mendocino Co HSSA	SRTS	871	871	871			871			871		871	871	94	84	87	88.3
0024	MEN	Ukiah	Northwestern Pacific Rail Trail Phases 1 and 2	1,950	1,950	612	1,338	10	1,720	10	210	1,950				62	60	68	63.3
0025	MEN	Willits	East Hill Road Improvements Project	440	410	37	373		373	5	32	410				52	60	46	52.7
0595	MER	Gustine	Downtown Ped Improvements	2,488	344	344				14	330	344		344		63	71	43	67.0
0596	MER	Merced	Bike Lane Markings	482	482		482		417	5	60					71	68	74	71.0
0597	MER	Merced	ADA Ramps around Schools	717	717		717		547	5	165			717		75	-	41	58.0
0598	MER	Merced	State Highway 99 Multi-use Pathway at Railroad Crossing	945	945		945		834	5	106					57	61	76	64.7
0599	MER	Merced	State Highway 99 Multi-use Path	958	958		958	400	483	5	70	958				85	88	75	82.7
0600	MER	Merced	Childs Ave ATP Project	2,721	2,721		2,721		2,378	5	338	2,721			20	70	62	88	66.0
0601	MER	Merced Co	Walnut Ave Complete Street Upgrade	2,179	1,781	236	1,545		1,545	200	36	1,781		1,781	150	74	47	87	80.5
0583	MNO	Mammoth Lakes	Minaret Road Connector Path MUP	1,820	80	80					80					37	58	67	54.0
0584	MNO	Mammoth Lakes	High School Connector Path Project	259	259	259								259		65	36	62	54.3
0585	MNO	Mammoth Lakes	Mammoth Creek Gap Closure	706	585	266	319	221	319		45					48	57	64	56.3
0586	MNO	Mammoth Lakes	Trails End Access Path Maintenance Project	670	593	593			580		13					74	42	48	45.0
0587	MNO	Mono Co	SRTS - Bridgeport and Lee Vining	1,970	1,970	200	1,770		1,770	40	160			1,970		70	71	74	71.7
0232	MON	Marina	Citywide Sidewalk and Curb Ramp Improvement Project	3,885	3,885	2,375	1,510	250	3,510	15	110			3,885		46	-	53	49.5
0233	MON	Monterey	Transportation Demand Management - Monterey on the Move	300	300	150	150		300				300			67	0	14	40.5
0234	MON	Monterey	North Fremont Bike and Ped Access and Safety Improvements	7,318	6,480	735	5,745	443	5,302		735	6,480				83	80	72	78.3
0235	MON	Monterey Co	Castroville Bike/Ped Path and RR Crossing	8,931	913	913			913			913		913		86	59	94	90.0
0236	MON	Monterey Co	Monterey Bay Sanctuary Trail, Moss Landing Seg.	8,635	3,795		3,795		3,795							45	57	47	49.7
0237	MON	Monterey Co HD	Via Salinas Valley: Pathways to Health Through Active Transportation	4,666	4,662	4,662		140	4,172	9	345	4,662	427	4,662	320	71	80	47	75.5
0238	MON	Seaside	West Broadway Urban Infrastructure Improvements	12,500	2,700		2,700		2,700			2,700				68	61	64	64.3
0158	MRN	Corte Madera	Intersection Undercrossing along Wornum - Feasibility Study	250	250	250										19	20	6	15.0
0159	MRN	Corte Madera	Bike/Ped Intersectoin Surface Treatments	279	250	150	100			150	100		250			29	9	0	19.0
0160	MRN	Fairfax	Fairfax Bike Spine Gap Completion Project	363	363	363			309		54			363		70	70	60	66.7
0161	MRN	Golden Gate Transportation District	Alexander Ave Improvements	3,000	2,097	73	2,024		2,024		73	2,097				59	66	65	63.3
0162	MRN	Marin Co	Mill Valley-Sausalito Multi-Use Path Rehabilitation	1,756	988		988		988			988				42	56	65	54.3
0163	MRN	Marin Co	North Civic Center Drive Improvements	4,077	1,824	1,824			1,824							-	45	57	51.0
0164	MRN	Marin Co Transit District	Ped Access and Safety Improvements for Downtown Novato Transit Hub	3,655	2,270	2,270			2,270			2,270				68	64	37	66.0
0157	MRN	Mill Valley	Transforming Miller Ave into a Complete Street	1,200	1,200	1,200			1,200							39	66	71	58.7
0165	MRN	Novato	Arthur Street Sidewalk and Class II Bike Lane Gap Closure	350	350	350			350					350		-	45	63	54.0
0166	MRN	Novato	Nave Dr Multi-Use Path	585	387	387			340	47				387		52	52	59	54.3
0167	MRN	San Anselmo	Lower Brookside Elementary School Sidewalk Gap Completion Project	441	441	441			367		74			441		70	72	59	67.0
0168	MRN	San Rafael	Davidson Middle School Ped Safety Gap Closure Project	399	399	399			340		59	399		399		44	75	62	60.3
0169	MRN	San Rafael	Grand Ave Pathway Connector	690	611	75	536	62	536		13					56	74	70	66.7
0170	MRN	San Rafael	Francisco Blvd East Improvements	2,684	2,376		2,376									65	59	68	64.0
0171	MRN	Sausalito	Harbor Drive to Gate 6 Road Multi-Use Pathway	1,964	1,739	1,739			1,512		227					57	55	84	56.0
0172	MRN	TAM	Marin Bike Share System	1,080	956	956			956			956				33	27	22	27.3
0173	NAP	Napa	SR 29 Bike and Ped Undercrossing	579	482		482		482			482		482		70	79	96	81.7

201

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0174	NAP	NCTPA	Napa Vine Trail Phase 2- Gap Closure	7,600	3,600	3,600			3,600			3,600				-	88	87	87.5
0175	NAP	St Helena	St Helena Ped Plan	125	125	125			125			125	125			40	32	53	41.7
0064	NEV	Grass Valley	Bicycle Improvements	770	770	140	630		630	56	84					34	62	79	58.3
0065	NEV	Grass Valley	Curb Ramps & Accessible Ped Signals	827	827	138	689		689	28	110					43	51	34	42.7
0066	NEV	Grass Valley	City Sidewalk Improvements	991	991	180	811		811	72	108					68	53	61	60.7
0067	NEV	Grass Valley	SRTS Project	1,416	1,416	236	1,180		1,180	47	189			1,416		49	-	26	37.5
0068	NEV	Truckee	Trout Creek Trail, Ph 2	2,300	1,520	1,520			1,520							78	78	84	80.0
0069	NEV	Truckee-Donner Recreation & Park District	Non-motorized trail gap closure	1,994	1,837	97	1,740		1,684	42	111					61	-	73	67.0
0706	ORA	Aliso Viejo	Ped Bridge Crossing at Aliso Creek	730	540	93	447		447		93					64	-	54	59.0
0707	ORA	Anaheim	Western Ave Ped Signal	400	400	81	319	30	319		51	400		400	8	96	90	84	90.0
0708	ORA	Anaheim	South St Sidwalk Gap Closure	796	796	367	429	267	429		100	796		796	15	83	87	93	87.7
0709	ORA	Anaheim	Anaheim Coves Northern Extension	832	832	832			832			832				75	82	79	78.7
0710	ORA	Anaheim	Cerritos Ave Sidewalk Gap Closure	1,209	1,209	587	622	467	622	100	20			1,209	8	71	92	96	86.3
0711	ORA	Brea	The Tracks at Brea, Segment 4	3,026	2,484	2,484			2,484							71	87	76	78.0
0712	ORA	Brea	The Tracks at Brea, Segments 2 & 3	2,889	2,557	2,557			2,557							80	75	86	80.3
0713	ORA	Costa Mesa	SRTS Flashing Crosswalks	253	253	50	203							253		50	55	-	52.5
0714	ORA	Costa Mesa	West 19th Street Bicycle Trail Project	1,704	1,704	1,704			1,704			1,704				83	36	71	63.3
0715	ORA	Costa Mesa	Eastside SRTS Traffic Calming	2,043	2,043	150	1,893		1,893		150		2,043	2,043	2,043	39	70	56	63.0
0716	ORA	Cypress	Cerritos Ave Bike Corridor Improvements	571	505	505			505							76	80	80	78.7
0717	ORA	Dana Point	Coast Highway Class I/Ped Way Extension Project, Phase 1 Project	690	610		610		610							44	48	65	52.3
0718	ORA	Fountain Valley	Ped pathway Improvements within School Zones	542	542	542			542					542		21	-	29	25.0
0719	ORA	Fullerton	COF Union Pacific Trail, Ph II	1,527	1,352	32	1,320		1,320		32	1,352				-	17	81	49.0
0720	ORA	Garden Grove	Harbor & Twintree HAWK	160	160	160			160							81	78	54	79.5
0721	ORA	Garden Grove	Chapman & Lamplighter New Traffic Signal	190	190	190			180		10	190		190		60	68	74	67.3
0722	ORA	Huntington Beach	Orange Ave Bike Blvd	1,346	1,193	1,193		1,193	1,143		50					63	53	72	62.7
0723	ORA	Huntington Beach	Huntington Beach Blufftop Path	1,631	1,435	132	1,303		1,303	150						38	63	78	59.7
0724	ORA	Irvine	Install bicycle lane striping	507	444	120	324		324	31	89					80	46	59	61.7
0725	ORA	Irvine	Harvard and Walnut Trail Enhancements	563	495	106	389		389	31	75					57	43	63	54.3
0726	ORA	Irvine	Citywide Bicycle, Ped, Motorist Safety Program	500	500	500			465	30						85	48	66	66.3
0727	ORA	La Habra	Union Pacific Rail Line Bikeway	800	708	708		708								62	67	82	70.3
0728	ORA	Laguna Hills	La Paz Sidewalk Widening	540	478		478	89			44	478		478		69	-	79	74.0
0729	ORA	Laguna Hills	La Paz Open Space Bikeway Project	706	625	625			625							45	55	-	50.0
0730	ORA	Lake Forest	School Zone Sign Replacement Project	60	60	60			60					60		59	-	34	46.5
0731	ORA	Lake Forest	Foothill Ranch Elementary School Zone & Crosswalk	65	65	65			59		6			65		64	60	46	56.7
0732	ORA	Lake Forest	Saddleback Ranch Rd Traffic Calming	999	499	499			499							-	34	56	45.0
0733	ORA	Newport Beach	West Coast Hwy Ped & Bike Overcrossing	14,410	7,188	497	6,691	6,194		497	497					64	51	50	55.0
0734	ORA	OCTA	Orange County Sidewalk Inventory	185	163	163			163			163	163			-	55	67	61.0
0735	ORA	Orange	Katella Av & Struck Av Sidewalk Improvements	784	90		90	20			70	90		90		49	35	57	47.0
0736	ORA	Orange	Glassell Street and Palm Ave Traffic Signal	305	270	270			270							53	68	64	61.7
0737	ORA	Orange	Almond Ave Sidewalk Improvements	285	285	37	248		248	5	32	285		285		32	54	49	45.0
0738	ORA	Orange	Ped Countdown Signals for Major Intersections	386	341	341			341			341				73	-	58	65.5
0739	ORA	Orange	Collins Ave Sidewalk, Hart St-Laurel Dr	415	415	38	377		377		38	415				46	31	64	47.0
0740	ORA	Orange	City Bikeways System Enhancements	458	458	25	433		433		25	458				38	63	46	49.0
0741	ORA	Orange	Orangewood Ave Sidewalk	567	502	18	484		456	18	28	502				42	39	35	38.7
0742	ORA	Orange	Santiago Blvd Sidewalk, Taft Av-Meats Av	561	561		561		510		51	561				18	16	37	23.7
0743	ORA	Orange Co	Bicycle Loop - Segment D	300	266	266				266						85	76	79	80.0
0744	ORA	Orange Co	Lambert Road Bikeway Project	445	394	394			394							73	76	65	71.3

202

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0745	ORA	Orange Co	County Bicycle Loop, Segments F and H	525	465	465				465						-	71	73	72.0
0746	ORA	San Clemente	Shorecliffs Middle School SRTS	585	68	68				17	51			68		62	64	68	64.7
0747	ORA	San Clemente	Concordia School Ped/Bike Improv.	1,180	126	126				32	94			126		72	71	82	75.0
0748	ORA	San Clemente	Las Palmas Elementary SRTS	1,156	133	133				33	100			133		60	63	68	63.7
0749	ORA	San Juan Capistrano	San Juan Capistrano Bikeway Gap Closure	493	437	437			384		53					85	67	75	75.7
0750	ORA	San Juan Capistrano	SRTS on El Camino Real and Spring Street	464	464	10	454		414	10	40			464	464	43	46	-	44.5
0751	ORA	Santa Ana	Newhope-Civic Ctr-Grand Class 11 Bike Lanes	272	272	272			272			272				71	92	96	86.3
0752	ORA	Santa Ana	Complete Streets Plan	300	300	300						300		300	300	75	-	89	82.0
0753	ORA	Santa Ana	Monte Vista Elementary SRTS Enhancements	430	430	30	400		400		30			430		80	65	37	72.5
0754	ORA	Santa Ana	SRTS Enhancements for Heninger Elementary	480	480	35	445		445		35	480		480	15	83	82	97	87.3
0755	ORA	Santa Ana	Bikeways Feasibility Study	500	500	500			500			500	500	500	500	85	82	81	82.7
0756	ORA	Santa Ana	SRTS Enhancements for King Elementary	500	500	36	464		464		36			500	15	80	-	86	83.0
0757	ORA	Santa Ana	Ped and Bicycle Safety Campaign	550	550	550			550			550				82	57	62	59.5
0758	ORA	Santa Ana	SRTS Enhancements for Washington Elementary	780	780	57	723		723		57	780		780	15	90	82	81	84.3
0759	ORA	Santa Ana	Lincoln Ave Ped Pathway Connectivity	1,099	882		882		882			882		882		65	73	60	66.0
0760	ORA	Santa Ana	Develop, design, and construct Bishop-Pacific-Shelton bike boulevards	950	950	70	880		880		70	950		950		86	92	89	89.0
0761	ORA	Santa Ana	Maple Bicycle Trail Safety Enhancements	1,101	1,101	82	1,019		1,019		82	1,101		1,101		78	64	-	71.0
0762	ORA	Seal Beach	Lampson Ave Bike Lane Gap Closure	1,002	887	95	792		792		95					69	80	26	58.3
0763	ORA	Tustin	Peters Canyon Trail Gap Closure	1,744	1,565		1,565					1,565				84	52	64	58.0
0764	ORA	Tustin	Tustin Legacy Ped/Bike Trail and Bridges	11,942	2,859	528	2,331		2,331	28	500	2,859				50	51	53	51.3
0765	ORA	Westminister	Garden Grove Blvd Bike Lanes, Sidwalk, and Roadway Widening Improvement Project	2,500	2,500	500	2,000		2,000	50	450	2,500				39	70	62	66.0
0766	ORA	Yorba Linda	Lakeview Ave Sidewalk Gap Closure	100	100		100		80	20				100		44	42	52	46.0
0767	ORA	Yorba Linda	Master Plan of Sidewalks	150	150	75	75			150			150			36	60	19	38.3
0070	PLA	Colfax	N. Main Street Bike Route Project	299	265	9	256		220	27	18	265				70	39	67	58.7
0071	PLA	Placer Co	Auburn Folsom Rd Ped and Bicycle Improvements	1,081	739	739			739							67	51	47	55.0
0072	PLA	Roseville	Downtown Roseville Class 1 Trails	2,547	1,236	1,236			1,236							83	88	37	85.5
0073	PLA	Roseville	Downtown Ped Bridge	2,809	2,487	2,487			2,487							82	77	31	79.5
0026	PLU	Plumas Co	Bicycle Transportation Plan	62	62	62			62			62	62			32	63	71	55.3
0027	PLU	Plumas Co	Greenville SR89 Rehabilitation	7,497	1,812		1,812		1,812			1,812				54	77	56	55.0
0571	RIV	Coachella	ATP Improvements	1,764	1,764	100	1,664		1,664		100	1,764		1,764		81	48	94	74.3
0507	RIV	CVAG	CV Link	99,359	10,900	7,000	3,900	3,900		7,000		7,000				85	88	88	87.0
0508	RIV	Eastvale	SRTS at Multiple Schools-Signalized Crossing and Radar Speed Display	479	479	66	413		413	10	56			479		60	65	80	68.3
0509	RIV	Indio	Andrew Jackson Elementary Ped Improvements	2,581	2,581	207	2,374		2,374	21	186	2,581		2,581		80	94	80	84.7
0572	RIV	Jurupa Area Rec&Park Dist.	Horseshoe Lake Park Trailhead	438	391	391			391			391				20	62	21	34.3
0510	RIV	Jurupa Valley	SRTS - Troth St	689	627	125	502		502		125	627		627		-	85	98	91.5
0511	RIV	Jurupa Valley	Pyrite St SRTS Project	732	665	133	532		532		133			665		96	82	42	89.0
0512	RIV	Moreno Valley	Citywide SRTS Ped Facility Improvements	1,640	1,640	160	1,480	71	1,480	4	85	1,640		1,640	60	82	96	75	84.3
0513	RIV	Murrieta	Murrieta Creek Trail - Copper Canyon Bridge and Clinton Keith Trail	643	577	577			485		92					42	43	-	42.5
0514	RIV	Palm Springs	Bicycles on Every Street (Class II & III)	1,920	1,700		1,700		1,700			1,700				56	64	51	57.0
0515	RIV	Perris	Murrieta Road Ped Improvements	1,100	1,100		1,100		1,100			1,100		1,100		86	90	93	89.7
0516	RIV	Perris	Perris Valley Storm Drain Channel Trail	3,828	1,202		1,202		1,202			1,202				87	85	87	86.3
0517	RIV	Riverside	Iowa Ave and Martin Luther King Blvd Bike Improvements	332	267	267										83	67	21	75.0
0518	RIV	Riverside	Bridge Lighting Improvements	403	326		326		326							55	34	81	56.7
0519	RIV	Riverside	Downtown and Adjoining Areas Bicycle and Ped Improvements	997	877		877		877			877				85	93	86	88.0
0520	RIV	Riverside	Railroad Crossing Sidewalk Improvements	2,057	1,655		1,655		1,655			1,655				44	61	72	59.0
0521	RIV	Riverside	Wells/Arilanza Sidewalk Improvement	1,961	1,782		1,782		1,782			1,782		1,782		77	64	73	71.3
0522	RIV	Riverside	Norte Vista Sidewalk Improvement	2,833	2,575		2,575		2,575			2,575		2,575		70	-	68	69.0

203

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0523	RIV	Riverside	Santa Ana River Trail (SART) Improvements	3,991	3,211		3,211		3,211							52	76	29	52.3
0524	RIV	Riverside	Ramona Sidewalk Improvement	4,316	3,923		3,923		3,293							54	36	48	46.0
0525	RIV	Riverside Co	Avenida Rambla Sidewalk Safety Improvements	356	356	85	271		271	35	50	356		356		85	81	72	79.3
0526	RIV	Riverside Co	Mecca Sidewalk and Roadway Safety Improvements	605	571	65	506		506	50	15	571		571		57	61	79	65.7
0527	RIV	Riverside Co	Clark St Sidewalk and Intersection Safety Improvements	721	721	544	177	177		200	344	721		721		72	87	52	79.5
0528	RIV	Riverside Co	Install sidewalks and safety improvements	878	878	167	711	711		50	117	878		878		66	78	59	67.7
0529	RIV	Riverside Co	3rd Place Sidewalk and Roadway Safety Improvements	881	881	182	699	120	579	52	130	881		881		64	43	50	52.3
0530	RIV	Riverside Co	Grapefruit Blvd/4th St Ped and Roadway Safety Improvements	2,300	2,330	460	1,870	10	1,860	143	287	2,330				78	80	-	79.0
0768	RIV	Riverside Co DPH	SRTS Active Transportation Program City of Perris	350	350	350			350			350		350	350	79	82	78	79.7
0769	RIV	Riverside Co DPH	SRTS City of Jurupa Valley	500	500	500			500			500		500	500	99	99	86	94.7
0770	RIV	Riverside Co DPH	SRTS City of Indio	500	500	500			500			500		500	500	99	75	97	90.3
0531	RIV	Riverside Co Parks	Salt Creek Parkway, Phase III	4,223	3,251		3,251		3,251			3,251				40	77	45	42.5
0532	RIV	San Jacinto	Safe & Active San Jacinto SRTS	989	989	989		126	807	28	28	989		989	150	79	80	87	82.0
0533	RIV	Temecula	Santa Gerrudis Creek Ped/Bicycle Trail Extneion an dInterconnect	4,362	3,543	168	3,375		3,375	42	127					54	76	50	52.0
0534	RIV	Western Riverside COG	Wester Riverside County Subregional Active Transportation Plan	333	333	333			333			333	333			71	82	87	80.0
0535	RIV	Wildomar	Murrieta Creek Multi-Use Trail Connectivity Phase 1	973	861	18	843		784	18	59	861				50	50	53	51.0
0074	SAC	Elk Grove	Lower Laguna Creek Open Space Preserve Trail	1,778	1,573	266	1,307	83	1,224	106	160	1,573		1,573		84	85	86	85.0
0075	SAC	Elk Grove	Powerline Trail/Hudson Basin Trailhead Improvements	2,023	1,791	293	1,498	149	1,349	117	176					51	41	74	55.3
0076	SAC	Elk Grove	Laguna Creek Trail Under-crossing at Waterman and Bond Rd	2,077	1,839	315	1,524	76	1,448	126	189					73	41	79	64.3
0077	SAC	Elk Grove	Laguna Creek Trail and Bruceville Road SRTS Improvements	2,283	2,021	325	1,696	201	1,495	130	195	2,021		2,021		90	70	87	82.3
0078	SAC	Folsom	Historic Powerhouse Canal Trail/Johnny Cash Trail Connector Project	3,001	895		895		895			895				63	52	83	66.0
0079	SAC	Galt	South Galt SRTS	2,150	1,800		1,800		1,800			1,800		1,800		78	88	81	82.3
0080	SAC	Rancho Cordova	SRTS Project	491	491	491			491			491		491		53	50	73	58.7
0081	SAC	Rancho Cordova	Anatolia Bike Trail	1,347	1,000	1,000			1,000					1,000		74	66	31	70.0
0082	SAC	Rancho Cordova	Mather Rails to Trails Project	2,654	1,467		1,467		1,467			1,467				73	47	79	66.3
0083	SAC	Rancho Cordova	Cordova Park SRTS	3,625	3,043		3,043		3,043			3,043		3,043		53	29	14	32.0
0084	SAC	SACOG	Infrastructure Planning & Education/Outreach	525	250		250		250			250				69	42	84	76.5
0085	SAC	Sacramento	Public Bike Parking	284	251		251		251							42	-	28	35.0
0086	SAC	Sacramento	Front St Bike Lanes	289	256	51	205		205	26	25					-	65	46	55.5
0087	SAC	Sacramento	North Natomas Bike Path Reconstruction	542	483	85	398		370	35	50					38	35	44	39.0
0088	SAC	Sacramento	Norht Laguna Creek Bike Path	637	568	92	476		476	50	42	568				39	54	50	47.7
0089	SAC	Sacramento	El Camino Ave Sidewalk Improvements	1,126	609		609		690			609				53	63	61	59.0
0090	SAC	Sacramento Co	Arcade Creek Ped and Bicycle Crossing	1,200	1,056	106	950		950		106	1,056				72	83	76	77.0
0091	SAC	Sacramento Co	Rosemont High School Branch Center Road Bike and Ped Improvements	1,800	1,800	300	1,500		1,500	120	180			1,800		69	75	46	63.3
0092	SAC	Sacramento Co	Howe Ave Sidwalk Infill and Bike Lane Improvements	1,853	1,853	320	1,533	40	1,533		280	1,853		1,853		76	98	88	87.3
0093	SAC	SJUSD	SRTS	250	250	250			250			250	250	250	250	-	90	62	76.0
0239	SB	Buellton	SRTS Improvements at Intersection of Hwy 246 and Sycamore Rd	780	750	70	680		680		70			750		49	59	69	59.0
0240	SB	Carpinteria	Carpinteria Ave Ped Safety Improvement Project at Elm Ave	304	269		269	2	228		39					27	36	8	23.7
0241	SB	Carpinteria	Carpinteria Ave Ped Safety Improvement Project - Dump Road to Bluffs -15070	338	299		299	2	255		42					66	30	44	46.7
0242	SB	Goleta	Hollister Class 1 Bike	1,780	1,644	1,644			1,644					1,644		82	69	74	75.0
0243	SB	Goleta	Fowler Rd & Ekwil St Extension	23,871	2,010		2,010		2,010							68	-	80	74.0
0244	SB	Guadalupe	Citywide Bicycle and Ped Improvements	1,991	1,991	200	1,791		1,791	10	190	1,991				62	57	57	58.7
0246	SB	Lompoc	Sidewalk Infill and Curb Ramp Project	442	442	39	403		403	4	35	442		442		88	92	83	87.7
0260	SB	Lompoc USD	Developing a Sustainable SRTS Program	411	411	411			411			411	411	411	411	79	39	78	78.5
0248	SB	Santa Barbara	La Cumbre Road Sidewalk & Ped Enhance	714	714	110	604		604	20	90	714		714		73	44	72	63.0
0249	SB	Santa Barbara	Lower Milpas Ped Improv.	1,097	1,097	125	972		972	20	105	1,097		1,097		72	89	62	74.3
0250	SB	Santa Barbara	Las Positas Rd Multiuse Path	10,387	1,372	354	1,018			354	1,018	1,372				65	-	86	75.5

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0251	SB	Santa Barbara	Cacique & Soledad Ped/Bicycle Bridges & Corr Improv	3,703	2,703	150	2,553		2,153	150	400	2,703		2,703		97	76	95	89.3
0252	SB	Santa Barbara	Montecito St Bridge Replace & Ped Improv	3,875	3,442	597	2,845		2,845	147	450	3,442		3,442		80	52	76	78.0
0253	SB	Santa Barbara Co	San Jose Creek Bridge Bike Path	910	805	95	710		710		95					60	46	31	45.7
0254	SB	Santa Barbara Co	Old Town Orcutt Ped Improv	1,436	1,270	245	1,025		1,025	100	145					54	55	67	58.7
0255	SB	Santa Maria	North Preisker Ln and South Depot St Ped Improvements	414	414	70	344		324	70		414		414		35	53	63	50.3
0247	SB	SBCAG	California Coastal Trail Gap Closure: Rincon Segement	7,736	6,423	469	5,954	469	5,954							78	42	64	61.3
0256	SB	SBCAG	California Coastal Trail Connector - Cabrillo Blvd Safety Improvements	5,000	5,000		5,000		5,000							-	50	53	51.5
0257	SB	SBCAG	California Coastal Trail Gap Closure - Santa Claus Lane Segment	6,218	5,243	1,394	3,849	907	3,849		487					-	54	51	52.5
0258	SB	Solvang	Solvang School Sidewalk Infill Project PW053	555	444		444	2	392		50			444		68	-	16	42.0
0259	SB	UC Santa Barbara	UCSB north Campus Open Space Multi-Modal Trail	2,292	2,292	396	1,896		1,896		396	2,292		2,292	15	66	72	75	71.0
0538	SBD	Apple Valley	Apple Valley School District SRTS	150	150	150				150		150	150	150	150	70	-	31	50.5
0539	SBD	Apple Valley	Mojave Riverwalk South	963	923	923			923			923				92	74	76	80.7
0540	SBD	Apple Valley	Apple Valley SRTS	1,095	1,095	1,095			1,095			1,095		1,095		85	83	81	83.0
0541	SBD	Barstow	City of Barstow's Active Transportation Plan	300	300	300			300			300	200	100	100	60	91	83	78.0
0542	SBD	Barstow	North 1st Ave Ped and Bicycle Enhancements	44,306	6,700		6,700		6,700			6,700				48	70	70	62.7
0543	SBD	Big Bear Lake	Big Bear Blvd Ped and Bicycle Mobility Project	993	993	20	973	28	855	10	100	993		993		74	73	69	72.0
0544	SBD	Chino Hills	Citywide Bike Lane Improvement Project	426	376	376			351	25						73	71	74	72.7
0545	SBD	Chino Hills	Los Serranos SRTS	4,188	4,188	279	3,909		3,909		279			4,188	698	74	-	79	76.5
0546	SBD	Colton	Active transportation plan	265	265	265			265			265	265			94	86	88	89.3
0547	SBD	Fontana	City of Fontana SRTS	1,624	1,624	166	1,458	50	1,458		116	1,624		1,624		78	78	77	77.7
0548	SBD	Highland	Palm Ave/Pacific St Bikeway and Pedestrian Improvements	1,662	118	118					118	118				61	63	69	64.3
0549	SBD	Highland	Boulder Ave/Orange St/Santa Ana River Trail Bikeway	6,462	3,493	194	3,299	3,299			194	3,493				75	84	70	76.3
0551	SBD	Needles	Safe Sidewalks to/around Schools	407	407	407			386		21	407		407		37	22	54	37.7
0552	SBD	Ontario	SRTS Active Transportation-Bon View, Corona, Euclid and Vineyard Elementary Schools	1,164	1,164	150	1,014	50	1,014		100	1,164		1,164	8	72	95	88	91.5
0553	SBD	Ontario	Mission Blvd Bike Route	1,600	1,600	215	1,385		1,385	15	200	1,600				68	-	81	74.5
0554	SBD	Rancho Cucamonga	Healthy RC SRTS	849	849	849			849			849		849	450	71	58	77	68.7
0555	SBD	Redlands	Redlands Blvd/OBT Connector	5,141	4,551	683	3,868		3,868	5	678					42	58	22	40.7
0556	SBD	Redlands	Redlands Bikeway Route System Implementation	6,341	5,614	842	4,772		4,772	5	837					45	83	79	69.0
0557	SBD	Rilato	SRTS Plan	1,450	1,450	1,450			1,450			1,450		1,450	1,450	90	91	47	90.5
0558	SBD	Rim of the World Recreation and Park	Rim of the World Active Transportation Program	285	285	285			285			285	285			63	63	66	64.0
0559	SBD	San Bernardino Co	Trona Road Class I Bikeway Searles Valley	1,257	1,257	339	918		918	219	120	1,257				37	44	26	35.7
0560	SBD	San Bernardino Co	Sunburst Street Class II Bicycle Lanes	1,118	1,118	357	761		761	266	91	1,118				56	58	88	57.0
0536	SBD	SANBAG	SANBAG Points of Interest Ped Plan	400	400	400			400			400	400	400	400	67	65	-	66.0
0537	SBD	SANBAG	SANBAG SRTS Plan	400	400	400			400			120	400	400	400	90	-	85	87.5
0561	SBD	SANBAG	Metrolink Station Accessibility Improvement	4,679	4,679	576	4,103		4,103		576	4,679				89	87	82	86.0
0562	SBD	Twentynine Palms	Baseline Rd Bike/Sidewalk	450	450	30	420		420		30			450		33	52	57	54.5
0563	SBD	Twentynine Palms	SR62 Improvement Project Phase 1	602	602	602			540		62	602				26	19	42	29.0
0564	SBD	Twentynine Palms	Sunyslope Drive Bike Path and Sidewalk Project (Mesquite Springs Dr to Encella Ave)	1,101	1,101		1,101		1,036		65			1,101		25	46	66	45.7
0565	SBD	Victorville	Interagency SRTS	4,097	4,097	505	3,592	30	3,592	100	375	4,097		4,097		72	91	43	81.5
0568	SBD	Victorville	Mojave Riverwalk Multi-Use Bike Facility	4,676	4,257	421	3,836		3,836		421	4,257				80	77	68	75.0
0566	SBD	Yucaipa	Safe Routes to Calimesa and Wildwood Elementary Schools	1,027	872		872		872			523		872		87	80	83	83.3
0567	SBD	Yucaipa	Safe Routes to Dunlap Elementary School	993	868		868		868					868	868	51	81	65	65.7
0245	SBT	Hollister	Activating Safe and Equitable Connections in West Hollister	4,207	1,200	1,200			1,200			1,200		1,200		70	95	65	67.5
0176	SCL	Cupertino	Tri-School Area SRTS Project	2,383	250		250				250			250		54	66	24	48.0
0177	SCL	Cupertino	McClellan Rd Sidewalk Project	5,040	5,040	1,294	3,746	919	3,746		375		5,040			62	48	-	55.0
0178	SCL	Los Altos	Covington Road Class I Pathway	405	330	330			330					330		58	50	57	55.0
0179	SCL	Los Altos Hills	West Fremont Rd Pathways	1,260	1,115	44	1,071		1,071	7	37			1,115		-	54	44	49.0

205

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0180	SCL	Morgan Hill	Main Av Bike Lanes & Ped Improvements	200	177	33	144		144	7	26					35	30	25	30.0
0181	SCL	San Jose	Valle Vista SRTS Infrastructure and Education	364	78	52	26		268		52			320	26	77	53	70	73.5
0182	SCL	San Jose	Scott/Auzerais Bikeway to Schools, Trails, and Transit	882	782	309	473		473		309			782		83	76	57	79.5
0183	SCL	San Jose	Linda Vista SRTS Infrastructure and Education	1,370	1,205	208	997		997		208	1,205		1,205	26	89	77	75	80.3
0184	SCL	San Jose	McLaughlin Ave Ped/Bike Safey Enhancement	2,671	2,351	470	1,881		1,881	470		2,351				81	79	74	78.0
0185	SCL	San Jose	Coyote Creek Trail to Berryessa BART Regional Transit Station	4,508	3,607	402	3,205		3,205		402					43	51	24	39.3
0186	SCL	Santa Clara Co	Almaden Rd Traffic Calming and Ped/Bicycle Improvements	825	519	11	508		508		111	519				60	-	56	58.0
0187	SCL	Santa Clara Co	Ped Sensors at Various Santa Clara County Expressway Signalized Intersections	701	701	59	642		642		59	701		701		52	56	49	52.3
0188	SCL	Santa Clara Co	San Martin/Gwinn Elementary School Ped and Bicycle Improvements	1,132	1,132	168	964		964		168	1,132		1,132		51	-	57	54.0
0189	SCL	Santa Clara Co	Gilroy Moves!	1,876	1,876	1,876			1,876			1,876		1,876	1,876	81	72	49	67.3
0190	SCL	Sunnyvale	Bishop Elementary SRTS	695	564	467	97		484		80					33	40	25	32.7
0191	SCL	Sunnyvale	Sunnywavle and Lawrence Caltrain Stations	695	610	610			530		80					15	-	40	27.5
0192	SCL	VTA	Central and South County Bicycle Corridor Plan	500	444	222	222		444			444	444			88	75	47	70.0
0193	SCL	VTA	Santa Clara Caltrain Station Ped/Bicycle Undercrossing	9,250	7,000	7,000			7,000							74	47	90	70.3
0261	SCR	Santa Cruz	Branciforte Creek Bicycle/Ped Bridge	2,353	1,400	1,400			1,400					1,400		62	70	35	55.7
0262	SCR	Santa Cruz	Vehicle Speed Feedback Signs	97	97		97		89		8	97		97		42	89	69	66.7
0263	SCR	Santa Cruz	Market Street at Goss Minor Widening	308	271		271	1	245		25			271		67	42	30	36.0
0264	SCR	Santa Cruz Co	Radar Speed Feedback Signs and Flashing Beacons	829	829	829			757		72	829		829		74	81	74	76.3
0265	SCR	Santa Cruz Co HSA	SRTS Education and Encouragement in Santa Cruz County	447	447	447			447					447	447	91	85	61	79.0
0266	SCR	Santa Cruz Metro	Santa Cruz Metro Safe Routes SLV	95	95	12	83		83	1	11			95		74	70	50	72.0
0267	SCR	SCCRTC	County-wide Bicycle Route Signage Program	334	300	55	245		245	55		300				53	76	60	63.0
0268	SCR	Scotts Valley	Glen Canyon Road Bike Lanes Project, Phase li	811	714	714		47	574		93			714		42	48	36	42.0
0271	SCR	Scotts Valley	Missing Link to/from the Scotts Valley Middle School	787	693	693		16	586	8	83			693		38	36	42	38.7
0269	SCR	UC Santa Cruz	Great Meadow Bike Path Safety Improvements Project	433	383	71	312		312		71					86	69	87	80.7
0270	SCR	Watsonville	Struve Slough Trail to Walker Street	750	660	20	640	20	565	40	35	660				71	58	43	57.3
0650	SD	Chula Vista	Cook Elementary School Ped Improvements	407	407		407				407			407		51	67	50	56.0
0651	SD	Chula Vista	Lauderbach Elementary School Ped Improvements	291	291		291		212		79	291		291		51	58	55	54.7
0652	SD	Chula Vista	Industrial Blvd Ped and Bike Improvements	790	790	105	685		685		105	790				67	29	51	49.0
0653	SD	Chula Vista	F Street Promenade Streetscape master plan	518	491	491			491			491	491			80	91	100	90.3
0654	SD	Chula Vista Elementary School District	It's Cool 2 Walk to School NI Project	590	590	590			590			590		590	590	45	90	100	78.3
0655	SD	Coronado	SRTS Education	43	36	36			36					36	36	51	84	90	75.0
0656	SD	Del Mar	Camino del Mar Complete Streets Network: Ped, Bike, and Intersection Safety Improvements	1,075	643	589	54		543	37	63			643		62	82	51	56.5
0657	SD	Del Mar	Ped & Bike Facilities along Camino del Mar, Jimmy Durante, and Via de la Valle	2,249	1,387	169	1,218	30	1,188	8	132			1,387		84	62	78	74.7
0658	SD	El Cajon	Chase Ave Elementary SRTS	397	397	36	361		361	1	35	397		397		72	82	87	80.3
0659	SD	El Cajon	Cajon Valley Union School District SRTS Project	500	500	500			500			500		500	500	80	88	71	79.7
0660	SD	Encinitas	Leucadia Bl Roundabout	1,375	1,375	263	1,112	46	1,112	17	200			1,375	25	77	75	67	73.0
0661	SD	Encinitas	El Portal Ped and Bike Underpass	5,401	5,401	938	4,463	50	4,463	38	850					77	79	87	81.0
0662	SD	Encinitas	Montgomery Av Ped/Bike Underpass	6,641	6,641	1,194	5,447	104	5,447	89	1,001					-	71	73	72.0
0663	SD	Escondido	Escondido Creek Bike Path Missing Link	1,092	1,092	172	920		920		172	1,092				79	78	90	82.3
0664	SD	Escondido	Juniper Elementary SRTS	1,337	1,337	1,337			1,137		200	1,337		1,337	22	82	92	69	81.0
0665	SD	Escondido Union School District	Escondido SRTS Program	1,845	1,845	1,845			1,845			1,845	330	1,845	1,845	67	68	43	67.5
0666	SD	Imperial Beach	Elm Ave Traffic, Ped and Cycling Safety & Mobility Imrpovement	1,459	709	226	483	6	483		220	709		709	55	90	83	60	86.5
0667	SD	Imperial Beach	Complete Streets Plan for SRTS and Community	750	750	750			750			750	300	750	10	47	73	88	69.3
0668	SD	Imperial Beach	Bikeway Village Bayshore Bikeway Access Enhancement	4,751	1,800	1,000	800		1,750		50			1,800		-	77	77	77.0
0669	SD	La Jolla Band of Luiseno Indians	La Jolla Active Transportation Project 2014	4,110	4,110	1,230	2,880		3,019	350	591	4,110				88	-	88	88.0
0670	SD	La Mesa	King Street Ped and Bicycle Improvements	1,050	940	130	810	15	810	35	80	940		940		86	86	41	86.0
0671	SD	La Mesa	Junior High Drive Ped and Bicycle Improvements	1,436	1,100	442	658	8	992	50	50			1,100	342	64	56	85	68.3

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0672	SD	National City	El Toyon - Las Palmas Bicycle Corridor	1,865	375		375	75		50	250	300	375			82	81	89	84.0
0673	SD	National City	National City SRTS Ped Enhancements	1,690	350	275	75	75		50	225	350		350		91	91	61	91.0
0674	SD	National City	Euclid Ave Bike and Ped Enhancement	2,050	2,050	2,050		75	1,625	50	300					78	53	73	68.0
0675	SD	National City	Division St Road Diet	875	875	143	732	45	687	50	93	875				63	-	96	79.5
0676	SD	National City	18th St Bicycle and Ped Enhancements	1,225	1,225	200	1,025	50	975	50	150	1,225				80	78	96	84.7
0649	SD	Oceanside	Oceanside Elementary Bike/Walk Encourament	239	239		239		239			239		239	239	61	38	67	55.3
0677	SD	Oceanside	Nichols Elementary SRTS	550	550	30	520		520		30			550		65	44	59	56.0
0678	SD	Poway	Midland Rd Improvements	537	437	100	337	20	337	20	60			437		52	52	-	52.0
0679	SD	Poway	Espola Rd Improvements	1,351	1,201	468	733	20	1,111		70			1,201		70	58	55	61.0
0680	SD	San Diego	Linda Vista SRTS	500	500	500			500					500	500	80	73	77	76.7
0681	SD	San Diego	Chollas Creek-Bayshore Bikeway Final Design	735	735		735	20	20		695	735				94	57	84	89.0
0682	SD	San Diego	Streamview Dr Improvements	1,592	1,592	1,592				8	1,592					83	65	55	67.7
0683	SD	San Diego Co	SRTS - Valley Vista ES	364	364	60	304	4	300		60			364		38	38	63	38.0
0684	SD	San Diego Co	Traffic Signal at Discovery St/San Pablo Dr	467	467	467			442		25	467		467		66	36	54	52.0
0685	SD	San Diego Co	Active Transportation Plan	650	500	330	170		500			500	500			73	-	81	77.0
0686	SD	San Diego Co	Chollas Creek, Oak Park Branch Trail	1,049	964	240	724	20	704	70	170	964				91	68	87	82.0
0687	SD	San Diego Co	SRTS - Tierra Del Sol MS/Lindo Park ES	1,313	1,313	397	916	58	858		397	1,313		1,313		47	58	57	54.0
0688	SD	San Diego Co	SRTS - Live Oak Elementary/Potter Junior High	2,760	2,760	860	1,900	166	1,900	360	334			2,066		85	51	86	85.5
0689	SD	San Marcos	Bike Detection Enhancement	600	531	47	484		484	47				531		63	81	96	80.0
0690	SD	San Marcos	CSUSM Bike and Ped Urban Trail at Twin Oaks Valley Rd	750	615	54	561		561		54					71	69	84	74.7
0691	SD	SANDAG	Bayshore Bikeway, Barrio Logan Segment	3,933	1,470		1,470				1,470	1,470				59	64	69	64.0
0692	SD	SANDAG	Coastal Rail Trail, Chesterfield Dr-G St	6,419	4,104		4,104		4,104							61	64	66	63.7
0693	SD	SANDAG	Coastal Rail Trail, Rose Creek Bikeway	19,881	8,604		8,604		8,604			8,604				59	68	83	63.5
0694	SD	SANDAG	SR 15 Commuter Bike Facility	11,055	9,720	9,720			9,720			9,720				76	79	82	79.0
0695	SD	Santee	Riverwalk Dr Ped Crossing	217	217	36	181		181	1	35			217		58	67	77	67.3
0696	SD	Santee	San Diego River Bike Path	414	366	366				191	223					46	46	47	46.3
0697	SD	Santee	School Area ADA Ped Ramp Installation Project	980	980		980		875	105				980		-	55	35	45.0
0698	SD	Solana Beach	Construct bike/ped improvements	550	550	75	475		425		75			550	50	76	66	78	73.3
0699	SD	Steele Canyon HS	Rt 94 Pathway Improvement	1,680	1,680	240	1,440	15	1,440	25	200			1,680		61	-	65	63.0
0700	SD	Vista	Vista SRTS Master Plan	120	120	120			120			120	120	120	120	57	87	86	76.7
0701	SD	Vista	Bobier Elementary Ped Mobility Improv.	497	447	447			393		54	447		447		92	69	78	79.7
0702	SD	Vista	Maryland Elementary Ped Mobility improv	792	712	85	627		627		85	712		712		56	99	92	95.5
0772	SD	Vista	Pedestrian Master Plan	150	150	150			150				150			68	93	87	82.7
0194	SF	CA State Coastal Conservancy	SF Bay Trail at Battery East	806	710	710			710							55	-	53	54.0
0195	SF	San Francisco Co DPH	San Francisco SRTS to Non-Infrastructure Project	990	990		990		990			990		990	990	89	93	26	91.0
0197	SF	SF DPW	John Yehall Chin SRTS	2,241	514		514			21	493	514		514		88	81	46	84.5
0198	SF	SF DPW	Redding SRTS	3,419	784		784			32	752	784		784		83	84	80	82.3
0196	SF	SF Municipal Transportation Agency	Bicycle Wayfinding system	1,415	792		792		792			792				82	86	68	78.7
0199	SF	SFMTA	SF Safer Streets	2,000	2,000		2,000		2,000			2,000		2,000	2,000	90	57	86	77.7
0200	SF	SFMTA	Vision Zero Capital Procurement	4,527	4,008	4,008			4,008			4,008				82	86	68	78.7
0201	SF	Transbay/JPA	Transbay Transit Center Ped and Bike Safety and Accessibility Improvements	8,922	2,922		2,922		2,922			2,922				65	55	55	58.3
0028	SHA	Anderson	Bruce St SRTS	900	825	80	745	170	610	20	25	825		825		62	63	86	62.5
0029	SHA	Redding	Sacramento River Trail Solar Lighting Project	395	350	53	297		297	50	3	350				64	79	56	66.3
0030	SHA	Redding	Browning St Complete Street Improvements	489	410		410		410			410				77	42	88	69.0
0031	SHA	Redding	Placer St Improvements	5,004	2,296		2,296		2,296			2,296				94	-	95	94.5
0032	SHA	Shasta Lake	City of Shasta Lake Complete Streets Plan	75	75	65	10						75			32	60	43	45.0
0033	SHA	SRTA	GoShasta Active Transportation Plan	308	250	250			250			250	250			81	-	60	70.5

207

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0034	SHA	SRTA	Shasta SRTS	500	500		500		500			500		500	500	76	81	52	78.5
0035	SIS	Mt Shasta	Mt Shasta to Lake Siskiyou Trail	110	110	110			110			110	110			82	61	58	67.0
0036	SIS	Siskiyou Co	City of Tulelake-Sidewalk Replacement and Improvement Project	905	905		905		814	30	61	905		905		49	48	25	48.5
0037	SIS	Weed	Countywide Active Transportation Plan for Siskiyou County	250	250	250			250			250	250			67	48	35	50.0
0038	SIS	Yreka	City Active Transportation Plan	111	111	111			111			111	111			62	67	80	69.7
0039	SIS	Yreka	Greenhorn Rd Bicycle and Ped Improvements	637	637	50	587		587	25	25	637				59	-	69	64.0
0602	SJ	Lathrop	5th Street Sidewalk Improvements	640	640	75	565		565	30	45	640		640		41	46	42	43.0
0603	SJ	Lodi	Century Blvd/UPRR Ped and Bicycle Overcrossing	1,200	1,063	1,063				177	886	1,063		891		-	72	83	77.5
0604	SJ	Ripon	River Rd Sidewalk and Intersection Improvements	1,227	550		550		550					550		44	53	61	52.7
0605	SJ	San Joaquin Co	New Haven Elementary School LED Radar Speed Feedbck Devices	93	93	15	78		78		15	93		93		23	64	9	32.0
0606	SJ	San Joaquin Co	Lincoln Elementary School LED Radar Speed Feedbck Devices	93	93	15	78		78		15			93		29	37	24	30.0
0607	SJ	San Joaquin Co	New Hope Elementary School LED Radar Speed Feedbck Devices	93	93	15	78		78		15			93		-	33	22	27.5
0608	SJ	San Joaquin Co	Colony Oak Elementary School LED Radar Speed Feedbck Devices	93	93	15	78		78		15	93		93		28	33	41	34.0
0609	SJ	San Joaquin Co	Woodbridge School Access Improvements	266	266	48	218		218		48			266		55	52	33	46.7
0610	SJ	San Joaquin Co	Peltier Rd Bike/Wine Trail Project	1,677	1,483	247	1,236		1,236		247					-	31	8	19.5
0611	SJ	Stockton	SRTS Plan	350	350	50	300		350			350	350	350		49	77	86	70.7
0612	SJ	Stockton	Complete Streets Plan	396	396	396			396			396				63	75	70	69.3
0613	SJ	Stockton	Pacific Ave Sidewalk Gap Closure	400	400	400			340	10	50	400				58	89	62	60.0
0614	SJ	Stockton	McKinley Elementary SRTS	453	453	79	374		374	10	69	453		453		75	86	80	80.3
0615	SJ	Stockton	Installation of Bike Pushbutton Detection at Various Locations	456	456	80	376		376	14	66					43	35	32	36.7
0616	SJ	Stockton	Neighborhood Traffic Management Program and Raised Crosswalks	748	548		548		450		98					84	72	37	64.3
0617	SJ	Stockton	Bicycle Master Plan Update	550	550	550			550			440				85	88	89	87.3
0618	SJ	Stockton	Ryde Ped Bridge	629	599	110	489		489	110		599				-	31	42	36.5
0619	SJ	Stockton	Robinhood Drive and Claremonth Ave Bike Lane Installation	777	683		683		561		122					50	69	51	56.7
0620	SJ	Stockton	Calaveras River Bike Path Rehabilitation	720	720	720				591	129					-	68	81	74.5
0621	SJ	Stockton	Fremont Square Sidewalk Reconstruction	728	728	79	649		649		79	728		728		96	70	89	85.0
0622	SJ	Stockton	Ped Master Plan/ADA Accessible Bridge Improvements	749	749	351	398		398	5	121	749				57	71	60	62.7
0623	SJ	Stockton	Ped Improvements at Five Downtown Crosswalks	914	914	163	751		751	10	153	914				52	91	71	71.3
0624	SJ	Stockton	Sidewalks to School Installation	1,368	1,368	203	1,165		1,165	33	170	1,368		1,368		76	80	92	82.7
0625	SJ	Stockton	San Joaquin Trail	1,479	1,394	1,394			1,205		189	1,394				82	79	91	84.0
0626	SJ	Stockton	March Lane/EBMUD Bicycle & Ped Path Rehabilitation	1,681	1,681	1,681			1,381		300	1,681		1,681		68	90	83	80.3
0627	SJ	Stockton	March Lane/EBMUD Bicycle & Ped Trail Greenscape Phase 2	2,380	2,288	70	2,218		2,218	10	60					64	54	85	59.0
0628	SJ	Stockton	Miner Ave Complete Streets Improvement	21,492	2,811	2,811				861	1,950	2,811				73	71	79	74.3
0629	SJ	Stockton	El Dorado Street Ped	6,240	3,240	270	2,970		2,970	100	170	3,240				67	57	80	62.0
0630	SJ	Tracy	Mount Diablo Ave/Mount Oso Ave/C St Sidewalk Improvements	966	966		966	126	760		80	966	966			52	42	42	45.3
0272	SLO	Arroyo Grande	E. Branch St. Class 1 Multi-Use Pathway	483	483	70	413		413	10	60	483		483		26	26	68	26.0
0285	SLO	Atascadero	Downtown Ped Bridge	1,446	977		977		977							56	70	-	63.0
0273	SLO	Dana Adobe Nipomo Amigos	Rancho Nipomo Heritage Park Recreation Trails	4,069	932	65	867		867		65	932				-	66	41	53.5
0274	SLO	Morro Bay	Del Mar Elementary School SRTS Improvements - Greenwood Ave	209	80	80			61	9	10			80	80	55	32	24	37.0
0275	SLO	Morro Bay	Morro Creek Bicycle Ped Birdge and Mult-use Trail	1,792	480	480			480							62	53	64	59.7
0276	SLO	Paso Robes	Georgia Brown Elementary School	1,315	1,315	1,315			1,195		120	1,315		1,315		50	42	50	47.3
0277	SLO	Pismo Beach	Shell Beach Rd Streetscape Project - Phase 1	11,030	2,000	2,000			2,000					2,000		69	67	73	69.7
0278	SLO	San Luis Obispo	Prefumo Creek Parkway	1,305	1,056	255	801		801	83	172	1,056				65	70	64	66.3
0279	SLO	San Luis Obispo	Railroad Safety Trail to Pepper Segment	4,925	3,895		3,895		3,895							73	71	76	73.3
0280	SLO	San Luis Obispo Co	Dana Elementary School SRTS 2016	643	569	80	489	5	489	16	59			569		-	61	40	50.5
0281	SLO	San Luis Obispo Co	Oceano Elementary School SRTS 2016	633	633	114	519	5	519	14	95	633		633		-	73	53	63.0
0282	SLO	San Luis Obispo Co	San Juan Creek Ped Bridge	1,265	886	886			866							62	72	60	64.7

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0283	SLO	San Luis Obispo Co	Orchard Ave Bikelanes South of Nipomo	2,375	2,100	235	1,865	10	1,865	25	200					31	66	54	50.3
0284	SLO	SLO Reg'l Rideshare	SLO Regional Rideshare SRTS Program	522	522	522			522			522		522	522	52	79	70	67.0
0202	SM	Belmont	Old County Road Ped and Bicycle Improvement	1,350	900		900		900			900				56	33	47	45.3
0203	SM	Belmont	Ralston Ave Corridor Complete Streets Improvement	8,908	7,886	7,886		250	5,391		2,245			7,886		62	69	86	72.3
0205	SM	East Palo Alto	Hwy 101 Ped/Bike Overcrossing	9,400	8,600		8,600		8,600			8,600		8,600		89	89	88	88.7
0206	SM	Pacifica	Rockaway Beach to Pacifica State Beach Class I Multi-purpose Trail Improvement	275	250		250		250							27	20	37	28.0
0207	SM	San Carlos	Central Middle School and White Oaks Elementary SRTS Project	401	401	401			336	10	55			401		68	82	45	65.0
0208	SM	San Mateo	City of San Mateo SRTS Program	2,515	2,125	2,125			2,110		405	2,515		2,515	390	81	-	69	75.0
0209	SM	San Mateo Co	Resurfacing and Restriping of Sand Hill Road at Highway 280 in the Unincorporated San Mateo County	1,033	837		837		837							58	68	48	58.0
0210	SM	San Mateo Co	Midcoast SRTS and Commuter Trail	1,120	1,000	1,000					1,000			1,000		53	-	58	55.5
0204	SM	San Mateo Co Office of Ed	San Mateo County SRTS for Health and Wellness	4,036	900	900			900					900	900	59	76	85	80.5
0211	SM	South SF	Linden Ave and Spruce Ave Traffic Calming Improvements	975	863		863		863				863	863		65	63	75	67.7
0212	SM	South SF	Sunshine Gardens Traffic Calming Improvements	1,500	1,328		1,328		1,328				1,328	1,328		74	65	55	64.7
0213	SM	Town of Hillsborough	Eucalyptus Trail Project	700	619	619			575		44					23	-	48	35.5
0214	SM	Woodside	Woodside Elementary School Student Pathway Project	904	904	904			744		160			904		67	74	81	74.0
0215	SOL	Solano Co	Farm to Market Phase 1 Project	1,934	1,462		1,462		1,462							56	52	53	53.7
0216	SOL	Solano Co	Vaca-Dixon Bikeway, Ph 5B	2,970	2,628	2,628			2,628							46	49	40	45.0
0217	SOL	Solano Transportation Authority	Solano County SR2S - Ingraining Walking & Rolling into the School Culture	389	389	389			389			389		389		73	88	71	77.3
0218	SOL	Suisun City	Driftwood Dr SRTS Path	680	680	107	573		573		107	680		680		66	60	59	61.7
0219	SOL	Vallejo	SR2S North Hills Christian School Improvement	303	279	279			279					279		49	30	68	49.0
0220	SOL	Vallejo	SRTS - Cooper ES	316	286	286			286			286		286		38	77	64	59.7
0221	SOL	Vallejo	Maine St Ped Enhance	5,784	5,532		5,532		5,532			5,532				56	59	55	56.7
0222	SON	Cloverdale	Greenway & Ped Safety Improve	1,701	1,506	208	1,298		1,298		208			1,506		70	59	59	62.7
0223	SON	Petaluma	East Washington Park Multi-use Pathway	609	445	445			445							66	-	73	69.5
0224	SON	Santa Rosa	Jennings Av Bike/Ped RR Crossing	5,535	4,587	917	3,670		3,670		917					79	74	-	76.5
0225	SON	Sonoma Co	Bodega Bay Trail	1,483	360	360			360			360				55	65	67	62.3
0226	SON	Sonoma Co	Willowside Rd SRTS	1,715	1,518		1,518					1,518		1,518		-	45	48	46.5
0227	SON	Sonoma-Marin Area Rail Transit District	SMART Bike/Ped Pathway - McInnis Parkway to Smith Ranch Road	1,807	1,529		1,529		1,529							52	53	-	52.5
0228	SON	Sonoma-Marin Area Rail Transit District	Payran Street to South Pont Blvd Project	2,692	1,930		1,930		1,930			1,930				70	66	60	65.3
0229	SON	Windsor	Old Redwood Highway and Starr Rd	320	278		278		278					278		73	-	78	75.5
0230	SON	Windsor	SRTS Improvements around Brooks Elementary and Windsor Middle School	367	306		306		306					306		54	71	63	62.7
0631	STA	Ceres	SRTS on Don Pedro Road and Nadine Ave - Multiple Schools	373	373	52	321		321	5	47	373		373		64	69	62	65.0
0632	STA	Ceres	SRTS on Whitmore Ave (Ceasar Chavez Jr High and La Rosa Elementary)	893	878	65	813		813		65	878		878		62	84	78	74.7
0633	STA	Hughson	Fox Rd Ped Improvements	409	409	409			409			409		409		-	81	77	79.0
0634	STA	Modesto	Modesto Jr College Class 1 Bike Path (Phase II)	1,500	1,500	1,500		50	1,250		200	1,500				68	83	40	63.7
0635	STA	Stanislaus Co	Park Neighborhood Sidewalk and Drainage Project	1,100	550	550						550				67	78	56	67.0
0636	STA	Turlock	Christoffersen Parkway Class II Bicycle Facilities	192	192	16	176		176		16	192		192		65	68	67	66.7
0637	STA	Turlock	Crowell Elementary School Off-Site Improvements	455	455	36	419		419		36			455	10	61	77	80	72.7
0638	STA	Turlock	Cunningham Parkway Class II Bicycle Facilities	843	782	103	679	76	603		103	782		782	10	74	55	93	74.0
0094	SUT	Live Oak	Ped Improvement Plan	126	126	43	83		126			126	126			79	80	61	73.3
0095	SUT	Live Oak	Kola St SRTS	715	715	82	633		633	60	22	715		715		65	70	74	69.7
0096	SUT	Live Oak	Recreational Trail Phase 2	894	894	103	791		791	80	23	894		894		90	64	48	67.3
0097	SUT	Yuba City	Franklin Road Improvements	393	353	353			353			353		353		75	91	60	75.3
0040	TRI	Trinity Co	Lowden Park to Senior Center Bike/Ped Path	2,417	2,087		2,087		2,087			2,087		2,087		73	85	44	67.3
0337	TUL	Dinuba	Class II and III Bike Lanes	344	303	303			261	18	36	303	303	303	122	76	31	72	59.7
0338	TUL	Dinuba	SRTS - Dinuba Lighted Crosswalks	550	487	487		9	430	4	44	487		487	54	69	44	69	69.0
0339	TUL	Dinuba USD	The Dinuba SRTS Project	771	771	365	406							771		60	46	62	56.0

209

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0340	TUL	Exeter	SRTS Improvements - Project 2	763	763	61	702		702		61	763		763		61	70	61	64.0
0341	TUL	Exeter	SRTS Improvements - Project 1	1,042	1,042	83	959		959	5	78	1,042		1,042		65	59	48	57.3
0342	TUL	Farmersville	Farmersville Comprehensive Active Transportation Initiative	2,313	2,038	105	1,933	540	1,393	50	55	2,038				62	94	-	78.0
0343	TUL	Porterville	Garden Ave Ped Access Corridor	642	568		568		568			568				62	57	47	55.3
0344	TUL	Porterville	Crosswalk Warning Lights System	913	808		808		728	7	73					-	35	30	32.5
0345	TUL	Porterville	Veteran's Park Trail Enhancement	3,323	3,323		3,323		3,323			3,323				47	24	44	45.5
0346	TUL	Porterville	Tule River Parkway Recreational Trail	6,498	6,498	2,023	4,475	1,540	4,475	70	413	6,498				61	28	50	46.3
0347	TUL	Tulare	Safety Improvements to Santa Fe Trail Arterial Crossings	255	255	40	215		215	5	35	255				48	63	39	50.0
0348	TUL	Tulare	Mooney Blvd-Cross Ave Signal Safety Improvements for santa Fe Bike/PedTrail	305	265	265			265			265				39	48	40	42.3
0349	TUL	Tulare Co	Oak Valley School Xing	29	29	29			25		4	29		29	29	52	-	-	52.0
0350	TUL	Tulare Co	Richgrove School Xing	39	39	39			33		6	39		39	11	56	74	72	67.3
0351	TUL	Tulare Co	Woodville School Xing	44	44	44			39		4	44		44	44	53	78	58	63.0
0352	TUL	Tulare Co	Earlimart Middle School Crossing	53	53	53			44		9	53		53	14	69	70	-	69.5
0353	TUL	Tulare Co	Sequoia School Crossing Improvements	55	55	55		46		9		55		55	55	52	58	62	57.3
0354	TUL	Tulare Co	Carl Smith Middle School Xing	29	59	59			25		4			59	59	49	84	55	52.0
0355	TUL	Tulare Co	Earlimart Alila School Xing	60	60	60			50		10	60		60	15	77	44	88	69.7
0356	TUL	Tulare Co	Earlimart Elementary School Crossing Improvements	67	67	67			56		11	67		67	5	74	58	87	73.0
0357	TUL	Tulare Co	SRTS Plan	110	110	110			110			110		110	110	69	54	92	71.7
0358	TUL	Tulare Co	Bartlett Park Recreation Trail	300	300	300			280		20	300				57	-	20	38.5
0359	TUL	Tulare Co	Tooleville Sidewalk Improvement	414	414	414			379		35	414		414	414	55	68	62	61.7
0360	TUL	Tulare Co	Terra Bella Sidewalk Improvements	417	417	417			397		20	417		417	417	63	58	71	64.0
0361	TUL	Tulare Co	Earlimart S.Side of Washington Sidewalk Imp	457	457	457			437		20	457		457	5	78	67	63	69.3
0362	TUL	Tulare Co	Earlimart Park Sidewalk Improvement	490	490	490			455		35	490		490	490	68	-	52	60.0
0363	TUL	Tulare Co	Balch Park Rec Trail	756	756	756			716		40	756				19	57	45	40.3
0364	TUL	Tulare Co	Alpaugh Sidewalk Improvement	787	787	787			730		57	787		787	5	89	41	80	70.0
0365	TUL	Tulare Co	Matheny Tract Sidewalks & Safe Routes to Bus Stops	4,800	4,800	380	4,420		4,320	96	384	4,800		4,800		69	80	33	74.5
0588	TUL	Tulare Co DPH	Tulare County Active Transportation Campaign	263	263	263			263			263		263	169	89	-	67	78.0
0366	TUL	Tulare Co Office of Ed	Friday Night Live - education	2,231	2,231	570	1,661		2,231			2,231		2,231	2,231	32	37	6	34.5
0367	TUL	Visalia	Green Acres Middle School Enhanced Crosswalk	81	81	12	69		69		12	81		81		-	70	65	67.5
0368	TUL	Visalia	Packwood Trail Bicycle and Ped Bridge Project	252	252	35	217		217		35	252				76	62	62	66.7
0369	TUL	Visalia	Bus Stop Improvements	268	268	268						268				42	35	54	43.7
0370	TUL	Visalia	Evans Waterway Trail and Rotary Park Ped Connection Project	823	823	95	728		728		95	823				60	48	50	52.7
0371	TUL	Visalia	Mill Creek Trail Downtown Corridor	875	875	92	783		783		92	875				55	50	64	56.3
0372	TUL	Visalia	Visalia Greenway Belt North-South Connection Trail	1,119	1,119	95	1,024		1,024		95	1,119				65	50	50	55.0
0373	TUL	Woodlake	Recreational Trail	453	453	80	373	5	368	20	60	453				-	46	50	48.0
0374	TUL	Woodlake	SRTS improvements	1,166	1,166	115	1,051	32	1,019	20	95	1,166		1,166		77	50	85	81.0
0639	TUO	Sonora	Dragoon Gulch Trail Connectivity	1,092	993	93	900		900		93	993		993		-	55	73	64.0
0640	TUO	Tuolumne Co Tranp Council	Tuolumne County SRTS and Family Fit	157	157	157			157					157	157	51	-	82	66.5
0773	VAR	Caltrans	State Technical Assistance Resource Center	1,875	1,875	625	1,250		1,875					1,875	1,875	N/A	N/A	N/A	N/A
0231	VAR	MTC	Bay Area Bike Share Expansion (VAR)	19,831	11,863		11,863		11,863							-	61	63	62.0
0569	VAR	Omnitrans	West Valley Connector Corridor	25,125	3,500	525	2,975		2,975		525	3,115				88	88	81	85.7
0494	VAR	SCAG	SCAG Active Transportation Safety & Encouragement Campaign	2,333	2,333		2,333		2,333			934				86	95	71	84.0
0570	VAR	State Coastal Conservancy	Santa Ana River Trail and Parkway	218	197	81	116		197			197				72	71	68	70.3
0098	VAR	Tahoe Transportation District	Lake Tahoe Bike and Ped Active Transportation Project	45,314	10,866	10,866			8,716		2,150	7,244				74	73	73	73.3
0495	VEN	Oxnard	Oxnard Blvd Bike Lanes	1,215	57		57				57					62	75	59	65.3
0496	VEN	Oxnard	Vineyard Ave Bike Lanes	746	660	660										45	43	47	45.0
0497	VEN	Santa Paula	10th St (SR 150) Bicycle and Ped Improvements	635	577	577			577			577				46	72	62	60.0

ID	Co	Agency	Project Title	Total Project Cost	Total Fund Request	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI	E1	E2	E3	Score
0498	VEN	Simi Valley	Arroyo Simi Greenway Bike Trail Phase 3	1,330	1,197	77	1,120		1,120	9	68	1,197		1,197		57	74	74	68.3
0499	VEN	Thousand Oaks	Rancho Rd Ped/Bike Improv	1,027	909	109	800		800		109					-	56	66	61.0
0500	VEN	Thousand Oaks	City Ped & Bicycling Improv	1,656	1,466	176	1,290		1,290		176					28	29	63	40.0
0501	VEN	Ventura	Bike Bath Crossin gSafety Beacons	426	377	35	342		342		35					-	63	65	64.0
0502	VEN	Ventura	Westside Ped and Bicycle Facility Improvements	1,500	1,500	200	1,300		1,300	10	190	1,500		1,500		44	93	66	67.7
0503	VEN	Ventura Co	Rio Real School, Ped and street improv	400	365	365			365			365		365		35	29	45	36.3
0504	VEN	Ventura Co	Camarillo Heights and Somis Schools ped improv	625	578		578		578					578		39	58	45	47.3
0505	VEN	Ventura Co	Las Posas Road Bike Lanes (South), Phase II	690	610		610		610			610				45	-	81	63.0
0506	VEN	Ventura Co	Santa Ana Rd Widening and Bike Lanes (Central)	1,300	1,150		1,150		1,150					1,150		39	-	69	54.0
0099	YOL	Davis	SRTS Program	562	562	562			562					562	542	67	74	91	77.3
0100	YOL	Davis	N. H Street Bicycle and Ped Improvements	1,112	1,112	178	934		934		178			1,112		52	45	38	45.0
0101	YOL	UC Davis	Russell Corridor Active Transportation Improvements	4,617	3,879	144	3,735		3,528	144	207					73	72	46	72.5
0102	YOL	West Sacramento	Sycamore Trail Phase 3 Bicycle and Ped Trail	695	695	148	547	35	547	25	88	695		695		80	77	91	82.7
0103	YOL	West Sacramento	Sycamore Trail Phase 2 Bicycle and Ped Overpass	947	947	847	100	100		170	677	947		947		88	65	86	79.7
0104	YOL	West Sacramento	Clarksburg Branch Line Trail Extension	1,947	1,947	243	1,704	50	1,704	193		1,947		1,947		81	77	69	75.7
0105	YOL	Woodland	2014 SRTS	539	539	539			539			270		539	539	-	60	85	72.5
0106	YOL	Woodland	Bicycle and Pedestrain Enhancement Project	2,369	2,091	2,091			1,920		177					52	44	69	48.0
0109	YUB	Marysville	SRTS Prject & Programs	489	489	489			448	41		489		489	16	84	92	79	85.0
0107	YUB	Yuba Co	Linda Elementary SRTS Project	865	865	130	735	15	720	40	90	865		865		-	63	47	55.0
0108	YUB	Yuba Co	Ella Elementary SRTS Project	1,350	1,350	160	1,190	20	1,170	60	100	1,350		1,350		-	78	82	80.0

This page intentionally left blank.

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Serious drought.
Help save water!*

July 31, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street, Room 2221
Sacramento, CA 95814

Dear Mr. Boutros

I am excited to forward California Department of Transportation (Caltrans) recommendation for Cycle 1 Active Transportation Program and for consideration and adoption of the California Transportation Commission (CTC).

Caltrans conducted a project solicitation and selection process for Cycle 1 of the Active Transportation Program (ATP). The application submittal period closed on May 21, 2014. Caltrans received 771 applications requesting over \$1 billion in ATP funds. The applications were evaluated and scored by up to three independent evaluators, both Caltrans and external volunteers. The scores were averaged to determine a preliminary ranking of projects for funding. The projects were then evaluated on other considerations including project-type funding requirements, fiscal year requirements, district staff recommendation, and on-site project scoping for projects over \$5M.

In accordance with SB99, Caltrans is responsible for recommending ATP projects to utilize the statewide program (50% of total ATP funding) and the Small Urban and Rural program (10% of total ATP funding). The attached recommended project lists fill up these two ATP funding pots.

In accordance with AB101, the ATP has funding requirements by project type. The minimum funding requirements and proposed funding for three years of funds within two years of programming are shown in the table below:

Mr. Andre Boutros
 July 31, 2014
 Page 2

<u>PROGRAM</u>	<u>PROJECT TYPE</u>	<u>FUNDING REQUIREMENT/ LIMIT*</u>	<u>AMOUNT RECOMMENDED*</u>	<u>REQUIREMENT/ LIMIT MET?</u>	<u># OF PROJECTS***</u>
STATEWIDE		184,050	184,050	YES	125
	Non-Safe Routes to School Projects	NONE	97,587	N/A	56
	Safe Routes to School (SRTS) (min)	72,000	86,463	YES	69
	SRTS –Non-Infrastructure (min)	21,600	15,952	NO**	36
	Recreational Trails- (min)	5,700	6,144	YES	3
	PLANS (max)	5%	2.9%	YES	13
	Non-Infrastructure (Non-SRTS) (min)	NONE	5,852	NA	7
	Disadvantaged Community (min)	25%	94.5%	YES	117
SMALL URBAN & RURAL		36,810	36,810	YES	16
	Disadvantaged Community (min)	25%	83.9%	YES	11

**In 1000s*

***Not enough successful applications submitted to meet minimum requirement*

****Projects or elements of project type*

Caltrans takes on the responsibility of administering the ATP and recommending a two-year program of projects to utilize ATP funds and meet the goals of the program in accordance with SB99 and AB101.

The attached lists and maps will be posted on the Caltrans internet website immediately after the ATP program adoption by the CTC at the August 19-20, 2014 meeting.

Caltrans staff will conduct post-award training to ATP funding recipients following the ATP program adoption by the CTC at the August meeting.

Sincerely,



MALCOLM DOUGHERTY
 Director

Enclosure

- (1) ATP Program of Project Lists
- (2) Caltrans ATP Project Selection and Method
- (3) Maps of Cycle 1 Recommended ATP Geographic Distribution

c: Brain P. Kelly, Secretary, California State Transportation Agency

Mr. Andre Boutros
July 31, 2014
Page 3

bc: Kome Ajise, Deputy Director, Planning and Modal Programs, Caltrans
Ray Zhang, Chief, Division of Local Assistance, Caltrans
April Nitsos, Office Chief, Active Transportation Program and Special Funds, Caltrans
Teresa McWilliam, Senior Transportation Engineer, Active Transportation and Special
Funds, Caltrans

CALTRANS ATP PROJECT SELECTION AND METHOD

CYCLE 1

PROJECT EVALUATION

The California Transportation Commission (CTC) created eight evaluation teams that CALTRANS staff facilitated. It was the intention for each project to be reviewed by three evaluators, however, due to some unforeseen circumstances; some external reviewers were not able to review all applications assigned to them. Due to the very short time allowed to complete this cycle and recommend a list of projects, it was not possible for CALTRANS to reissue all of the unevaluated applications. Therefore, each project was evaluated by one CALTRANS evaluator and one or two external evaluators. The evaluator scores were averaged to begin the project ranking.

Each application evaluation took approximately 1-3 hours, depending on evaluator. Evaluators scored projects based on a scoring rubric created by CALTRANS. A debriefing with the application evaluators resulted in some suggestions for next cycle. The evaluators all agreed that they were able to score the best projects highly based on the scoring rubric provided by CALTRANS.

PROJECT SELECTION

CALTRANS explored funding the projects with only the highest scores. This was not possible due to the project type minimum funding requirements of AB101 and SB99. CALTRANS next split the projects out that had SRTS elements and selected project to meet that minimum funding requirement for SRTS and SRTS-NI. CALTRANS staff revisited every project selected for potential recommendation to break out the funding types and to confirm project, schedule and funding information.

DISTRICT RECOMMENDATIONS

All applications were reviewed by the district and given a recommendation: "Recommend", "Highly Recommend", or "Do Not Recommend". Projects that were in the top scoring and received a "Do Not Recommend" were further researched by CALTRANS staff for justification.

NO PROJECT WAS REMOVED SOLELY ON A DISTRICT RECOMMENDATION.

GEOGRAPHIC DISTRIBUTION

See attached map.

ON-SITE PROJECT SCOPING FOR PROJECTS > \$5M

To ensure the ATP requirements were being met, projects requesting ATP funds exceeding \$5M with an average evaluation score of 80.00 and above were identified for project scoping. Project scoping consisted of on-site visits by CALTRANS staff, applicant and other local agency representatives. Due to time and staffing constraints, only those projects that were identified in the short list of projects for possible funding were scoped.

The scoping focused on the merits of the proposed project and project specific issues:

- Project feasibility
- Actual benefits to non-motorized users (creating gaps, non-connectivity)
- Visible inventory of existing non-motorized facilities
- R/W need
- Existing utility, identification and relocation efforts
- Verification of schools and their proximity to the project (SRTS)
- Identification of possible design issues (omission, oversights)

Scoping information was used to verify merit of CALTRANS recommended ATP projects requesting ATP funds exceeding \$5M.

NO PROJECT WAS REMOVED SOLELY ON SCOPING RESULTS.

CALTRANS ATP PROJECT SELECTION AND METHOD CYCLE 1

STATEWIDE PROGRAM

SUMMARY

AVAILABLE FUNDS= \$184,050,000 [\$179,550,000 +\$ 4,500,000 (loan repayment 14/15)]

RECOMMENDED= \$183,925,000

<u>PROJECT TYPE</u>	<u>FUNDING REQUIREMENT/LIMIT*</u>	<u>AMOUNT RECOMMENDED*</u>	<u>REQUIREMENT/LIMIT MET?</u>	<u># OF PROJECTS***</u>
STATEWIDE PROGRAM TOTAL	184,050	184,050	YES	125
Non-Safe Routes to School Projects	NONE	97,587	N/A	56
Safe Routes to School (SRTS) (min)	72,000	86,463	YES	69
SRTS –Non-Infrastructure (min)	21,600	15,952	NO**	36
Recreational Trails- (min)	5,700	6,144	YES	3
PLANS (max 5% of funds)	8970	5,410	YES	13
Non-Infrastructure (Non-SRTS)	NONE	5,852	N/A	7
Disadvantaged Community (min)	25%	94.5%	YES	117

*In 1000s

**Not enough successful applications were submitted to meet minimum requirement

***Projects or elements of project type

CALTRANS is recommending that all projects with an average score of 81.50 and above be funded. Two projects with a score of 81.00 are recommended for funding, although there are four projects with this same score. These projects were selected in combination as to not exceed the remaining funds. Three of the four projects were requesting funds to fully fund their projects. One project would not have been fully funded with an award from ATP.

The two following projects are being recommended for partial award:

1. Coachella Valley Association of Governments- CV Link project. The agency requested a total of \$12,900,000 in the application, \$7,000,000 of which is for preliminary engineering (PE) and the remainder for construction (partial). CALTRANS noted that the Project Programming Request (PPR) showed multiple years of programming for PE (14/15 and 15/16) and multiple years for construction in 15/16 and future programming years as well as multiple allocations for construction. As each phase can only be allocated one time, CALTRANS decided to fund the PE only for 14/15. CALTRANS called the applicant and confirmed that this would be acceptable.
2. City of Baldwin Park- Maine Avenue Corridor Complete Streets-This project was partially funded to fully utilize the remaining funds available for award.

CALTRANS STAFF RECOMMENDATION CONSIDERATIONS

CALTRANS staff has taken the following steps to provide a sound recommendation of projects:

1. Review of project eligibility based on comments from evaluators and districts
2. Review of SRTS projects for NI element to fill the minimum SRTS-NI requirement
3. Review of project evaluations and applications to identify those projects that have an actual benefit to disadvantaged communities
4. PPR mistakes such as programming same phase in multiple year (funds for one phase were all placed into one program year)
5. Additional review of projects comparing PPR with estimates with funds requested information
6. Multi-layered review of projects for duplicates or omissions

CALTRANS ATP PROJECT SELECTION AND METHOD

CYCLE 1

ELIGIBILITY/NUMEROUS INELIGIBLE ITEMS

All projects were reviewed for eligibility by CALTRANS staff as well as the external evaluators through the evaluation process. CTC requested that the eligibility not be determined solely by CALTRANS. Evaluations were performed on all applications prior to making a final eligibility determination.

FUNDING POTS

Safe Routes to School (SRTS)/Safe Routes to School-Non Infrastructure (SRTS-NI)

CALTRANS and CTC agreed to program a minimum of \$24M in SRTS projects in 14/15.

CTC requested that CALTRANS fund all eligible SRTS-NI projects in order to meet the minimum requirement. Therefore, the recommended list includes all SRTS-NI only projects with a score of 70.00 or greater (the lowest score for SRT-NI is a 72.00 as the next best score was under a 70.00). CALTRANS staff did not feel that projects that scored lower than a 70.00 should be recommended for funding.

Some NI projects requesting funds in 15/16 were programmed in 14/15 to meet the \$10.8M minimum requirement for 14/15. CALTRANS could not meet the SRTS-NI in Cycle 1 in 15/16 with the submitted projects, however, Cycle 2 will produce more NI projects that may be programmed in the 15/16, if there is capacity (possible delays of 15/16 projects).

Recreation Trail Program (RTP)

RTP project goals could not be met by solely funding best scored projects. Therefore, Trout Creek Trail-Phase2 from the Town of Truckee was moved ahead of other higher scoring, non-RTP projects in order to meet the minimum funding requirement.

Plans

Plans have a 5% maximum funding restriction and no minimums. No projects were moved in order to meet this restriction.

Disadvantaged Communities (DAC)

There were sufficient projects to meet this requirement. No projects were moved in order to meet this requirement.

ATP TECHNICAL ASSISTANCE RESOURCE CENTER (TARC)

CALTRANS is requesting \$1,875,000 for the ATP Technical Assistance Resource Center (\$625,000 in 14/15 and \$1,250,000 in 15/16). These funds will be allocated by the CTC to CALTRANS. CALTRANS is currently developing a plan for a TARC that addresses health, planning, non-infrastructure and infrastructure elements.

An existing agreement with the University of California, San Francisco provides technical assistance for Safe Routes to School non-infrastructure projects. This agreement has been extended to June 30, 2015.

RECOMMENDATION FOR FUNDING PROJECTS WITH STATE FUNDS ONLY

Caltrans is not making a recommendation at this time as to which projects will be funded with state funds only. Caltrans intends to include a request in the award letter asking the successful applicants to send in requests for state funds only with a justification.

PROJECTS WITH SCORES OVER THE CUTOFF BUT NOT FUNDED

The two projects below were ranked within the cutoff for funding but were not included in the recommended list of projects as both projects requested funds in only 16/17 which is outside of the programming cycle of 14/15 thru 15/16:

1. City of Perris-Murieta Road Pedestrian Improvements
2. City of Perris-Perris Valley Storm Drain Channel Trail

CALTRANS recommends that the applicant apply for the Cycle 2 call for projects which will be for program years 15/16 thru 18/19

CALTRANS ATP PROJECT SELECTION AND METHOD

CYCLE 1

SMALL URBAN AND RURAL PROGRAM

TOTAL PROGRAM

AVAILABLE FUNDS =36,810,000 [35,910,000 + 900,000 (loan repayment 14/15)]

RECOMMENDED= =36,810,000

<u>PROJECT TYPE</u>	<u>FUNDING REQUIREMENT/LIMIT*</u>	<u>AMOUNT RECOMMENDED*</u>	<u>REQUIREMENT/ LIMIT MET?</u>	<u># OF PROJECTS</u>
SMALL URBAN AND RURAL PROGRAM TOTAL	36,810	36,810	YES	16
Disadvantaged Community (min)	25%	83.9%	YES	11

**In 1000s*

CALTRANS is recommending that all projects with an average score of 73.33 and above be funded.

One project is being recommended for partial award. The Tahoe Transportation District- Lake Tahoe Bike and Ped Active Transportation requested a total of \$7,893,000 for the project; however, since it was the last project funded, it is recommended that the applicant be awarded a portion of their request, \$5,457,000 in order to stay within the funding constraints of the program. CALTRANS contacted the applicant and confirmed that this would be acceptable.

CALTRANS STAFF RECOMMENDATION CONSIDERATIONS

CALTRANS staff has taken the following steps to provide a sound recommendation of projects:

1. Review of project eligibility base on comments from evaluators and districts
2. Review of project evaluations and applications to identify those projects that have an actual benefit to disadvantaged communities
3. PPR mistakes such as programming same phase in multiple year (funds for one phase were all placed into one program year)
4. Additional review of projects comparing PPR with estimates with funds requested information.
5. Multi-layered review of projects for duplicates or omissions

PROJECT EVALUATION

The California Transportation Commission (CTC) created eight evaluation teams that CALTRANS staff facilitated. It was the intention for each project to be reviewed by three evaluators, however, due to some unforeseen circumstances, some external reviewers were not able complete their reviews. Due to the very short time allowed to complete this cycle and recommend a list of projects, it was not possible for CALTRANS to reissue all of the unevaluated applications. Therefore, each project was evaluated by one CALTRANS evaluation and one or two external evaluators. The evaluator scores were averaged to begin the project ranking.

Each application evaluation took approximately 1-3 hours, depending on evaluator. Evaluators scored projects based on a scoring rubrics created by CALTRANS. A debriefing with the application evaluators resulted in some suggestions for next cycle. The evaluators all agreed that they were able to score the best projects highly based on the scoring rubrics provided by CALTRANS.

PROJECT SELECTION

CALTRANS is recommending funding for the projects with only the highest scores remaining after the statewide selection and within the Small Urban and Rural areas not included in the nine large MPOs.

CALTRANS ATP PROJECT SELECTION AND METHOD

CYCLE 1

DISTRICT RECOMMENDATIONS

All applications were reviewed by the district and given a recommendation: "Recommend", "Highly Recommend", "Do Not Recommend". Projects that were in the top scoring and received a "Do Not Recommend" were further researched by CALTRANS staff for justification.

NO PROJECT WAS REMOVED SOLEY ON A DISTRICT RECOMMENDATION.

GEOGRAPHIC DISTRIBUTION

See attached map

ON-SITE PROJECT SCOPING FOR PROJECTS>\$5M

To ensure the ATP requirements were being met, projects requesting ATP funds exceeding \$5M with average evaluation scores of 80.00 and above were identified for project scoping. Projects in the Small Urban and Rural list were not initially identified for scoping as their scores were under 80.00 and were identified for funding just before the recommended list of projects was due to CTC.

ELIGIBILITY/NUMEROUS INELIGIBLE ITEMS

All projects were reviewed for eligibility by CALTRANS staff as well as the external evaluators through the evaluation process. CTC requested that the eligibility not be determined solely by CALTRANS. Evaluations were performed on all applications prior to making a final eligibility determination.

FUNDING POTS

SRTS/ SRTS-NI

No requirement for the Small Urban and Rural Program.

RTP

No requirement for the Small Urban and Rural Program.

Plans

Plans have a 5% maximum funding restriction and no minimums. No projects were moved in order to meet this restriction.

Disadvantaged Communities (DAC)

There were sufficient projects to meet this requirement. No projects were moved in order to meet this requirement

RECOMMENDATION FOR FUND PROJECTS WITH STATE FUNDS ONLY

Caltrans is not making a recommendation at this time as to which projects will be funded with state funds only. Caltrans intends to include a request in the award letter asking the successful applicants to send in requests for state funds only with a justification.

PROJECTS WITH SCORES OVER THE CUTOFF BUT NOT FUNDED

City of Hollister-Activating and Safe and Equitable Connections was deemed ineligible by CALTRANS as staff could not determine location/quantities where the ATP elements would be completed, engineering plans did not match work described, and unrelated cost estimates were included with multiple ineligible items.

STATEWIDE - ATP Non-SAFE ROUTES PROJECTS-CYCLE 1-CALTRANS RECOMMENDATIONS JULY 31, 2014

\$184,050 Available-Total Program (SRTS and Non-SRTS lists)

1000s

CT Application ID	Evaluator Scores			Average Score	Project Title	Dist	Co	Agency	Total Project Cost (1000s)	Total Funds Requested (1000s)	14-15	15-16	DAC	NI	Plan	RTP
	1	2	CT													
1 ✓	City of Redding-1	94	-	95	94.50	Placer Street Improvement	2	SHA	City of Redding	5,003	2,295		2,295	2,295		
2 ✓	City of Los Angeles-23	92	91	95	92.67	Beverly Boulevard Active Transportation Improvements	7	LA	City of Los Angeles	1,374	992		992	992		
3 ✓	County of LA Department of PW-2	84	97	97	92.67	Eastside Lightrail Bike Interface	7	LA	LA County	1,861	1,305		1,305	1,305		
4 ✓	Co of Los Angeles DPW-3	87	98	92	92.33	Vermont Ave Bikelane	7	LA	LA County	1,317	676		676	676		
5 ✓	City of Glendale-1	96	91	88	91.67	Citywide Ped Plan	7	LA	City of Glendale	500	500	500		500		500
6 ✓	City of Pomona-1	88	97	88	91.00	Pomona Downtown Bike and Ped Improvments	7	LA	City of Pomona	2,270	2,270	228	2,042	2,270		
7 ✓	City of Los Angeles-24	-	89	92	90.50	Expo Line Bundy Station-First/Last Mile Improvements	7	LA	City of Los Angeles	3,450	3,053	287	2,766			
8 ✓	City of Bell-1	89	89	93	90.33	Florence Ave Ped Improvements	7	LA	City of Bell	2,405	1,924		1,924	1,924		
9 ✓	City of Chula Vista-2	80	91	100	90.33	F Street Promenade Streetscape Master Plan	11	LA	City of Chula Vista	518	491	491		491		491
10 ✓	City of Los Angeles-14	80	97	94	90.33	Eastside Active Transportation Linkages	7	LA	City of Los Angeles	3,651	2,237	382	1,855	2,237		
11 ✓	City of Los Angeles-12	94	-	86	90.00	Hollywood Western Ped Improvements	7	LA	City of Los Angeles	3,923	2,288	322	1,966	2,288		
12 ✓	City of Oakland-1	94	88	88	90.00	International Blvd Ped Lighting and Sidewalk Repair	4	ALA	City of Oakland	6,475	2,481	279	2,202	2,481		
13 ✓	County of LA DPW-5	94	86	89	89.67	Quarry Clasp Peck Road to Peck Park Bike Project	7	LA	Los Angeles County	2,574	1,546		1,546	1,546		
14 ✓	Los Angeles Co DPW-4	86	95	88	89.67	Florence Metro Blu Line Station Bikeway Access Improvements	7	LA	Los Angeles County	1,624	1,188		1,188	1,188		
15 ✓	City of Colton-1	94	86	88	89.33	Active transportation plan	8	SBD	City of Colton	265	265	265	0	265		265
16 ✓	City of Duarte-1	93	85	89	89.00	Duarte Gold Line Station Ped and Bicycle Improvements	7	LA	City of Duarte	1,646	1,303	147	1,156	1,303		
17 ✓	City of Palmdale-2	92	87	88	89.00	Active Transportation Program Plan	7	LA	City of Palmdale	595	595	595	0	595		595
18 ✓	City of East Palo Alto-1	89	89	88	88.67	Hwy 101 Ped/Byiccle Overcrossing	4	SM	City of East Palo Alto	9,400	8,800	200	8,600	8,800		
19 ✓	City of Riverside PWD-1	85	93	86	88.00	Downtown and Adjoining Areas Bicycle and Ped improvement	8	RIV	City of Riverside	997	877		877	877		
20 ✓	La Jolla Band of Luisno Indians-1	88	-	88	88.00	La Jolla Active Transportation Project	11	SD	La Jolla Band of Luisno Indians	4,855	4,855	1,235	3,620	4,855		
21 ✓	LA River Revitalization Corp-1	91	80	92	87.67	N. Atwater Non-Motorized Multimodal Bridge	7	LA	LARRC	9,038	3,660	3,660		3,660		3,660
22 ✓	City of Anaheim-2 <i>DA</i>	83	87	93	87.67	South St Sidwalk Gap Closure	12	ORA	City of Anaheim	796	796	367	429	796	15	
23 ✓	City of Compton-1	81	89	93	87.67	Wilmington Ave Safe Streets Ped/Bicycle Improvements	7	LA	City of Compton ¹	995	995	46	949	995		
24 ✓	City of Oakland-4	95	91	77	87.67	LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Trnsportation Connection	4	ALA	City of Oakland	4,066	3,596	693	2,903	3,596		
25 ✓	SANBAG-2	90	-	85	87.50	Points of Interest Pedestrian Plan	8	SB	SANBAG	400	400	400		400		400
26 ✓	Napa Co Transp & Planning Agency-1	-	88	87	87.50	Napa Vine Trail Phase 2- Gap Closure	4	NAP	NCTPA	7,600	3,600	3,600		3,600		
27 ✓	City of Stockton-5	85	88	89	87.33	Bicycle Master Plan Update	10	SJ	City of Stockton	550	550	550	0	550		550
28 ✓	Coachella Valley AOG-1	85	88	88	87.00	CV Link	8	RIV	Coachella Valley Association of Governments	99,359	7,000	7,000	0	7,000		
29 ✓	City of Los Angeles-15	87	78	95	86.67	Yale St Ped Linkages - Phase 1	7	LA	City of Los Angeles	690	690	110	580	690		
30 ✓	City of Santa Ana-11	71	92	96	86.33	Newhope-Civic Ctr-Grand Class 11 Bike Lanes	12	ORA	City of Santa Ana	272	272	272		272		

STATEWIDE - ATP Non-SAFE ROUTES PROJECTS-CYCLE 1-CALTRANS RECOMMENDATIONS JULY 31, 2014

\$184,050 Available-Total Program (SRTS and Non-SRTS lists)

CT Application ID	Evaluator Scores	Average Score	Project Title	Dist	Co	Agency	1000s								
							Total Project Cost (1000s)	Total Funds Requested (1000s)	14-15	15-16	DAC	NI	Plan	RTP	
31	San Bernardino Assoc Gov'ts-1	89 87 82	86.00	Metrolink Station Accessibility Improvement	8	SBD	SANBAG	4,679	4,679	576	4,103	4,679			
32	Omnitrans-1	88 88 81	85.67	West Valley Connector Corridor	7 & 8	VAR	Omnitrans	25,125	3,500	525	2,975	3,500			
33	City of Carson-1	82 86 87	85.00	City of Carson Active Transportation Project	7	LA	City of Carson	1,481	1,481	1,481		1,481	500		
34	City of Elk Grove-3	84 85 86	85.00	Lower Laguna Creek Open Space Preserve Trail	3	SAC	City of Elk Grove	1,778	1,573	266	1,307	1,573			
35	City of Los Angeles-13	96 82 77	85.00	Cesar E Chavez Connections	7	LA	City of Los Angeles	1,957	1,565		1,565	1,565			
36	City of Los Angeles-19	91 82 81	84.67	Little Tokyo Ped Safety	7	LA	City of Los Angeles	4,439	3,316	663	2,653	3,316			
37	City of National City-1	80 78 96	84.67	18th St Bicycle and Ped Enhancements	11	SD	City of National City	1,225	1,225	200	1,025	1,225			
38	City of Stockton-2	82 79 91	84.00	San Joaquin Trail	10	SJ	City of Stockton	1,479	1,394	1,394		1,394			
39	City of National City-5	82 81 89	84.00	El Toyon - Las Palmas Bicycle Corridor	11	SD	City of National City	1,865	300		300	300			
40	SoCalAoG1	86 95 71	84.00	SCAG Active Transportation Safety & Encouragement Campaign	7	VAR	SCAG	2,333	2,333	2,333			2,333		
41	CSU, Fresno-1	71 95 84	83.33	Barstow Ave Bikeways	6	FRE	CSU Fresno	2,075	872	872		872			
42	San Gabriel Valley Council-2	91 77 82	83.33	SGV Regional Active Transportation Planning Initiative	7	LA	San Gabriel Valley COG ¹	643	643	485	158	643	158	485	
43	City of Tehachapi-4	74 93 82	83.00	Extend bike path	9	KER	City of Tehachapi	1,292	1,292	136	1,156	1,292	1,292		
44	City of Bell Gardens-1	- 71 95	83.00	City Wide Safety Enhancement Project	7	LA	City of Bell Gardens	997	802		802	802			
45	City of West Sacramento-3	80 77 91	82.67	Sycamore Trail Phase 3 Bicycle and Ped Trail	3	YOL	City of West Sacramento	695	695	148	547	695			
46	City of Vista-4	86 93 87	82.67	Ped Master Plan	11	SD	City of Vista	150	150	150		150		150	
47	City of Merced-2	85 88 75	82.67	State Highway 59 Sidewalk	10	MER	City of Merced	945	945		945	945			
48	City of Los Angeles-18	85 - 80	82.50	Expo Line Ped Improv, Crenshaw-City Lim.	7	LA	City of Los Angeles	2,890	2,311	178	2,133	2,311			
49	City of Escondido-1	79 78 90	82.33	Escondido Bike Path Missing Link	11	SD	City of Escondido	1,092	1,092	172	920	1,092	1,092		
50	LA Co Dept of Public Health-1	87 92 68	82.33	Unincorporated LA County Ped Plans and Programs	7	LA	Los Angeles County	1,445	1,445		1,445	1,445	462	982	
51	City of Santa Ana-2	75 - 89	82.00	Complete Streets	12	ORA	City of Santa Ana	300	300	300		300		300	
52	City of Coalinga-1	93 - 71	82.00	City Active Transportation Plan	6	FRE	City of Coalinga	240	240	240		240		240	
53	City of Santa Monica-1	92 - 72	82.00	4th Street Bike/Ped Upgrades	7	LA	City of Santa Monica	750	600	600		600			
54	City of Oakland-9	91 69 86	82.00	Harrison Street/27th St/24th St Improvements	4	ALA	City of Oakland	850	850	179	671	850			
55	Urban Corp of San Diego County-1	91 68 87	82.00	Chollas Creek, Oak Park Branch Trail	11	SD	Urban Corp of San Diego County	1,049	964	70	894	964			964
56	Town of Truckee-1	78 78 84	80.00	Trout Creek Trail, Ph 2**	3	NEV	Town of Truckee	2,300	1,520	1,520					1,520
							TOTAL FUNDS	242,543	97,587	34,117	63,470	90,681	5,852	4,958	6,144
							% OF FUNDS AVAILABLE			34.96%	65.04%	92.92%	6.00%		6.30%
							MINIMUMS				25.00%				5,700

** Moved up to meet RTP minimum

(1) Cannot authorize funds at this time due to audit concerns

STATEWIDE - ATP-SAFE ROUTES TO SCHOOL-CYCLE 1-CALTRANS RECOMMENDATIONS JULY 31, 2014

\$184,050 Available-Total Program (SRTS and Non-SRTS lists)

1000s

CT Application ID	Evaluator Scores			Average Score	Project Title	Dist	Co	Agency	Total Project Cost	Total Funds Requested	1000s							
	1	2	CT								14-15	15-16	DAC	Plan	SRTS-NI	SRTS-I	SRTS-TOTAL	
0	TARC (Allocation to CT)			NA	NA	TARC	all	all	TARC	1,875	1,875	625	1,250	1,875		1,875		1,875
1	City of Inglewood-1	-	91	99	95.00	Active Transportation Plan and SRTS	7	LA	City of Inglewood	486	486	486		486	332	100	54	154
2	Riverside Co DPH-1	99	99	86	94.67	SRTS City of Jurupa Valley	8	RIV	Riverside Co DPH	500	500	500		500		500	0	500
3	Co of Los Angeles DPW-6	-	99	90	94.50	Florence-Firestone Community SRTS program	7	LA	Los Angeles County	1,092	960	105	855	960		105	855	960
4	Co of Los Angeles DPW-7	97	95	93	91.67	East Los Angeles Community SRTS Program	7	LA	Los Angeles County	925	810		810	810		190	620	810
5	City of Jurupa-1	-	85	98	91.50	SRTS/Troth St	8	RIV	City of Jurupa Valley	689	627	125	502	627			627	627
6	LA DOT-5	80	98	95	91.00	SRTS Sheridan St ES/Breed St ES	7	LA	Los Angeles County	5,092	5,092	1,018	4,074	5,092			5,092	5,092
7	Alameda County TC-1	90	92	90	90.67	East Bay Greenway	4	ALA	Alameda County	3,000	2,656	2,656		2,656			2,656	2,656
8	Health, Injury Prevention Services -2	99	75	97	90.33	SRTS City of Indio	8	RIV	Riverside County DPH	500	500	500		500		500	0	500
9	City of Anaheim-3	96	90	84	90.00	Western Ave Ped Signal	12	ORA	City of Anaheim	400	400	81	319	400		8	392	400
10	City of Santa Barbara-1	97	76	95	89.33	Cacique and Solidad Ped/Bike Bridge and Corridor Improvements	5	SB	City of Santa Barbara	2,703	2,703	550	2,153	2,703			2,703	2,703
11	City of Santa Ana-1	86	92	89	89.00	Develop, design, and construct Bishop-Pacific-Shelton Bike Boulevards	12	ORA	City of Santa Ana	950	950	70	880	950			950	950
12	City of Wasco-4	87	86	93	88.67	Palm Ave Elementary School Ped Infrastructure Improvements	6	KER	City of Wasco	458	458	48	410	458			458	458
13	City of Albany-1	85	90	90	88.33	Complete Streets for San Pablo Ave and	4	ALA	City of Albany	3,500	634	335	299	634			634	634
14	Mendocino Co Health and Human Services-1	94	84	87	88.33	SRTS	1	MEN	Mendocino Co HSSA	871	871	871		871		871		871
15	LA DOT-4	88	90	87	88.33	SRTS Delores Huerta ES/Quincy Jones ES	7	LA	Los Angeles County	4,292	4,292	858	3,434	4,292			4,292	4,292
16	Mendocino Council of Governments-1	-	92	84	88.00	Covelo SR 162-Multi Purpose Trail Phase 1	1	MEN	MCOG	904	847	663	184	847		233	614	847
17	City of LA Dept of Transp-1	92	88	84	88.00	SRTS Education and Enforcement Prog	7	LA	City of Los Angeles	2,829	2,829	2,829	0	2,829		2,829	0	2,829
18	City of Lompoc-1	88	92	83	87.67	Sidewalk Infill and Curb Ramp Project	5	SB	City of Lompoc	442	442	39	403	442			442	442
19	City of Anaheim-2	83	87	93	87.67	South St sidewalk gap closure	12	ORA	City of Anaheim	796	796	367	429	796		15	781	796
20	Sac DOT-1	76	98	88	87.33	Howe Ave sidewalk and Infill and bikelane	3	SAC	Sacramento County	1,853	1,853	320	1,533	1,853			1,853	1,853
21	City of Santa Ana-4	83	82	97	87.33	SRTS Enhancements for Heninger Elementary	12	ORA	City of Santa Ana	480	480	35	445	480		15	465	480
22	City of Anaheim-1	71	92	96	86.33	Cerritos Ave Sidewalk Gap Closure	12	ORA	City of Anaheim	1,209	1,209	320	889	1,209		8	1,201	1,209
23	Humboldt Co PW-3	91	87	80	86.00	Lafayette Elementary School Safe Routes Improv.	1	HUM	Humboldt Co	800	800	75	725	800		75	725	800
24	City of Lancaster-2	93	93	70	85.33	5th Street East Corridor Improvements	7	LA	City of Lancaster	1,438	1,438	85	1,353	1,438		30	1,408	1,438
25	El Monte City School	76	89	90	85.00	Durfee-Thompson Elementary Emerald Necklace Walking School Bus	7	LA	El Monte City School District	605	605	605		605		605	0	605
26	City of Stockton-7	96	70	89	85.00	Fremont Square Sidewalk Reconstruction	10	SJ	City of Stockton	728	728	79	649	728			728	728
27	City of Ontario-1	72	95	88	85.00	Safe Routes to School Active Transportation-Bon View, Corona, Euclid and Vineyard Elementary Schools	8	SBD	City of Ontario	1,167	1,167	1,167		1,167		8	1,159	1,167
28	City of Marysville-1	84	92	79	85.00	SRTS	3	YUB	City of Marysville	489	489	489		489		116	373	489
29	City of Palmdale-1	86	90	78	84.67	Ave R Complete Streets and Safe Routes	7	LA	City of Palmdale	6,669	5,332	810	4,522	5,332			5,332	5,332
30	City of Cudahy-1	95	93	66	84.67	Cudahy Citywide SRTS Improvement (Ped Crosswalks)	7	LA	City of Cudahy ¹	1,270	1,270	96	1,174	1,270			1,270	1,270
31	LA DOT-6	95	71	88	84.67	SRTS Menlo Ave ES/West Vernon ES	7	LA	Los Angeles County	4,742	4,742	948	3,794	4,742			4,742	4,742
32	City of Indio-1	80	94	80	84.67	Andrew Jackson Elementary Ped Improvements	8	RIV	City of Indio	2,580	2,580	207	2,373	2,580			2,580	2,580

STATEWIDE - ATP-SAFE ROUTES TO SCHOOL-CYCLE 1-CALTRANS RECOMMENDATIONS JULY 31, 2014

\$184,050 Available-Total Program (SRTS and Non-SRTS lists)

CT Application ID	Evaluator Scores	Average Score	Project Title	Dist	Co	Agency	Total Project Cost	Total Funds Requested	1000s							
									14-15	15-16	DAC	Plan	SRTS-NI	SRTS-I	SRTS-TOTAL	
33	- 74 95	84.50	Horace Mann Ped Improvements	6	KER	Kern County	372	310		310	310			310	310	
34	- 89 80	84.50	Pearson Rd ST2S Connectivity Project	3	BUT	City of Paradise	1,387	226	45	181	226			226	226	
35	82 96 75	84.33	Citywide SRTS Ped Facility Improvements	8	RIV	City of Moreno Valley	1,640	1,640	125	1,515	1,640		60	1,580	1,640	
36	90 82 81	84.33	SRTS Enhancements for Washington Elementary	12	ORA	City of Santa Ana	780	780	57	723			15	765	780	
37	85 74 91	83.33	Highland Elementary Ped Improvements	6	KER	Kern County	330	275		275	275			275	275	
38	72 84 94	83.33	Redwood Mobility Education Program Safe Routes to Calimesa and Wildwood Elementary Schools	1	HUM	Humboldt County	600	600	600		600		600	0	600	
39	87 80 83	83.33	Apple Valley SRTS	8	SBD	City of Yucaipa	1,027	872		872	872			872	872	
40	85 83 81	83.00	Hollywood HS & Selma Ave ES, SRTS	8	SBD	City of Apple Valley	2,190	1,095	1,095		1,095			1,095	1,095	
41	93 93 63	83.00	SRTS Improvements	7	LA	Los Angeles County	3,412	3,412	661	2,751	3,412			3,412	3,412	
42	80 82 87	83.00	SRTS Enhancements for King Elementary	7	LA	City of Glendale	1,642	1,642	126	1,516	1,642			1,642	1,642	
43	80 - 86	83.00	Foster Road Side Panel SRTS Improvement Project	12	ORA	City of Santa Ana	500	500	36	464	500		15	485	500	
44	79 86 83	82.67	Sidewalks to School Installation	7	LA	City of Norwalk	2,208	2,208	100	2,108	2,208		30	2,178	2,208	
45	76 80 92	82.67	Bikeways Master plan update	10	SJ	City of Stockton	1,368	1,368	203	1,165	1,368			1,368	1,368	
46	85 82 81	82.67	Maryland Elementary Ped Mobility improv	12	ORA	City of Santa Ana	500	500	500		500		500		500	
47	56 99 92	82.33	Laguna Creek Trail and Bruceville Rd SRTS	11	SD	City of Vista	792	712	85	627	712			712	712	
48	90 70 87	82.33	Redding SRTS	3	SAC	City of El Grove	2,283	2,021	325	1,696	2,021			2,021	2,021	
49	83 84 80	82.33	Sierra Hwy Bike Bridge and Street	4	SF	SF DPW	3,419	784		784	784			784	784	
50	75 79 93	82.33	South Galt SRTS	7	LA	City of Santa Clarita	3,229	1,402		1,402	1,402			1,402	1,402	
51	78 88 81	82.33	Maxwell Drive SR2S Project	3	SAC	City of Galt	2,150	1,800		1,800	1,800		1,800		1,800	
52	78 85 83	82.00	Safe & Active San Jacinto Safe Routes to SRTS Project	3	BUT	Town of Paradise	968	131	33	98	131			131	131	
53	79 80 87	82.00	SR 29 Bike and Ped Undercrossing	8	RIV	City of San Jacinto	989	989	989		989		150	839	989	
54	- 70 94	82.00	Riverside Ave Ped Crossing	3	BUT	City of Biggs	860	860	40	820	860			860	860	
55	70 79 96	81.66	Park Blvd Improvement SRTS	4	NAP	City of Napa	579	482		482	482			482	482	
56	77 86	81.50	Juniper Elementary Safe Routes To School	4	CC	Contra Costa Transportation Auth	2,000	2,000	2,000		2,000			2,000	2,000	
57	71 80 93	81.33	Maine Avenue Corridor Complete Streets Program, Perris*	4	ALA	City of Oakland	1,147	1,147	241	906				1,147	1,147	
58	82 92 69	81.00	Chula Vista Elem School Dist-1*	11	SD	City of Escondido	1,359	1,359	22	1,337	1,359		22	1,337	1,359	
61	92 70 81	81.00	City of Baldwin Park-1***	7	LA	City of Baldwin Park	2,201	1,110	95	1,015	1,110			1,110	1,359	
59	79 82 78	79.67	Health, Injury Prevention	12	RIV	Riverside County DPH	350	350	350				350	0	350	
60	45 90 100	78.33	School District*	11	SD	Chula Vista Elementary School	590	590	590				590	0	590	
62	67 74 91	77.33	SRTS Program*	3	YOL	City of Davis	562	562	562		562		542	20	562	
63	70 73 77	76.67	Linda Vista SRTS*	11	SD	City of San Diego	500	500	500	0	500		500	0	500	
64	57 87 86	76.67	Vista SRTS Master Plan*	11	SD	City of Vista	120	120	120			120		0	0	
65	- 90 62	76.00	SRTS*	3	SAC	SJUSD	250	250	250				250	0	250	
66	90 91 47	76.00	SRTS Plan*	8	SBD	City of Rialto	1,450	1,450	1,450		1,450		1,450	0	1,450	
67	51 84 90	75.00	SRTS Education*	11	SD	City of Coronado	42	35	35	0			35	0	35	
68	80 73 70	74.33	Encouragement*	1	DN	Del Norte LTC	134	60	60		60		60	0	60	
69	59 76 85	73.33	County SRTS*	4	SM	San Mateo County Office of Education	4,036	900	900		900		900	0	900	
							TOTAL	104,300	86,463	30,157	56,306	83,191	452	15,952	70,059	86,260
							% OF TOTAL FUNDS REQUESTED			34.88%	65.12%	96.22%	0.52%	18.45%	81.03%	99.77%
							MINIMUMS		72,000			25.00%		21,600		

*Moved up to try to meet SRTS-NI minimum (per CTC)

***Partially funded with remainder of program funds-OK per agency. Original request was \$2,201

(1) Cannot authorize funds at this time due to audit concerns

ATP-SMALL URBAN AND RURAL-CYCLE ONE-CALTRANS RECOMMENDATIONS JULY 31, 2014

\$36,810 Available

CT Application ID	Evaluator Scores			Average Score	Project Title	Dist	Co	Agency	1000s									
	1	2	CT						Total Project Cost	Total Funds Requested	14-15	15-16	DAC	NI	Plan	SRTS-NI	SRTS-I	RTP
	1	86	69						87	80.67	Great Meadow Bike Path Safety Improvements Project	5	SCR	Regents of UC Santa Cruz	433	383	71	312
2	76	77	89	80.67	Chestnut Street Multi-Use Facility and SRTS Program	1	MEN	City of Fort Bragg	1051	259	13	246	259			13	246	
3	86	59	94	79.67	Castroville Bike/Ped Path and RR Crossing	5	MON	Monterey County	8,931	913		913					913	
4	90	70	79	79.67	Sawmill Bike Trail Safe Access	3	ED (TMPO)	EDCTC	2,694	750	750		750					
5	83	72	82	79.00	Samoa Trail	1	HUM	Humboldt County	2,022	1,618	102	1,516	1,618					1,618
6	83	80	72	78.33	North Fremont Bike and Ped Access and Safety Improvements	5	MON	City of Monterey	7,318	6,480	735	5,745	6,480					
7	-	76	79	77.50	Humboldt Trail: Arcata Rail with Trail Project	1	HUM	City of Arcata	5,236	3,100	3,100		3,100					
8	74	81	74	76.33	Radar Speed Feedback Signs and Flashing Beacons	5	SCR	Santa Cruz County	829	829	829						829	
9	65	-	86	75.50	Las Positas Rd Multiuse Path	5	SB	City of Santa Barbara	10,387	1,372	354	1,018	1,372					
10	82	69	74	75.00	Hollister Class 1 Bike	5	SB	City of Goleta	1,780	1,644	1,644						1,644	
11	72	89	62	74.33	Lower Milpas Ped Improv.	5	SB	City of Santa Barbara	1,097	1,097	125	972	1,097				1,097	
12	68	-	80	74.00	Fowler Rd & Ekwil St Extension	5	SB	City of Goleta	23,871	2,010		2,010						
13	69	69	83	73.66	Eureka Waterfront Trail	1	HUM	City of Eureka	4,382	4,272	150	4,122	4,272					
14	70	62	88	73.33	Childs Ave ATP Project	10	MER	City of Merced	2,721	2,721		2,721	2,721			20	2,701	
15	73	71	76	73.33	Railroad Safety Trail to Pepper Segment	5	SLO	City of San Luis Obispo	4,925	3,895		3,895	3,895					
16	74	73	73	73.33	Lake Tahoe Bike and Ped Active Transportation Project***	3	ED/PLA	Tahoe Transportation District	45,314	5,467	2,150	3,317	5,313					
TOTAL									122,991	36,810	10,023	26,787	30,877	0	0	33	7,430	1,618
% OF FUNDS SRTS MIN POT MINIMUMS										36,810	27.23%	72.77%	83.88%	0.00%	0.00%	0.09%	20.18%	4.40%

***Partially funded with remainder of program funds-OK per agency. Original request was \$7,893

This page intentionally left blank.



CALIFORNIA DEPARTMENT OF TRANSPORTATION

Caltrans ATP Cycle 1 - Statewide



CALTRANS DISTRICTS AND REGIONS

- Headquarters
- Caltrans North Region
- Caltrans Central Region

ATP AWARDS

North Region: 23 projects

District 4: 12 projects

Central Region: 23 projects

South Region: 82 projects

District 1:
Applications: 25
Awarded: 9

District 2:
Applications: 15
Awarded: 1

District 3:
Applications: 69
Awarded: 14

District 4:
Applications: 122
Awarded: 12

District 5:
Applications: 54
Awarded: 11

District 6:
Applications: 91
Awarded: 5

District 7:
Applications: 132
Awarded: 40

District 8:
Applications: 67
Awarded: 16

District 9:
Applications: 16
Awarded: 1

District 10:
Applications: 52
Awarded: 6

District 11:
Applications: 65
Awarded: 14

District 12:
Applications: 63
Awarded: 12





CALIFORNIA DEPARTMENT OF TRANSPORTATION

Caltrans ATP Cycle 1 - Small Urban & Rural



CALTRANS DISTRICTS AND REGIONS

- Headquarters
- Caltrans North Region
- Caltrans Central Region

ATP AWARDS

North Region: 6 projects
 Central Region: 10 projects

- District 1:
Applications: 25
Awarded: 4
- District 2:
Applications: 15
Awarded: 0
- District 3:
Applications: 12
Awarded: 2
- District 5:
Applications: 54
Awarded: 9
- District 6:
Applications: 4
Awarded: 0
- District 9:
Applications: 16
Awarded: 0
- District 10:
Applications: 15
Awarded: 1





DATE: September 1, 2014
TO: STA Board
FROM: Robert Guerrero, Project Manager
RE: Regional Transportation Impact Fee (RTIF) Program Update

Background:

On December 3rd, 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).

This action was in response to a request from the STA Board to the County Board of Supervisors making this request. The County began collecting the RTIF on February 3, 2014. Based on the RTIF Expenditure Plan developed by the STA, 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 (90%) will be returned to each RTIF District from which it was generated.

On July 9, 2014, the STA Board approved a prioritized list of RTIF Projects and associated funding amounts. In addition, the STA RTIF Policy Committee approved a sub-committee of policy makers, city managers, and TAC members to develop implementation policies.

For the 3rd quarter of Fiscal Year (FY) 2013-14, STA staff reported that \$89,671 has been collected for RTIF projects, predominately from the Fairfield and Vacaville building permits.

Discussion:

STA staff is planning to have the RTIF Policy Subcommittee meet in September to discuss implementation policies. The participants are:

STA Board Representatives:

1. Mayor Jack Batchelor, City of Dixon
2. Mayor Harry Price, City of Fairfield
3. Mayor Norman Richardson, City of Rio Vista

County CEO and City Manager Representatives:

4. County Administrator Birgitta Corsello, County of Solano
5. City Manager Laura Kuhn, City of Vacaville
6. City Manager Daniel Keen, City of Vallejo

STA TAC Representatives:

7. Joe Leach, City of Dixon
8. George Hicks, City of Fairfield

STA staff will present policy scenarios for discussion and will tentatively bring back a recommendation to the STA Board in October.

To date, the RTIF has been collected for two fiscal quarters: 3rd and 4th quarter of Fiscal Year 2013-14. The County Auditor's office is developing an official 4th quarter report for the RTIF; however, the STA staff estimates \$287k was collected during the fourth quarter for RTIF projects for a total of \$376,714 for FY 2013-14. The County Auditor's office is expected to provide an official collection report in September at which point STA staff will reconcile estimates for actual received. Attachment A illustrates the estimated amounts received by each RTIF District.

Fiscal Impact:

No impact to the STA Budget at this time.

Recommendation:

Informational.

Attachment:

- A. RTIF Quarterly Report Estimate for FY 2013-14 3rd and 4th Quarters

Regional Transportation Quarterly Report Estimate for FY 2013-14 3rd and 4th Quarters

	District 1							
	RTIF Collection*	Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	Transit (5%)	County Road (5%)
FY2013-14 Q3	\$ 89,671	\$ 55,097	\$ 15,023	\$ -	\$ 10,584	\$ -	\$ 4,484	\$ 4,484
FY2013-14 Q4*	\$ 287,043	\$ 226,535	\$ 12,739	\$ 4,493	\$ 19,845	\$ -	\$ 14,352	\$ 14,352
FY2014-15 Q1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2014-15 Q2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2014-15 Q3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
FY2014-15 Q4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total:	\$ 376,714	\$ 281,632	\$ 27,761	\$ 4,493	\$ 30,429	\$ -	\$ 18,836	\$ 18,836

*Q4 Estimate based on reported city and unincorporated building fees and doesn't include official auditors report with interest and refunded building permits.

This page intentionally left blank.



DATE: August 26, 2013
TO: STA Board
FROM: Robert Macaulay, Director of Planning
RE: MTC Guidelines for County Transportation Plans

Background:

The Metropolitan Transportation Commission (MTC) adopted guidelines for Congestion Management Agencies (CMAs), such as STA, to use in developing Countywide (aka Comprehensive Transportation Plans (CTPs)). The CTP Guidelines were last updated in 2005. The state statute that authorizes MTC to adopt CTP guidelines states that guidelines are voluntary, rather than mandatory.

In May of 2014, MTC began the process of updating their regional CTP guidelines. The updates include deleting references to outdated federal transportation legislation (such as TEA-21 and ICE-TEA), and including references to new state legislation such as SB 375, and the newly-adopted Regional Transportation Plan, called Plan Bay Area. MTC held public meetings in June and July with interested members of the public, public agencies and the CMAs; a summary of the comments from those meetings is provided as Attachment A. MTC, subsequently released draft updated guidelines on July 16 (Attachment B).

Discussion:

MTC will hold hearings on the draft guidelines before the Planning Committee on September 12th, and before the full Commission on September 24th. Adoption of the new guidelines is anticipated at the September 24th meeting.

STA and the other 8 Bay Area CMAs have sent a letter to MTC identifying concerns with the draft guidelines that are common to all 9 agencies (Attachment C). The CMAs in general, and STA in particular, will attend the September hearings, and anticipate speaking in favor of adoption of the new guidelines once the comments are addressed.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Informational.

Attachments:

- A. Summary of Public Comments on CTP Guidelines
- B. Draft MTC CTP Guidelines, dated July 16, 2014.
- C. CMA Letter MTC re: draft MTC CTP Guidelines

This page intentionally left blank.

Countywide Transportation Plan (CTP) Workshop #1: June 3, 2014

Notes from Small Group Session

A. Outreach

- A CMA rep will work to do a better job **reaching into the neighborhood level** in order to engage residents.
- Get your **community groups** upstream sooner rather than later; we can use our networks to get **out into the neighborhood**.
- It is **challenging** for CMAs where the population is spread out across a large geographic area, and in areas **without an abundance of community groups**. What other techniques/strategies could a CMA employ to ensure a robust outreach?
- One CMA got good results by **meeting and partnering with community groups** at the start of their process.
- Having **monthly meetings** of multiple advisory groups **can overwhelm CMA staff**; too much material without adequate time to digest it between meetings.
- It is a **challenge to get comprehensive input and to get input from a truly representative slice of the county**, and not just those folks who have time and inclination to attend meetings.
- Need **more education** on what is countywide and regional planning.
- It is **important to include an education process** about the process at the beginning. Why countywide planning and how it feeds into the regional plan
- Don't underestimate the **power of face time**.
- A **comprehensive advisory process** can eliminate organizations/groups at the end say they were not heard.
- MTC should explain **how exactly CBOs can be of assistance** in the overall process and what MTC is looking for from the CBOs.
- Consider **joint meetings among the four smaller county CMAs** along with community organizations in an effort to engage more residents; look to interconnectivity among the counties.
- **Public outreach is challenging**, especially challenging during Plan Bay Area process. Need to find **meaningful and effective** ways to engage public.
- **Process takes too long**; most every-day residents get worn out by it and only the paid or extremely committed advocates stick with it to completion. The trend toward legislative prescription on the process from Sacramento just adds to this problem.
- It's a **challenge engaging busy, working people or parents** in long-range transportation plans.
- There is **weak connection between the rhetoric** of the officials and the adopted policies and investments in the plan.
- The more staff or stakeholders can **educate elected officials**, the better (consider tours, workshops, etc.).

- Only the CMA staff had participated in Plan Bay Area or other County Planning activities.
- **Everyone had participated** in the development of **Plan Bay Area**; for only a couple of people it was their first time participating in a regional planning effort. Most had participated in a countywide planning effort.

B. Performance/Targets

- **Consistent performance metrics** are needed for regional and county plans
- **Regional interests** should be expressed through the guideline, emphasizing transit and rideshare, as a departure from single occupant vehicle use
- Make sure the guidelines make allowance for the **differences between counties, their priorities**, and the different opportunities that each of them will create?
- It is very important to tie the next round of countywide planning to the **goals of Plan Bay Area**.
- The guidelines should be **consistent with the regional goals**, but at the same time flexible.
- How do **countywide goals/metrics relate to regional goals**? Should counties' goals align with regional goals in their planning efforts?
- Stronger need for CMAs to demonstrate **consistency or alignment of county plans with regional plan goals**; this could be due to the fact that many CMAs were not set up to do these plans and may need assistance. Guidelines from MTC should address the need for this alignment.
- There should be a **base level goal** for all countywide plans.
- Updated guidelines need to address the **sometimes competing objectives** for countywide plans – is it Level of Service or reducing greenhouse gas emissions, for example?
- **Criteria and allocations should fit the objectives of the plan**; there seems to be a disconnect between these things now.
- The **project evaluation** process is more of an art than a science and thus needs flexibility from county to county.
- The **project evaluation** process should be streamlined and more consistent from county to county; different CMAs evaluate differently, then they come to MTC and it's hard to see the merits of one project versus another.

C. Communities of Concern/Equity

- Plans need to address suburbanization of **poverty**
- Plans need to address **vulnerable communities**
- It is good to see the counties now doing their own **equity analysis**. Maybe some regional guidance is needed. A countywide equity analysis is important in order to look at the local impacts, and MTC's equity analysis looks at the regional impacts.

- The **Regional Equity Working Group** that met during development of Plan Bay Area was a good process; it was an **effective** way to build relationships between agency staff and community groups/advocates.

D. Land Use

- This was the **first time** that the Alameda CMA's countywide plan had a **land use element**. It was good to work with the local jurisdictions on this topic.
- **How is land use addressed** if CMA's do not have jurisdiction overall land use?
- How to allow for flexible forecasts that reflect **different ways the region may grow** and travel in the future?

E. Other Content

- The old guidelines may not be an adequate template for the new guidelines since there are too many things not addressed in the old guidelines, including **Title VI and the performance issues in MAP-21**.
- County plans look across county lines, tackle **inter-county and inter-regional travel**
- County planning needs to acknowledge **observed data** about how people have **historically traveled**, how they travel today.
- County plans should focus on **alternative modes and incentives**
- How can **new technologies and new businesses step** in to address issues (e.g. unbanked transit riders and smart card systems). How to integrate new ideas with pilot projects
- Guidelines should incorporate **climate exposure element** similar to that in Caltrans updated Project Study Report requirements.
- Should account for **transit agencies, regional transit**, in CTP planning process.
- CTPs should consider issues such as **goods movement, health and safety, affordability, and other economic impacts**.
- CTPs should consider **federal and non-federally recognized tribes**, and work with them in the planning process.
- The region's need for an **integrated transportation system, especially transit**, needs to be incorporated into the guidelines.

F. Framework/Timing

- When will new county plans be done using new guidelines? They should incorporate Plan Bay Area **framework**, including GHG and transit metrics.
- Regarding the next round of guidelines: the CMA's are looking for **flexibility** since the nine counties are different.
- CTP guidelines should be **flexible**. Not all CMA's are the sales tax authority, and may have different tasks than developing expenditure plans. Guidelines should be **flexible** for the different framework among the CMA's.

- The guidelines should be **coordinated with the regional planning process**, but not duplicative of that work or analysis.
- Numerous CMAs are **currently undergoing updates**, how will those agencies' plans be impacted by the new guidelines, and or the next Plan Bay Area.

G. Examples of Good Local Planning Efforts Include:

- **San Francisco's last process was very well executed**, in spite of the complex group of stakeholders and jurisdictions involved. The outcome could have been better, but all things considered, the process and the final plan get good marks.
- Of particular note was the **budget game SFCTA** used to illustrate investment trade-offs.
- **Vallejo's community-based budget** project, where citizens met and voted on priorities for the budget, which were then adopted by the city.
- The **San Francisco/San Mateo Bi-County Transportation Study**
- The **San Leandro Station-Area Planning process**

DRAFT

DRAFT

July 16, 2014

Guidelines for Countywide Transportation Plans

Metropolitan Transportation Commission
July 2014

TABLE OF CONTENTS

I. BACKGROUND & PURPOSE	1
A. Background	1
B. Purpose & Opportunities.....	1
II. CTPs & THE REGIONAL TRANSPORTATION PLAN (RTP).....	2
A. Outreach & Regional Coordination	2
B. CTPs as the Primary Basis for the RTP.....	2
C. RTP Elements Which Should be Considered in CTPs	3
III. CTP CONTENT.....	4
A. Performance & Targets.....	4
B. Demographic & Land Use Projections.....	5
C. Investments & Project Lists.....	5
D. Revenue Forecasts & Financial Considerations.....	6
E. Equity Analysis.....	6
F. Other Plan Elements.....	6
IV. CTP UPDATES.....	7
ATTACHMENT A. State Code 66531: County Transportation Plans	9
ATTACHMENT B: Additional Links and Resources	11

I. BACKGROUND & PURPOSE

A. Background

In 1988, the State legislature passed Assembly Bill 3705 (Eastin), authorizing Bay Area counties, along with the cities and transit operators, to develop Countywide Transportation Plans (CTPs) on a voluntary basis. The provisions in AB 3705 are codified in Section 66531 (see [ATTACHMENT A](#)) of the California Government Code, and were modified by the passage of AB 1619 (Lee) (Statutes of 1994, Chapter 25). Among other things, the law suggests content to be included in the CTPs, and, if a county chooses to prepare one, the relationships between the CTP and the Regional Transportation Plan (RTP), and between the CTP and Congestion Management Programs (CMPs).

The law states that CTPs should be developed with participation from the cities and transit operators within the county. State law calls for CTPs to be the “primary basis” for the RTP, and states that the Metropolitan Transportation Commission (MTC) shall add proposals and policies of regional significance to the RTP. The law also states that CTPs should consider the most recent RTP, and that MTC may use the RTP to resolve inconsistencies between different counties’ CTPs.

In addition, the law directs MTC to “develop guidelines to be used in the preparation of county transportation plans.” MTC produced an original set of guidelines (“Guidelines”) for CTPs in 1989, after AB 3705 was passed. MTC revised the CTP Guidelines in 1995 and in 2000.

This update of the Guidelines reflects the passage of new legislation at both the State and Federal levels; specifically, the Sustainable Communities and Climate Protection Act (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008), and the Moving Ahead for Progress in the 21st Century Act (MAP-21), (see [ATTACHMENT B](#)).

The intent of the CTP Guidelines is to:

- Affirm the relationship between CTPs and the RTP while recognizing local needs and priorities;
- Promote implementation of SB 375 and MAP-21; and,
- Identify appropriate content to include in the development of CTPs.

B. Purpose & Opportunities

These Guidelines are intended to create a framework for CTP development, and allow a county to expand upon them based on local needs and priorities. CTPs are intended to establish a county’s long-range transportation vision, goals, and priorities. This long-range transportation planning context is increasingly important given the complexity of the transportation system in the Bay Area. CTPs serve as critical input to MTC’s RTP, which explicitly addresses regional priorities and funding constraints.

CTPs can be particularly effective if they:

- Establish a transportation policy context;
- Provide a focal point for integrating city, county, and regional level transportation plans; and,
- Prioritize transportation investments for consideration in the RTP development process.

II. CTPs & THE REGIONAL TRANSPORTATION PLAN (RTP)

State law created an inter-dependent relationship between CTPs and the RTP. Any CTP adopted must consider the most recently adopted RTP. In turn, adopted CTPs form the “primary basis” for the next RTP. Thus, the CTP Guidelines must be “consistent with the Commission’s preparation of the RTP.” These requirements ensure that any CTPs and the RTP employ a common planning framework, even though the plans differ in scope, and even though the CTPs are tailored to the specific needs of each county and to the region as a whole. The following sections outline the coordinated development process, and RTP elements which should be considered in CTPs.

A. Outreach & Regional Coordination

State Statute(s):

“Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county.” (66531(a))

Engaging the public, in addition to the agencies noted above, early and often in the decision-making process is critical to the success of transportation plans. As such, MTC recommends that CTP outreach and regional coordination should:

- Include a broad and open public participation process that includes:
 - Under-represented interests and communities, including Native American tribes; and,
 - Economic (business) and environmental interests and communities.
- Document the local public input process, emphasizing how the needs of minority, low-income, and other disadvantaged communities have been considered.
- Engage regional agencies while developing and adopting CTPs. Accordingly, MTC will make available, to the extent possible, its planning and analytical resources.
- Consult the Bay Area Air Quality Management District’s (BAAQMD) Clean Air Plan and its respective Transportation Control Measures (TCMs), ([see ATTACHMENT B](#)).

B. CTPs as the Primary Basis for the RTP

State Statute(s):

“The county transportation plans shall be the primary basis for the commission’s regional transportation plan and shall be considered in the preparation of the regional transportation improvement program. To provide regional consistency, the county transportation plans shall consider the most recent regional transportation plan adopted by the commission.” (66531(f))

CTPs can best inform the RTP if both plans use a common set of planning assumptions. As such, MTC recommends that CTPs should include:

- Demographic projections and transportation modeling methodologies that are consistent with those used in the RTP/SCS, ([see Section III.B](#)).
- Costs for maintenance and operations of the existing system, including the following categories, ([see Section III.C](#)):
 - Transit operations and capital rehabilitation;
 - Local streets and roads (pavement and non-pavement);

- Local bridges; and,
- Bicycle and pedestrian facilities.
- Revenue forecasts for State (e.g., STIP) and Federal (e.g., STP & CMAQ) revenue that are consistent with those used in the RTP, (see [Section III.D](#)).

C. RTP Elements Which Should be Considered in CTPs

State and federal laws govern the development and content of MTC's RTP. California law relating to the development of the RTP is contained in Government Code Section 65080, and discussed in detail in the California Transportation Commission's (CTC) *2010 California Regional Transportation Plan Guidelines*. Federal Code 23CFR, Part 450.322 governs the development and content of the Metropolitan Transportation Plan [RTP], (see [ATTACHMENT B](#)).

The CTC's RTP Guidelines identify three elements for the RTP: Policy; Action; and, Financial. These three elements, along with a brief description, are identified below, and additional information is available within the CTC's RTP guidelines. CTPs should address these same elements in an appropriate way.

Policy Element

- Describes the transportation issues in the region;
- Identifies and quantifies regional needs expressed within both short and long-range planning horizons (Government Code Section 65080 (b) (1));
- Maintains internal consistency with the Financial Element and fund estimates; and,
- The Policy Element should clearly convey transportation policies, including:
 - Describes how these policies were developed;
 - Identifies any significant changes in policies from previous plans; and,
 - Provides the reason(s) for any changes in policies from previous plans.

Action Element

- Consists of short-, mid-, and long-term projects and programs that address transportation issues and needs;
- Includes all transportation modes;
- Identifies investment strategies, alternatives and project priorities beyond what is already programmed; and,
- The Action element is divided into two sections:
 - Discussion of preparatory activities such as identification of existing needs, assumptions, and forecasting and potential alternative actions; and,
 - Discussion of data and conclusions.

Financial Element

- Identifies current and anticipated revenue sources and financing techniques available to fund the investments described in the Action Element;
- Defines realistic financing constraints and opportunities; and,
- The Financial Element is composed of six major components;
 1. Summary of costs to operate and maintain the current transportation system;
 2. Estimate of costs and revenues to implement the projects identified in the Action Element;

3. Inventory of existing and potential transportation funding sources;
4. List of candidate projects if funding becomes available;
5. Potential funding shortfalls; and,
6. Identification of alternative policy directions that affect the funding of projects.

In addition to state guidelines, the RTP is also developed in accordance with federal metropolitan law, which provides for the following considerations, (see [ATTACHMENT B](#)):

- Engage in a “continuing, cooperative, and comprehensive” multimodal transportation planning process;
- Provide for the establishment and use of a performance-driven, outcome-based approach to planning and transportation decision-making; and,
- Provide for consideration and implementation of projects and programs that address the eight planning factors: (66531(b))
 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 2. Increase the safety of the transportation system for motorized and non-motorized users;
 3. Increase the security of the transportation system for motorized and non-motorized users;
 4. Increase accessibility and mobility of people and freight;
 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 7. Promote efficient system management and operation; and
 8. Emphasize the preservation of the existing transportation system.

CTPs should also account for these federal considerations.

III. CTP CONTENT

In general, CTPs should consider,

“...achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall [should] be action-oriented and pragmatic, considering both the short-term and long-term future, and shall [should] present clear, concise policy guidance...” 65080(a) (see [ATTACHMENT B](#))

State Statute 66531(c) identifies elements for consideration in CTPs, and MTC provides recommendations of additional elements below.

A. Performance & Targets

Federal guidance, as noted above, calls for the establishment and use of a performance-driven, outcome-based approach to planning and transportation decision-making.

A performance framework helps to ensure that investment decisions align with established goals and targets. As such, CTP's should consider a performance-driven, outcome-based approach to transportation decision making (as resources permit) emphasizing the Economy, Environment, and Equity. MTC recommends that the CTP performance framework should:

- Consider regional goals and targets, but also reflect local priorities.
- Consider both project and/or investment and land use scenario analysis. MTC's land use and travel model will be available for scenario planning analysis, if desired.
- Provide a long-range vision for the CMP (Section 66531(b)).

B. Demographic & Land Use Projections

State Statute(s):

"Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments." (Section 66531(c)(3))

CTPs can best inform the RTP if both plans use a common set of planning assumptions, including demographic and land use projections. MTC recommends that CTPs should evaluate transportation system performance using the most recent Association of Bay Area Governments (ABAG) demographic and land use projections, to provide consistency with the RTP/SCS. Alternative land use scenarios may be of interest to local policy makers, and are encouraged for analysis.

C. Investments & Project Lists

State Statute(s):

"Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs]." (Section 66531(c)(1))

"The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods." (Section 66531(e))

CTPs provide a basis for transportation investments considered in the RTP. As such, MTC recommends that CTP investment and project lists assess and consider all modes including, but not limited to, mass transportation, street, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services, and should include:

- Description of all proposed, near-, mid-, and long-term, improvements and programs, including descriptions of MTC's regional programs and studies relevant in the county. Details for MTC's regional programs and studies are available from MTC.
- Both a financially constrained list and a vision project list. Project lists should:
 - Include cost estimates in year-of-expenditure dollars using inflation factors from the RTP;
 - Indicate how local, regional, state, and federal revenues are assigned for each project, whenever feasible;
 - Demonstrate differences from RTP assumptions; and,

- MTC's RTP project database will be available to the counties, and they are encouraged to use it.
- Transportation investments that, when integrated with the RTP/SCS's forecasted land use, support the region's adopted SCS (65080(b)(2)(B)(vii)), apart from exemptions noted in state law (65080(b)(2)(K), (see ATTACHMENT B).
- Remaining needs for maintaining and operating the transportation system, including:
 - Transit operations and capital rehabilitation;
 - Local streets and roads (pavement and non-pavement);
 - Local bridges; and,
 - Bicycle and pedestrian facilities.
- Caltrans, transit agencies, and other regional agencies' planning processes also provide a basis for transportation investments considered in the RTP.

D. Revenue Forecasts & Financial Considerations

State Statute(s):

"Consideration of expected transportation revenues as estimated by the commission, the impact of these estimated revenues on investment recommendations, and options for enhanced transportation revenues." (66531(c)(5))

Revenue forecasts are important to defining realistic funding opportunities to implement the CTP. As such, CTPs can best inform the RTP if both plans use a common set of assumptions. MTC recommends that CTPs revenue forecasts and financial considerations should:

- Consider the most recent MTC forecasts for future regional, state, and federal revenues, and include forecasts of local revenues, such as those from existing sales tax expenditure programs and/or local fee programs. Revenue projections should:
 - Include revenue projections in year-of-expenditure dollars using inflation factors from the RTP;
 - Indicate how local, regional, state, and federal revenues are assigned for each project, whenever feasible; and,
 - Demonstrate differences from RTP assumptions.
- Include discussion of any new revenue source and/or strategy to fund projects and programs within the county, including the source, amount of revenue, and the strategy to ensure its availability.

E. Equity Analysis

MTC recommends that counties conduct an equity analysis with input from the public, tailored to the specific character of the county, and with a focus on minority, low-income, and other underserved communities. As such, MTC will make available MTC's RTP equity analysis and U.S. Census Bureau data as a resource to the county, and will be available for technical assistance, and/or to provide models of equity analyses (e.g., RTP investment analysis).

F. Other Plan Elements

Counties are involved in and are leading a wide range of planning initiatives. MTC recommends that CTPs should reference and include a discussion of:

- Countywide planning initiatives, including:
 - Local/modal studies conducted by the county(s) or transit agency(s);
 - Corridor studies and relevant recommendations;
 - Community Based Transportation Plans (CBTPs);
 - Priority Development Area (PDA) Investment and Growth Strategies;
 - Active Transportation Plans and/or Complete Streets efforts; and,
 - Regional and/or sub-regional transportation studies.
- Transportation infrastructure’s risk and/or vulnerability to climate change (e.g., sea level rise).
- Types of potential environmental mitigation activities and potential areas to carry out these activities. The discussion may focus on policies, programs, or strategies, rather than at the project level.

IV. CTP UPDATES

State Statute(s):

“Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county.” (Section 66531(a))

“The commission, in consultation with local agencies, shall develop guidelines to be used in the preparation of county transportation plans. These guidelines shall be consistent with the commission’s preparation of the regional transportation plan pursuant to Section 65081.” (Section 66531(c))

In order to promote the iterative relationship between CTPs and the RTP, MTC recommends that CTPs be regularly updated and adopted within 18-30 months (before or after) of adoption of the RTP/SCS. As such, MTC recommends that the CTP Guidelines should be updated following RTP/SCS adoption.

DRAFT

ATTACHMENT A. State Code 66531: County Transportation Plans

- (a) Each county within the jurisdiction of the commission, together with the cities and transit operators within the county, may, every two years, develop and update a transportation plan for the county and the cities within the county. The county transportation plan shall be submitted to the commission by the agency that has been designated as the agency responsible for developing, adopting and updating the county's congestion management program pursuant to Section 65089 [CMPs], unless, not later than January 1, 1995, another public agency is designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. Nothing in this section requires additional action by the cities and county, if a joint powers agreement delegates the responsibility for the county transportation plan to the agency responsible for developing, adopting, and updating the county's congestion management program pursuant to Section 65089 [CMPs].
- (b) The county transportation plans shall be consistent with, and provide a long-range vision for, the congestion management programs in the San Francisco Bay area prepared pursuant to Section 65089 [CMPs]. The county transportation plans shall also be responsive to the planning factors included in Section 134 of the federal Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240).
- (c) The commission, in consultation with local agencies, shall develop guidelines to be used in the preparation of county transportation plans. These guidelines shall be consistent with the commission's preparation of the regional transportation plan pursuant to Section 65081. These plans shall include recommendations for investment necessary to mitigate the impact of congestion caused by an airport that is owned by the county, or city and county, and located in another county. The plans may include, but are not limited to, the following:
 - (1) Recommendations for investments necessary to sustain the effectiveness and efficiency of the county portion of the metropolitan transportation system, as defined cooperatively by the commission and the agency designated pursuant to Section 65089 [CMPs].
 - (2) Consideration of transportation system and demand management strategies which reinforce the requirements contained in Section 65089 [CMPs].
 - (3) Consideration of transportation impacts associated with land use designations embodied in the general plans of the county and cities within the county and projections of economic and population growth available from the Association of Bay Area Governments.
 - (4) Consideration of strategies that conserve existing transportation system capacity, such as pricing policies or long-term land use and transportation integration policies jointly developed by the commission and the agencies designated pursuant to Section 65089 [CMPs].
 - (5) Consideration of expected transportation revenues as estimated by the commission, the impact of these estimated revenues on investment recommendations, and options for enhanced transportation revenues.
- (d) The commission shall adopt revised guidelines not later than January 1, 1995.

- (e) The county transportation plan shall include recommended transportation improvements for the succeeding 10- and 20-year periods.
- (f) The county transportation plans shall be the primary basis for the commission's regional transportation plan and shall be considered in the preparation of the regional transportation improvement program. To provide regional consistency, the county transportation plans shall consider the most recent regional transportation plan adopted by the commission. Where the counties' transportation plans conflict, the commission may resolve the differences as part of the regional transportation plan. The commission shall add proposals and policies of regional significance to the regional transportation plan.
- (g) With the consent of the commission, a county may have the commission prepare its county transportation plan.
- (h) The counties, together with the commission, shall jointly develop a funding strategy for the preparation of each county's transportation plan.

DRAFT

ATTACHMENT B: Additional Links and Resources

I. Regional

A. Plan Bay Area (RTP/SCS)

- <http://onebayarea.org/plan-bay-area/final-plan-bay-area.html>

B. Clean Air Plan

- <http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/Clean-Air-Plans.aspx>
- <http://www.baaqmd.gov/Divisions/Planning-and-Research/Plans/Clean-Air-Plan-Update.aspx>

II. State

A. State Code 66531: County Transportation Plans

- http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=66531

B. State Code 65089: Congestion Management

- http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=65089

C. Senate Bill 375: Sustainable Communities Strategy

- http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_0351-0400/sb_375_bill_20080930_chaptered.pdf

D. California Regional Transportation Plan Guidelines

- <http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/>

III. Federal

A. MAP-21

- <http://www.fhwa.dot.gov/map21/>

B. 23CFR, Part 450

- <http://www.fhwa.dot.gov/legregs/directives/cfr23toc.htm>
 - 450.300: Purpose
 - 450.306: Scope of the Metropolitan Transportation Planning Process
 - 450.316: Interested Parties, Participation, and Consultation
 - 450.322: Development and Content of the Metropolitan Transportation Plan

This page intentionally left blank.



August 12, 2014

Jim Spering, Chairman
Metropolitan Transportation Commission Planning Committee
101 Eighth Street
Oakland CA 94607-4700

RE: CMA Comments on the Regional Transportation Plan (RTP)

Dear Mr. Spering,

The nine Bay Area Congestion Management Agencies (CMAs) appreciate the work that MTC is doing to update its CMAs countywide transportation plan (CTP) Guidelines. Because the CMAs are charged with preparing and implementing these CTPs, the preparation Guidelines are of great interest to us.

First of all, we wish to thank MTC for conducting an inclusive, open, and timely process. The schedule, from initiation to anticipated completion of the Guidelines update, is less than six months. During that time, MTC has held public meetings with the Partnership Technical Advisory Committee, the Regional Advisory Working Group, the MTC Policy Advisory Committee, and this Committee. In addition, MTC has met with those responsible for developing and implementing CTPs - the Planning staffs of the CMAs. This process has allowed MTC to hear a wide variety of perspectives to inform the new Guidelines.

The CMA's wish to bring the following points to the Committee's attention regarding modifications to those guidelines. These points are based on the draft Guidelines released by MTC on July 16, 2014.

The discussion over the CTP guidelines should be premised on them truly providing guidance for counties rather than mandatory requirements. While MTC has indicated it cannot require CMAs to adhere to guidelines and has emphasized the importance of local discretion in each county's CTP, the CMAs are still concerned that the Guidelines may eventually be a condition for regional funding. Currently, CTPs are a voluntary undertaking. The final Guidelines should contain a statement that CMA receipt of funding from MTC is not conditioned upon CMA adherence to the Guidelines.

CTPs are serving both local and regional needs and even a "minor update" represents a significant investment of staff and financial resources to be done well. We do not doubt that the CMAs will try to adhere to the Guidelines in spirit – and many of the CTPs already do. However, the level of effort to prepare CTPs, staff and resource constraints, and local priorities will affect the timing, frequency and focus of CTP updates. For instance, the Guidelines recommend that CTPs are regularly updated and adopted within

18-30 months (before or after) adoption of the RTP/SCS. We appreciate the benefits of this update schedule, but recognize that local considerations and constraints (such as staff and resource limitations or the local decision to target a particular election cycle for a new revenue measure) may drive the schedule for CTP updates. The timing of CTP updates must therefore be flexible to address local policies and resource constraints. It should also be recognized that the preparation and update of CTPs are often tied to local sales tax or other revenue measures which are subject to their own local requirements, goals, and priorities. Finally, we request MTC work with county CMA's in identifying revenues to conduct this planning effort, including making regional funding available.

With respect to data collection and performance targets, CMAs recognize the importance of addressing the three E's (Economy, Equity, and Environment), however the CTPs should not be required to provide analysis beyond that of the RTP. In some cases the Guidelines recommend that the CTPs go beyond the level of detail provided in Plan Bay Area. For instance, the proposed Guidelines suggest the CTPs should also include information on environmental mitigation activities, account for sea level rise, and provide detailed funding plans by source for each project, none of which was included in Plan Bay Area. The Guidelines should make it clear that these are suggested areas for consideration. This doesn't preclude the CMAs from including additional information, including information on areas of special concern to each CMA. It also acknowledges that for some areas (such as sea level rise) the CMAs and the region as a whole are still establishing a baseline of information and there may not be much information that is readily available for incorporation into a CTP in a meaningful way or the staff resources to fully address the issue.

We suggest that MTC allow CMAs to use alternate revenue forecasts and inflation factors as long as the revised assumptions are explained. MTC forecasts for future regional, state, and federal funding are a great resource and appropriate for CTPs to consider. Allowing a CMA to adopt an alternate set of assumptions would help temper the uncertainty inherent in these forecasts, allowing the CMA to update them to reflect changes in local and national economic trends and changes to funding programs such as the anticipation of new local revenue measures.

CTPs that are initiated before October 1, 2014 should be grandfathered into the current guidelines until after the next RTP is adopted. Although the guidelines are by nature optional, there is still an expectation regarding structure and content built into their adoption. Many current CTPs are being updated, but were initially created under the existing guidelines. The October 1 date is impractical because reopening the planning process for the CTPs currently near completion would be too cumbersome without additional financial resources and may extend the deadline for CTP approval, which may not be compatible with local priorities established for that update (e.g. targeting approval to inform a potential ballot measure).

We look forward to working with you as the July 16 draft Guidelines and revisions are brought to this Committee for consideration before going to the full Commission for adoption. We also look forward to continuing our on-going partnership with MTC for developing and implementing transportation projects and programs that improve the lives of people throughout the Bay Area.

Sincerely,



Art Dao, Executive Director
Alameda County Transportation Commission



Randell Iwasaki, Executive Director
Contra Costa Transportation Authority



Dianne Steinhauser, Executive Director
Transportation Authority of Marin



Kate Miller, Executive Director
Napa County Transportation Planning Agency



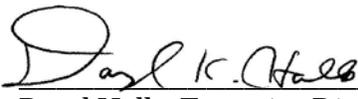
Tilly Chang, Executive Director
San Francisco County Transportation Authority



Sandy Wong, Executive Director
San Mateo City-County Association of Governments



John Ristow, Chief CMA Officer
Santa Clara Valley Transportation Authority



Daryl Halls, Executive Director
Solano Transportation Authority (STA)



Suzanne Smith, Executive Director
Sonoma County Transportation Authority

Cc: Bay Area CMA Executive Directors
Steve Heminger, MTC Executive Director
Ezra Rapport, ABAG Executive Director
Ken Kirkey, MTC Planning Director



DATE: August 15, 2014
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: Solano Napa Travel Demand Model Update

Background:

The Solano Transportation Authority (STA) developed the Solano-Napa Travel Demand Model in 2005 to support system-wide, corridor, and local transportation planning and policy analysis and decision-making throughout the County. The model covered the entire Bay Area and accounted for trip generation and demand in the Sacramento and San Joaquin County regions. The STA developed the Solano-Napa Model in partnership with the seven cities and County of Solano staff, Napa County Transportation and Planning Agency (NCTPA), the Metropolitan Transportation Commission (MTC), and Caltrans. The Solano-Napa Travel Demand Model was designed to provide traffic forecasts for major roadways in Solano and Napa Counties.

The Solano-Napa Model was updated in 2010 for the STA's Regional Transportation Impact Fee (RTIF) study. The update addressed land use and network changes from the 2008 version of the model to reflect 2010 traffic conditions and projected 2035 traffic conditions. The Model was updated again in time for the 2011 Congestion Management Program (CMP) and projected to year 2040 traffic conditions for consistency with MTC's Regional Transportation Plan. The 2011 update included more detailed TAZs and networks in Napa, and Truck trip analysis, which separated truck trips from other trips on the network to allow for more detailed analysis of truck trips on major arterials in the County.

In December 2013, Cambridge Systematics (CS) initiated work on the development of the Solano Napa Activity Based Model (SNABM). The model update intends to merge the existing STA model to an activity based model platform. It will also update the model to be consistent with Plan By Area land use projections. MTC currently uses an activity based model, *Travel Model One*, to conduct forecasting, and the SNABM model will align with *Travel Model One*. This will enable SNABM to inherit all models from *Travel Model One*, including transit and truck forecasting models.

Discussion:

As of April 2014, the following had been completed:

- Set up MTC ABM 2010 and 2040 models
- Incorporated zonal and network details in Napa and Solano counties into MTC ABM
- Developed procedures to map employment data from the SIC-based categories, which is used in the current SNTDM, to the NAICS-based categories for the new SNABM

- Developed procedure to map link attributes from the current SNTDM to the MTC ABM link attributes

In late May, CS prepared draft 2040 land use files for review by the 8 member agencies (the County and 7 cities). Each agency received a spreadsheet with 2040 data, TAZ maps and TAZ shapefiles. It was requested that they provide feedback on the proposed population, housing, and employment estimates. Several agencies did not respond in a timely manner, creating a 2 month setback in the project schedule.

A Model TAC meeting was held on July 28, 2014 to provide the jurisdictions an update on the SNABM process and to discuss next steps. Based on the feedback received from the 2040 land use data review, CS has prepared a revised spreadsheet for review and comment. Comments on the revised land use data are due August 15th. A follow-up Model TAC meeting will be held during the week of September 8th to present the final 2040 land use estimates. Once the 2040 land use estimates are agreed upon, CS will complete the SNABM 2040 model.

The next step will be to validate the SNABM 2010 model, as well as the truck and transit models. CS will check with SNABM 2010 model outputs against the same targets used for the current STA model validation and make adjustments as needed. CS will validate the truck trip tables and truck volumes on freeways and state routes based on existing data (e.g., Caltrans truck count and Caltrans Statewide Freight Forecasting Model). To validate the transit model, CS will review the 2014 SolanoExpress Ridership Study and will obtain existing transit routes, fare, parking and boarding information from the local transit operators.

Schedule

August 1-15	2040 Land Use Estimates: Jurisdiction review
August - September	2010 Model Validation
Week of September 8	Model TAC meeting
September 24	STA TAC
September - October	Send to MTC for review Peer Review
December 10	STA Board

Recommendation:

Informational.



DATE: September 2, 2014
TO: STA Board
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

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 reports are included from our State Lobbyist, Shaw/Yoder/Antwih Inc. (Attachment A) and our Federal Lobbyist, Akin Gump (Attachment B). The State Legislative Report (Attachment A) outlines the development of guidelines for implementation of expenditure plans relative to Cap and Trade revenues. It also provides the status of the California Freight Mobility Plan. A Legislative Bill Matrix listing current status of state bills of interest is available at <http://tiny.cc/staleg>.

Discussion:

On a unanimous, bipartisan vote Monday, August 18, the State Senate sent the Governor legislation by Senator Lois Wolk to enable the modernization and expansion of the SolTrans Curtola Park and Ride Hub in Vallejo, a vital transportation hub in Solano County. Senate Bill (SB) 1368, co-sponsored by STA and SolTrans, if signed by the Governor, will authorize the project's right of way to be transferred by Caltrans to Soltrans, a Joint Powers Authority (JPA). This will enable SolTrans to provide local commuters with greater access to public transportation, carpools, and other modes of transit that are both affordable and help California reach its greenhouse gas emissions reduction goals by incorporating various public private partnership (P3) components into the project as identified by STA's recently completed P3 Feasibility Study. Thanks to the teamwork between all partners involved, including STA's lobbying firm, Shaw/Yoder/Antwih, STA will send a letter requesting the Governor sign SB 1368.

Senator Hernandez introduced Senate Bill (SB) 983 (Attachment C and D) on behalf of Los Angeles Metro, which would authorize the California Transportation Commission (CTC) to review and approve applications for new HOT lane projects around the state. This authority expired at the end of 2012 and was the process used by the Metropolitan Transportation Commission (MTC) to receive authority for the Bay Area's Express Lanes network that includes I-80 and I-680 in Solano County.

With the current language of this bill, Caltrans, MTC, and others would have had the authority to request from the CTC the ability to develop and operate HOT lanes and expand the authority beyond the limitation of 4 HOT lanes networks statewide. Under one version of the bill, STA and

other Bay Area Congestion Management Agencies could have been an applicant to operate HOT lanes. SB 983 garnered a lot of interest and discussion. This bill was held in the Assembly Appropriations Committee and is essentially dead for the year. It will most likely come back in the 2014-15 legislative year.

Senate Bill (SB) 1077 (Attachment E and F) introduced by Senator DeSaulnier would establish a mileage-based fee (MBF) Task Force (within the California Transportation Commission) to study MBF alternatives to the gas tax and recommend a pilot program. Due to a lack of enough details regarding security of data collection, the board adopted a “watch” position. The bill is on the Governor’s desk for final action.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Report – Shaw/Yoder/Antwih
- B. Federal Legislative Report – Akin Gump
- C. SB 983, Amended August 4, 2014
- D. SB 983 Assembly Transportation Committee Analysis July 10, 2014
- E. SB 1077 Amended August 4, 2014
- F. SB 1077 Assembly Floor Analysis August 18, 2014

M E M O R A N D U M

August 20, 2014

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

During the month of July we monitored developments with the surface transportation and appropriations bills and assisted Soltrans with drafting its grant application under the FTA Ladders of Opportunity program and secured a letter of support from Congressman Thompson.

Surface Transportation Reauthorization

Congress passed legislation before the August recess that directs the transfer \$10.9 billion in general funds to the Highway Trust Fund and extends current law through May 30, 2015. The President signed the bill into law on August 8. Passage of the legislation was necessary because (1) the Highway Trust Fund did not have sufficient receipts from gas tax revenues to continue to support the program at current funding (effective as of August); and (2) the current transportation law expires on September 30 and Congress could not agree on new legislation before that date. The funds to pay for the general fund transfer will come from a change in how companies fund pensions and an extension of customs user fees.

Senate Environment and Public Works Committee Chair Barbara Boxer advocated for a shorter extension – through December – to force Congress to complete work on the transportation bill during the “lame duck” session of Congress after Election Day. When the House rejected that proposal, however, the Senate was forced to agree to the House bill to avoid a shutdown of the transportation program. While Congress averted a crisis with transportation funding in the short term, the legislation does not address the need for greater investment in infrastructure. The House and Senate must grapple with how to fund the surface transportation programs in the next Congress. While Congress may consider multiyear legislation next year, it is not clear whether they will be able to identify a stable and reliable source of funding absent a willingness to increase the gas tax (which is politically unsalable) or adopt some other approach (vehicle miles travelled fee, indexing gas tax to inflation, sales tax, etc.). The current state of play indicates a greater potential for continued short-term authorizations without substantial increases in program funding.

Solano Transportation Authority
<August 20, 2014>
Page 2

Fiscal Year 2015 Appropriations Legislation

Congress must pass a continuing resolution (CR) that will fund the federal government through the elections when it returns to work on September 8. While the House has passed some of its appropriations bills (including Transportation), the Senate has not been able to pass any of its bills. Senate Appropriations Committee Chairman Barbara Mikulski (D-MD) is drafting an omnibus bill, intended to state the Senate position in negotiations with the House. However, because Congress will have a short work period in September before they recess for the November elections, it appears more likely that Congress will adopt a CR to avoid a government shutdown.

Survey of Projects of Regional and National Significance (PNRS)

Industry efforts are underway to reopen DOT's survey of Projects of Regional and National Significance (PNRS). On June 30, the Federal Highway Administration (FHWA) concluded a survey of State DOTs, transit agencies, tribal governments and multi-state or multi-jurisdictional groups to identify projects of regional and national significance. The survey was required under Section 1120 of MAP-21. Although Congress authorized \$500 million annually in general funds for the program, Congress did not appropriate any funds for the program. Results of the survey will be used by DOT to complete an analysis to classify projects as regionally or nationally significant and to make recommendations to Congress regarding funding of eligible projects.

The only official announcement regarding the PNRS survey was published in a December 10, 2013 Federal Register notice (docket no. FHWA-2013-0056) addressing information collection procedures. The Coalition for America's Gateways and Trade Corridors (CAGTC) is urging transportation agencies^[A1] to write to FHWA, requesting that the survey be reopened to allow greater input. Since the program is not currently funded, there are no negative ramifications if a project is not listed. However, the survey highlights the need for funding and will raise the visibility of certain projects, which could help projects secure funding in the future.

Solano Transportation Authority
<August 20, 2014>
Page 3

Legislation Introduced

On July 31, Sen. Sherrod Brown (D-OH) introduced *The Invest in American Jobs Act (S. 2737)*, which would extend Buy America requirements to projects funded by the Drinking Water State Revolving Fund, the Economic Development Administration, Federal Emergency Management Agency (FEMA) mitigation grants, and bridges over navigable waters funded under the Truman-Hobbs Act. The bill also contains provisions to prevent segmentation of projects to circumvent Buy America and requires public notice and comment for Buy America waiver requests, as well as a published justification for issuing a waiver. Senators Tammy Baldwin (D-WI) and Jeff Merkley (D-OR) cosponsored the bill, which was referred to the Senate Commerce Committee.

On July 30, Rep. Denny Heck (D-WA) introduced *The Creating Opportunities for Military Members to Use Transportation Efficiently (“COMMUTE”) Act (H.R. 5290)*. The COMMUTE Act would establish a military community infrastructure grant programs to support transportation improvements within or abutting an urbanized area and designated as a growth community by the Office of Economic Adjustment. Eligible projects would include roads, public transportation and parking facilities; construction of, or upgrades to, pedestrian access and bicycle access; and upgrades to public transportation systems. Consideration would be given to the proportion of the problem addressed by the project that is caused by military installation growth since the year 2000 and the number of service members and DOD civilian employees affected by the problem. The bill was referred to the House Armed Services Committee. Two members of the Committee cosponsored the bill, Rep. Walter Jones (R-NC) and Derek Kilmer (D-WA).

A bill introduced by Representatives Joe Crowley (D-NY) and Erik Paulsen would allow workers to use their pre-tax commuter benefits for a bike share programs. *The Bike to Work Act (H.R. 5276)* would encourage the expansion of the bike share programs by amending the tax code to treat them as mass transit facilities. The tax change would apply to systems operated by a government agency or public-private partnership. The bill was referred to the House Ways and Means Committee.

On July 29, Sen. Mark Pryor (D-AZ) introduced a package of bills to support American manufacturing. The *American-Made Strong* legislation (S. 2682) includes provisions to make the Build America Bonds program permanent to allow construction of transportation infrastructure and other public works projects. The legislation would extend Buy America to infrastructure projects carried out by all federal agencies. The bill was cosponsored by Sen. John Walsh (D-MT) and was referred to the Senate Finance Committee.

Solano Transportation Authority
<August 20, 2014>
Page 4

On July 14, Representatives Janice Hahn (D-CA) and Ted Poe (R-TX) introduced *The National Freight Network Trust Fund Act* (H.R. 5101), which would create a trust fund to be used for freight projects that would be financed through the transfer of 5 percent of all import duties collected by U.S. Customs and Border Protection. At the current rate of customs fee collection, approximately \$1.9 billion would be available annually for the program. States, regional and local governments and port authorities would be eligible applicants. Funds could be used for projects that improve the performance of a segment of the National Freight Network. The bill defines the National Freight Network as: (1) the network established under 23 USC 167; (2) roads and rail lines that connect the Network to a port; (3) on-dock rail projects; (4) projects in a State freight plan; (5) projects that appear in a regional transportation plan; (6) high freight volume roadway or rail corridors that provide connectivity to ports, intermodal connectors, multimodal freight facilities, multistate freight corridors, international borders or airports; and (7) railway-highway grade separations. The bill was referred to the House Transportation and Infrastructure Committee with subsequent referral to the Ways and Means Committee. Thirty-six Democrats cosponsored the bill.

On June 25, Rep. Chris Van Hollen (D-MD) introduced *The Stop Corporate Expatriation and Invest in America's Infrastructure Act* (H.R.4985). The bill would use tax revenue generated from the recovery of taxes from inverted corporations (i.e., U.S. corporations that acquire foreign companies to reincorporate in a foreign jurisdiction with income tax rates lower than the United States after May 8, 2014) to fund transportation programs. The bill is projected to raise \$19.5 billion in revenue over ten years. H.R. 4985 has 56 Democratic cosponsors and was referred to the House Ways and Means Committee.



SHAW/YODER/ANTWIH, inc.
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

September 10, 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 – September 2014**

Legislative Update

On August 30, the Legislature adjourned the 2013-14 Legislative Session and members returned to their districts to work on constituent issues. Since August 15, approximately 900 bills were sent to the Governor for final action. The Governor now has until September 30 to act on bills sent to him in the final two weeks of session. Later in this report we have provided an update on legislation of importance to the Board (see **Other Bills of Interest** on Page 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 and to transit districts. 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 36-0 on August 18 and was sent to the Governor the following day. We are awaiting his action on the bill.

HOT Lanes

Legislation was introduced in 2014 that would have allowed designated local and regional transportation agencies and county transportation commissions to apply to the CTC to establish a high-occupancy toll (HOT) lane in those entities' respective jurisdictions, and would have empowered CTC to authorize an unlimited number of HOT lanes that may be approved statewide. In order to establish a HOT lane on a specified piece of highway, that highway must first be operating as a high-occupancy vehicle (HOV) lane. The bill, **SB 983 (Hernandez)**, was held in the Assembly Appropriations Committee due to concerns raised by the Chair regarding tolls in general and specific concerns regarding Caltrans' desire to implement a HOT lane project in Orange County on the I-405 freeway against the wishes of some local officials in Orange County. Earlier versions of the bill included language to allow the nine Bay Area congestion management agencies (CMAs) to also apply to the CTC for HOT lane designation, but this language was ultimately removed due to concerns raised by MTC. The author's office was in the process of crafting a solution to the MTC/CMA issue when the bill was held in Committee due to the aforementioned circumstances surrounding the I-405 freeway.

Tel: 916.446.4656
 Fax: 916.446.4318
 1415 L Street, Suite 1000
 Sacramento, CA 95814

Cap and Trade & Transportation

As we reported in the past, the 2014-15 Budget Act includes a one-time appropriation of Cap and Trade auction proceeds for transportation projects, as well as dedicated long-term funding as percentages of the overall total amount of auction proceeds sold in a fiscal year, beginning in 2015-16. Funding is distributed as follows:

In 2014-15, \$630 million is appropriated for transportation-related programs, including:

- \$25 million for low-carbon transit operations;
- \$25 million for transit and intercity rail capital projects;
- \$130 million for affordable housing and sustainable communities projects;
- \$200 million for low-carbon transportation;
- \$250 million for high-speed rail.

In addition to the one-time appropriation of Cap and Trade revenues, 60 percent of Cap and Trade revenues will be dedicated as follows:

- 5 percent for the Low-Carbon Transit Operations Program (LCTOP);
- 10 percent for the Transit and Intercity Rail Capital Program (TIRCP);
- 20 percent for the Affordable Housing and Sustainable Communities (AHSCP);
- 25 percent for high-speed rail.

The remaining 40 percent will be available for appropriation by the Legislature and the Administration in each fiscal year.

As part of the long-term expenditure plan, state law tasks several state agencies – the Strategic Growth Council (Council), the California State Transportation Agency (CalSTA), Caltrans, the Air Resources Board (ARB), and the California Environmental Protection Agency (CalEPA) – with developing guidelines for each of the aforementioned programs, as well as specific elements governing all programs, such as defining disadvantaged communities and methods for measuring GHG reductions.

The Council held a series of public workshops, on August 12, 14 and 15 in Fresno, Oakland, and Los Angeles, respectively, to receive initial feedback from stakeholder groups on the AHSCP, as the Council begins to develop guidelines.

Other state agencies are responsible for the development and adoption of guidelines related to specific programs. CalSTA is responsible for the TIRCP, while Caltrans and ARB are in charge of the Low-Carbon LCTOP. In addition to program-specific guidelines, ARB must establish reporting and quantification methods for measuring GHG reduction and CalEPA must revisit its identification of disadvantaged communities and work with ARB on disadvantaged community funding guidelines.

CalSTA and Caltrans held their first series of public workshops on August 21 (San Jose), August 22 (Sacramento), and August 27 (Los Angeles). The goal of these workshops was to present program requirements under state law and seek public feedback that will inform the Administration's crafting of draft program guidelines. After the draft guidelines are developed and released, additional public meetings will be scheduled to receive comment prior to adoption of final guidelines.

Additionally, CalEPA and ARB began a series of public workshops on defining disadvantaged communities, and developing funding guidelines for ensuring projects serve disadvantaged

communities, on August 25 (Fresno) and August 26 (Los Angeles). The final workshop will be held September 3 (Oakland). At these workshops, CalEPA and ARB have sought comment from stakeholders on the California Communities Environmental Health Screening Tool (CalEnviroScreen). This tool has been developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities in California most burdened by pollution from multiple sources and most vulnerable to its effects, taking into account socioeconomic characteristics and underlying health status. The ARB states that the CalEnviroScreen is well suited for the purposes described in state law relative to expenditure of Cap and Trade funds to the benefit of disadvantaged communities, because many of the factors used in the tool are nearly identical to those specified in the legislation authorizing these programs. These workshops are also being used to solicit feedback on the draft interim guidance released in late August.

We are actively engaged in all of the aforementioned processes and provide information to Authority staff as it becomes available. All agencies responsible for the administration of the Cap and Trade programs anticipate awarding the first round of project funding by the end of the 2014-15 fiscal year and have indicated draft guidelines will likely be out in early October, finalized by the end of the year.

California Freight Mobility Plan

On June 16, Caltrans released its second 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 final round of public comments were due by July 31. The report is scheduled to be released by the end of the year. 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, are 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 or to a transit district. 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 is on the Governor's Desk awaiting final action.**

Other Bills of Interest

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 is on the Governor's Desk awaiting final action.**

SB 556 (Padilla) 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 fire protection services, rescue services, emergency medical services, hazardous material emergency response services, and ambulance services.** **This bill is on the Governor's Desk awaiting final action.**

SB 628 (Beall) would authorize the creation of “enhanced” Infrastructure Financing Districts (eIFD) by a local agency to fund the construction of infrastructure projects, including: highways, interchanges, ramps & bridges, arterial streets, parking facilities, and transit facilities; transit priority projects; and projects that implement a sustainable communities strategy. An eIFD may not finance routine maintenance, repair work, or the costs of an ongoing operation. This bill does not establish a voter-approval requirement for the creation of the eIFD and requires the approval of 55 percent of impacted property owners to issue bonds for the project. Finally, the bill allows the eIFD, with the consent of local taxing entities, to divert incremental property tax revenue to the eIFD to finance eligible projects, as well as seek benefit assessment and user-fees to fund projects. **This bill is on the Governor’s Desk awaiting final action.**

SB 983 (Hernandez) would have allowed designated local and regional transportation agencies and county transportation commissions to apply to the CTC to establish a high-occupancy toll (HOT) lane in those entities’ respective jurisdictions and would have empowered CTC to authorize an unlimited number of HOT lanes that may be approved statewide. **This bill was held in the Assembly Appropriations Committee.**

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 is on the Governor’s Desk awaiting final action. The STA Board has adopted a “Watch” Position for this bill.**

SB 1151 (Canella) would impose an additional fine of \$35 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 is on the Governor’s Desk awaiting final action. 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. 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. **These measures were held in the Senate Appropriations Committee. The STA Board Supports both of these bills.**

AMENDED IN ASSEMBLY AUGUST 4, 2014

AMENDED IN ASSEMBLY JUNE 30, 2014

AMENDED IN ASSEMBLY JUNE 15, 2014

AMENDED IN SENATE MAY 21, 2014

SENATE BILL

No. 983

Introduced by Senator Hernandez

February 11, 2014

An act to amend Section 149.7 of, and to add Section 149.2 to, the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 983, as amended, Hernandez. High-occupancy toll lanes.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.

Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law limits the number of approved facilities to not more than 4, 2 in northern California and 2 in southern California, and provides that no applications may be approved on or after January 1, 2012.

This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements,

and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities *approved by the commission on or after January 1, 2015*, subject to specified minimum requirements. *The bill would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities.* The bill would additionally authorize ~~specified local transportation authorities~~ and the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission's cost and expense incurred in processing the application.

This bill would additionally authorize the department to apply to the commission to develop and operate HOT lanes and associated facilities. *The bill would also authorize the department to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 149.2 is added to the Streets and
- 2 Highways Code, to read:
- 3 149.2. (a) The department may apply to the commission to
- 4 develop and operate high-occupancy toll lanes, including the
- 5 administration and operation of a value pricing program and
- 6 exclusive or preferential lane facilities for public transit.
- 7 (b) Each application for the development and operation of the
- 8 facilities described in subdivision (a) shall be subject to review
- 9 and approval by the commission pursuant to eligibility criteria
- 10 established by the commission. For each eligible application, the

1 commission shall conduct at least one public hearing in northern
2 California and one in southern California.

3 ~~(e) The department shall reimburse the commission for all of~~
4 ~~the commission's costs and expenses incurred in processing the~~
5 ~~application.~~

6 ~~(d)~~

7 (c) The commission shall establish guidelines for the
8 development and operation of facilities described in subdivision
9 (a) and approved by the commission pursuant to this section,
10 subject to the following minimum requirements:

11 (1) The department shall develop and operate the facilities in
12 cooperation with regional transportation agencies, as applicable,
13 and with the active participation of the Department of the California
14 Highway Patrol.

15 (2) The department shall be responsible for establishing,
16 collecting, and administering tolls.

17 (3) The department shall be responsible for paying for the
18 maintenance of the facilities from net toll revenue.

19 (4) The revenue generated from the operation of the facilities
20 shall be available to the department for the direct expenses related
21 to the maintenance, administration, and operation, including
22 collection and enforcement, of the facilities.

23 (5) All remaining revenue generated by the facilities shall be
24 used in the corridor from which the revenue was generated pursuant
25 to an expenditure plan developed by the department and approved
26 by the commission.

27 (6) This section shall not prevent any *regional transportation*
28 *agency or* local agency from constructing facilities that compete
29 with the facilities approved by the commission and the department
30 shall not be entitled to compensation for the adverse effects on toll
31 revenue due to those competing facilities.

32 ~~(e)~~

33 (d) The department shall provide any information or data
34 requested by the commission or the Legislative Analyst relating
35 to a facility that the department develops or operates pursuant to
36 this section. The commission, in cooperation with the Legislative
37 Analyst, shall annually prepare a report on the progress of the
38 development and operation of a facility authorized under this
39 section. The commission may submit this report as a section in its

1 annual report to the Legislature required pursuant to Section 14535
2 of the Government Code.

3 (e) (1) *The department may issue bonds, refunding bonds, or*
4 *bond anticipation notes, at any time, to finance construction of,*
5 *and construction-related expenditures for, facilities approved*
6 *pursuant to this section, and construction and construction-related*
7 *expenditures that are included in the expenditure plan adopted*
8 *pursuant to paragraph (5) of subdivision (c), payable from the*
9 *revenues generated from the respective facilities.*

10 (2) *Any bond issued pursuant to this subdivision shall contain*
11 *on its face a statement to the following effect:*

12
13 *“Neither the full faith and credit nor the taxing power of the*
14 *State of California is pledged to the payment of principal of, or*
15 *the interest on, this bond.”*

16
17 (f) *Nothing in this section shall authorize the conversion of any*
18 *existing nontoll or nonuser-fee lanes into tolled or user-fee lanes,*
19 *except that a high-occupancy vehicle lane may be converted into*
20 *a high-occupancy toll lane.*

21 SEC. 2. Section 149.7 of the Streets and Highways Code is
22 amended to read:

23 149.7. (a) A regional transportation agency, as defined in
24 subdivision ~~(f)~~, (g), in cooperation with the department, may apply
25 to the commission to develop and operate high-occupancy toll
26 lanes, including the administration and operation of a value pricing
27 program and exclusive or preferential lane facilities for public
28 transit.

29 (b) Each application for the development and operation of the
30 facilities described in subdivision (a) shall be subject to review
31 and approval by the commission pursuant to eligibility criteria
32 established by the commission. For each eligible application, the
33 commission shall conduct at least one public hearing in northern
34 California and one in southern California.

35 (c) A regional transportation agency that applies to the
36 commission to develop and operate facilities described in
37 subdivision (a) shall reimburse the commission for all of the
38 commission’s cost and expense incurred in processing the
39 application.

1 (d) The commission shall establish guidelines for the
2 development and operation of facilities described in subdivision
3 (a) and approved by the commission *on or after January 1, 2015*,
4 pursuant to this section, subject to the following minimum
5 requirements:

6 (1) The regional transportation agency shall develop and operate
7 the facilities in cooperation with the department, and the active
8 participation of the Department of the California Highway Patrol,
9 pursuant to an agreement that addresses all matters related to
10 design, construction, maintenance, and operation of state highway
11 system facilities in connection with the facilities.

12 (2) The regional transportation agency shall be responsible for
13 establishing, collecting, and administering tolls.

14 (3) The regional transportation agency shall be responsible for
15 paying for the maintenance of the facilities from net toll revenue,
16 pursuant to an agreement between the department and the regional
17 transportation agency.

18 (4) The revenue generated from the operation of the facilities
19 shall be available to the regional transportation agency for the
20 direct expenses related to the maintenance, administration, and
21 operation, including collection and enforcement, of the facilities.

22 (5) All remaining revenue generated by the facilities shall be
23 used in the corridor from which the revenue was generated pursuant
24 to an expenditure plan adopted by the regional transportation
25 agency.

26 (6) This section shall not prevent the department or any local
27 agency from constructing facilities that compete with the facilities
28 approved by the commission and the regional transportation agency
29 shall not be entitled to compensation for the adverse effects on toll
30 revenue due to those competing facilities.

31 (e) A regional transportation agency that develops or operates
32 a facility, or facilities, described in subdivision (a) shall provide
33 any information or data requested by the commission or the
34 Legislative Analyst. The commission, in cooperation with the
35 Legislative Analyst, shall annually prepare a report on the progress
36 of the development and operation of a facility authorized under
37 this section. The commission may submit this report as a section
38 in its annual report to the Legislature required pursuant to Section
39 14535 of the Government Code.

1 (f) (1) A regional transportation agency may issue bonds,
 2 refunding bonds, or bond anticipation notes, at any time, to finance
 3 construction of, and construction-related expenditures for, facilities
 4 approved pursuant to this section, and construction and
 5 construction-related expenditures that are included in the
 6 expenditure plan adopted pursuant to paragraph (5) of subdivision
 7 (d), payable solely from the revenues generated from the respective
 8 facilities.

9 (2) Any bond issued pursuant to this subdivision shall contain
 10 on its face a statement to the following effect:

11
 12 “Neither the full faith and credit nor the taxing power of the
 13 State of California is pledged to the payment of principal of, or
 14 the interest on, this bond.”

15
 16 (f)

17 (g) Notwithstanding Section 143, for purposes of this section,
 18 “regional transportation agency” means any of the following:

19 (1) A transportation planning agency described in Section 29532
 20 or 29532.1 of the Government Code.

21 (2) A county transportation commission established under
 22 Section 130050, 130050.1, or 130050.2 of the Public Utilities
 23 Code.

24 (3) Any other local or regional transportation entity that is
 25 designated by statute as a regional transportation agency.

26 (4) A joint exercise of powers authority established pursuant to
 27 Chapter 5 (commencing with Section 6500) of Division 7 of Title
 28 1 of the Government Code, with the consent of a transportation
 29 planning agency or a county transportation commission for the
 30 jurisdiction in which the transportation project will be developed.

31 ~~(5) A local transportation authority designated pursuant to~~
 32 ~~Division 12.5 (commencing with Section 131000) or Division 19~~
 33 ~~(commencing with Section 180000) of the Public Utilities Code.~~

34 (6)

35 (5) The Santa Clara Valley Transportation Authority established
 36 pursuant to Part 12 (commencing with Section 100000) of Division
 37 10 of the Public Utilities Code.

38 (h) Nothing in this section shall authorize the conversion of any
 39 existing nontoll or nonuser-fee lanes into tolled or user-fee lanes,

- 1 *except that a high-occupancy vehicle lane may be converted into*
- 2 *a high-occupancy toll lane.*

O

BILL ANALYSIS

SB 983
Page 1

Date of Hearing: June 23, 2014

ASSEMBLY COMMITTEE ON TRANSPORTATION
Bonnie Lowenthal, Chair
SB 983 (Hernández) - As Amended: June 30, 2014

SENATE VOTE : Not relevant

SUBJECT : California Transportation Commission: high-occupancy toll lanes

SUMMARY : Extends indefinitely the California Transportation Commission's (CTC's) authority to approve regional transportation agencies' applications to develop and operate high-occupancy toll (HOT) lanes and expands the authority to include applications submitted by the California Department of Transportation (Caltrans). Specifically, this bill :

- 1) Authorizes Caltrans to apply to CTC to develop and operate HOT lanes using essentially the same process previously used by regional transportation agencies and reconstituted in this bill.
- 2) Extends indefinitely the process whereby CTC reviews and approves applications from regional transportation agencies to develop and operate HOT lanes.
- 3) Deletes the limitation on the number (four) of HOT lane applications CTC may approve, thereby granting open-ended authority to approve applications.
- 4) Directs the applicant (either Caltrans or a regional transportation agency) to reimburse CTC for its costs and expenses in reviewing HOT lane applications.
- 5) Directs CTC to develop guidelines for the development and operation of HOT lanes, subject to the following minimum requirements:
 - a) HOT lane facilities must be developed and operated in cooperation between Caltrans and regional transportation agencies and the Department of the California Highway Patrol;
 - b) The applicant is responsible for establishing,

collecting, and administering tolls;

- c) The applicant is responsible for paying for the maintenance of the facilities from net toll revenues;
 - d) Toll revenue generated will be available to the applicant for direct expenses;
 - e) Excess revenue is to be used in the corridor from which it was generated pursuant to an adopted expenditure plan; and,
 - f) Development of a HOT lane shall not prevent competing facilities from being constructed and the applicant shall not be entitled to compensation for the adverse effects on toll revenues because of competing facilities.
- 6) Adds to the definition of "regional transportation agency" county transportation authorities in the nine-county San Francisco Bay Area and the Santa Clara Valley Transportation Authority.

EXISTING LAW :

- 1) Specifically authorizes HOT lane facilities in Alameda, San Diego, and Santa Clara counties.
- 2) Until January 1, 2012, authorized any regional transportation agency to apply to CTC for authority to develop and operate HOT lanes.
- 3) Limited CTC to approving no more than four applications: two in northern California and two in southern California. CTC found HOT lane facilities in the San Francisco Bay Area, Los Angeles County, and Riverside County eligible under this provision.

FISCAL EFFECT : Unknown

COMMENTS : HOT lanes are increasingly being implemented in metropolitan areas around the state and the nation. HOT lanes allow single-occupant or lower-occupancy vehicles to use a high-occupancy vehicle (HOV) lane for a fee, while maintaining free or reduced travel to qualifying HOVs. The acknowledged benefits of HOT lanes include enhanced mobility and travel

options in congested corridors and better usage of underutilized HOV lanes.

The San Diego Association of Governments (SANDAG) was the first agency to be granted authority to operate a HOT lane, on Interstate 15 (AB 713 (Goldsmith), Chapter 962, Statutes of 1993). Subsequently, AB 2032 (Dutra), Chapter 418, Statutes of 2004, authorized HOT lane facilities in Alameda, San Diego, and Santa Clara counties. With the successful implementation of these programs, which were all originally authorized as demonstration programs then later extended indefinitely, the Legislature delegated responsibility for approving toll facilities under certain conditions to the CTC (AB 1467 (Nunez), Chapter 32, Statutes of 2005) until January 1, 2012. This delegation was limited to no more than four projects.

Although to date only a handful of regional transportation agencies have authority to operate HOT lanes and only on a limited number of corridors, it is clear that California is in the embryonic stage of what promises to be a substantial build-out of HOT lanes in the very near future. In fact, last year as part of the Governor's proposed budget, the Governor directed the California State Transportation Agency (CalSTA) to convene a workgroup consisting of state and local transportation stakeholders to, among other tasks, explore long-term, pay-as-you-go funding options. As a result, CalSTA released in February of this year its vision and interim recommendations in a report entitled California Transportation Infrastructure Priorities: Vision and Interim Recommendations, commonly referred to as CTIP. Two of the recommendations were:

- 1) Work with the Legislature to expand the Caltrans' use of pricing and express lanes to better manage congestion and the operation of the state highway system while generating new revenues for preservation and other corridor improvements.
- 2) Support efforts to maintain and expand the availability of local funds dedicated to transportation improvements.

SB 983 is consistent with this direction. It expands the potential for HOT lanes in California by granting CTC broad, indefinite authority to review and approve HOT lane applications submitted by regional transportation agencies and by Caltrans.

Regional transportation agencies up and down the state, as well

as Caltrans, struggle with meeting the challenges of increasing traffic congestion and decreasing transportation revenue. Although HOT lanes should be primarily a congestion management tool, they may have the added benefit of generating net revenue that can be put back into the corridor from which it was generated for additional improvements or other benefits. Given the success of multiple HOT lane demonstration programs to date, it is appropriate now to provide an administrative process whereby regional transportation agencies and Caltrans can work together with CTC to develop and operate HOT lane facilities.

Related legislation: AB 2250 (Daly) requires any revenue generated in managed lanes to be used in the corridor in which it was generated. That bill is in the Senate Appropriations Committee.

SB 1298 (Hernández) repeals and recasts specific authority for the Los Angeles County Metropolitan Transportation Authority to operate a value-pricing and transit development program, including HOT lanes on State Routes 10 and 110. SB 1298 is in the Assembly Appropriations Committee.

Previous legislation : AB 1467 (Nunez), Chapter 32, Statutes of 2005, originally granted authority to the CTC to review regional transportation agencies' applications for HOT lanes, for up to four projects, until January 1, 2012.

REGISTERED SUPPORT / OPPOSITION :

Support

California Transportation Commission

Opposition

None on file

Analysis Prepared by : Janet Dawson / TRANS. / (916) 319-2093

AMENDED IN ASSEMBLY AUGUST 4, 2014

AMENDED IN ASSEMBLY JUNE 25, 2014

AMENDED IN ASSEMBLY JUNE 16, 2014

AMENDED IN SENATE APRIL 21, 2014

SENATE BILL

No. 1077

Introduced by Senator DeSaulnier
(Coauthor: Assembly Member Lowenthal)

February 19, 2014

An act to add and repeal Chapter 7 (commencing with Section 3090) of Division 2 of, and to repeal Chapter 7 (commencing with former Section 3100) of Division 2 of, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 1077, as amended, DeSaulnier. Vehicles: mileage-based fee pilot program.

Existing law establishes the Transportation Agency, which consists of the Department of the California Highway Patrol, the California Transportation Commission, the Department of Motor Vehicles, the Department of Transportation, the High-Speed Rail Authority, and the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun.

This bill would establish a Mileage-Based Fee (MBF) Task Force within the California Transportation Commission, as specified. The bill would require the task force to study MBF alternatives to the gas tax and to make recommendations to ~~the Department of Transportation and~~ the commission on the design of a pilot program, as specified. The bill would also authorize the task force to make recommendations on the criteria to be used to evaluate the pilot program. The bill would require

the task force to consult with specified entities and to consider certain factors in carrying out its duties. *The bill would require the commission to approve the design of a pilot program by January 1, 2016.* The bill would require the Transportation Agency, based on the ~~recommendations of the task force, to develop and~~ *design approved by the commission, to implement a pilot program by January 1, 2016,* to identify and evaluate issues related to the potential implementation of *an MBF program in California by January 1, 2017.* The bill would require the agency to prepare and submit a report of its findings to the task force, the commission, and the appropriate fiscal and policy committees of the Legislature by no later than ~~June 30, 2017,~~ *January 1, 2018,* as specified. The bill would also require the commission to include its recommendations regarding the pilot program in its annual report to the Legislature, as specified. The bill would repeal these provisions on January 1, ~~2018~~ *2019.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) An efficient transportation system is critical for California's
- 4 economy and quality of life.
- 5 (b) The revenues currently available for highways and local
- 6 roads are inadequate to preserve and maintain existing
- 7 infrastructure and to provide funds for improvements that would
- 8 reduce congestion and improve service.
- 9 (c) The gas tax is an ineffective mechanism for meeting
- 10 California's long-term revenue needs ~~for all of the following~~
- 11 ~~reasons~~ because it will steadily generate less revenue as cars
- 12 become more fuel efficient and alternative sources of fuel are
- 13 identified. By 2030, as much as half of the revenue that could have
- 14 been collected will be lost to fuel efficiency. Additionally, bundling
- 15 fees for roads and highways into the gas tax makes it difficult for
- 16 users to understand the amount they are paying for roads and
- 17 highways.
- 18 (d) Other states have begun to explore the potential for a
- 19 mileage-based fee to replace traditional gas taxes, including the

1 State of Oregon, which established the first permanent road user
2 fee program in the nation.

3 (e) A mileage-based fee program has the potential to distribute
4 the gas tax burden across all vehicles regardless of fuel source and
5 to minimize the impact of the current regressive gas tax structure.

6 (f) Experience to date in other states across the nation
7 demonstrates that mileage-based user fees can be implemented in
8 a way that ensures data security and maximum privacy protection
9 for drivers.

10 (g) It is therefore important that the state begin to explore
11 alternative revenue sources that may be implemented in lieu of the
12 antiquated gas tax structure now in place.

13 (h) Any exploration of alternative revenue sources shall take
14 ~~into account the privacy implications;~~ *implications into account,*
15 ~~especially those of with regard to location data, which need not~~
16 ~~be~~ *does not need to be* personally identifiable to raise serious
17 privacy concerns because studies have shown ~~it~~ *that this type of*
18 *data* is easy to reidentify.

19 SEC. 2. Chapter 7 (commencing with Section 3090) is added
20 to Division 2 of the Vehicle Code, to read:

21

22 CHAPTER 7. MILEAGE-BASED FEE PILOT PROGRAM

23

24 3090. (a) The Mileage-Based Fee (MBF) Task Force is hereby
25 established within the California Transportation Commission.

26 (b) The purpose of the task force is to guide the development
27 and evaluation of a pilot program to assess the potential for
28 mileage-based revenue collection for California’s roads and
29 highways as an alternative to the gas tax system.

30 (c) The task force shall consist of 15 members, as follows:

31 (1) Two members of the Assembly, appointed by the Speaker
32 of the Assembly.

33 (2) Two members of the Senate, appointed by the Senate
34 Committee on Rules.

35 (3) Two members of the commission, appointed by the
36 chairperson of the commission.

37 (4) Nine members appointed by the Governor. In making these
38 appointments, the Governor shall consider individuals who are
39 representative of the telecommunications industry, highway user
40 groups, the data security and privacy industry, privacy rights

1 advocacy organizations, regional transportation agencies, and
2 national research and policymaking bodies, including, but not
3 limited to, the Transportation Research Board and the American
4 Association of State Highway and Transportation Officials.

5 (d) Members of the task force are entitled to compensation ~~and~~
6 ~~expenses as authorized by the commission~~ of one hundred dollars
7 (\$100) per day, if a majority of the commission approves the
8 compensation by a recorded vote, plus the necessary expenses
9 incurred by a member in the performance of his or her duties.
10 Compensation earned by members of the commission while serving
11 on the task force shall not be subject to the eight hundred dollars
12 (\$800) limitation described in Section 14509 of the Government
13 Code.

14 ~~(e) The Department of Transportation shall provide staff to the~~
15 ~~task force.~~

16 (e) Pursuant to Section 14512 of the Government Code, the task
17 force may request the Department of Transportation to perform
18 such work as the task force deems necessary to carry out its duties
19 and responsibilities.

20 (f) The task force shall study MBF alternatives to the gas tax.
21 The task force shall gather public comment on issues and concerns
22 related to the pilot program and shall make recommendations to
23 ~~the department~~ and the commission on the design of a pilot
24 program to test alternative MBF approaches. The task force may
25 also make recommendations to ~~the department~~ and the commission
26 on the criteria to be used to evaluate the pilot program. *The*
27 *commission shall approve the design of a pilot program by January*
28 *1, 2016.*

29 (g) In studying alternatives to the current gas tax system and
30 developing recommendations on the design of a pilot program to
31 test alternative MBF approaches pursuant to subdivision (f), the
32 task force shall take all of the following into consideration:

33 (1) The availability, adaptability, reliability, and security of
34 methods that might be used in recording and reporting highway
35 use.

36 (2) The necessity of protecting all personally identifiable
37 information used in reporting highway use.

38 (3) The ease and cost of recording and reporting highway use.

1 (4) The ease and cost of administering the collection of taxes
2 and fees as an alternative to the current system of taxing highway
3 use through motor vehicle fuel taxes.

4 (5) Effective methods of maintaining compliance.

5 (6) The ease of reidentifying location data, even when personally
6 identifiable information has been removed from the data.

7 (7) ~~Risks for Increased~~ privacy concerns when *location data is*
8 *used in conjunction* with other technologies, such as automatic
9 license plate readers.

10 (8) Public and private agency access, including law enforcement,
11 to data collected and stored for purposes of the MBF to ensure
12 individual privacy rights are protected pursuant to Section 1 of
13 Article I of the California Constitution.

14 (h) The task force shall consult with highway users and
15 transportation stakeholders, including representatives of vehicle
16 users, vehicle manufacturers, and fuel distributors as part of its
17 duties pursuant to subdivision (g).

18 3091. (a) ~~Based on the recommendations of the MBF Task~~
19 ~~Force, design approved by the commission,~~ the Transportation
20 Agency shall ~~develop and implement, by January 1, 2016,~~
21 *implement* a pilot program to identify and evaluate issues related
22 to the potential implementation of an MBF program in California
23 *by January 1, 2017.*

24 (b) At a minimum, the pilot program shall accomplish all of the
25 following:

26 (1) Analyze alternative means of collecting road usage data,
27 including at least one alternative that does not rely on electronic
28 vehicle location data.

29 (2) Collect a minimum amount of personal information including
30 location tracking information, necessary to implement the MBF
31 program.

32 (3) Ensure that processes for collecting, managing, storing,
33 transmitting, and destroying data are in place to protect the integrity
34 of the data and safeguard the privacy of drivers.

35 (c) The agency shall not disclose, distribute, make available,
36 sell, access, or otherwise provide for another purpose, personal
37 information or data collected through the MBF program to any
38 private entity or individual unless authorized by a court order, as
39 part of a civil case, by a subpoena issued on behalf of a defendant
40 in a criminal case, by a search warrant, or in aggregate form with

1 all personal information removed for the purposes of academic
2 research.

3 3092. (a) The Transportation Agency shall prepare and submit
4 a report of its findings based on the results of the pilot program to
5 the MBF Task Force, the California Transportation Commission,
6 and the appropriate policy and fiscal committees of the Legislature
7 by no later than ~~June 30, 2017~~ *January 1, 2018*. The report ~~shall~~,
8 *shall* include, but not be limited to, a discussion of all of the
9 following issues:

10 (1) Cost.

11 (2) Privacy, including recommendations regarding public and
12 private access, including law enforcement, to data collected and
13 stored for purposes of the MBF to ensure individual privacy rights
14 are protected pursuant to Section 1 of Article I of the California
15 Constitution.

16 (3) Jurisdictional issues.

17 (4) Feasibility.

18 (5) Complexity.

19 (6) Acceptance.

20 (7) Use of revenues.

21 (8) Security and compliance, including a discussion of processes
22 and security measures necessary to minimize fraud and tax evasion
23 rates.

24 (9) Data collection technology, including a discussion of the
25 advantages and disadvantages of various types of data collection
26 equipment and the privacy implications and considerations of the
27 equipment.

28 (10) Potential for additional driver services.

29 (11) Implementation issues.

30 (b) The California Transportation Commission shall include its
31 recommendations regarding the pilot program in its annual report
32 to the Legislature as specified in Sections 14535 and 14536 of the
33 Government Code.

34 3093. This chapter shall remain in effect only until January 1,
35 ~~2018, 2019~~, and as of that date is repealed, unless a later enacted
36 statute, that is enacted before January 1, ~~2018, 2019~~, deletes or
37 extends that date.

- 1 SEC. 3. Chapter 7 (commencing with former Section 3100) of
- 2 Division 2 of the Vehicle Code is repealed.

O

BILL ANALYSIS

SB 1077
Page 1

SENATE THIRD READING
SB 1077 (DeSaulnier)
As Amended August 4, 2014
Majority vote

SENATE VOTE : 23-11 _

TRANSPORTATION 10-4 APPROPRIATIONS 12-5

Ayes:	Lowenthal, Achadjian, Ammiano, Bloom, Bonta, Buchanan, Daly, Gatto, Holden, Nazarian	Ayes:	Gatto, Bocanegra, Bradford, Ian Calderon, Campos, Eggman, Gomez, Holden, Pan, Quirk, Ridley-Thomas, Weber
Nays:	Linder, Patterson, Quirk-Silva, Waldron	Nays:	Bigelow, Donnelly, Jones, Linder, Wagner

SUMMARY : Creates a Mileage-Based Fee (MBF) Task Force (task force) to guide development and implementation of a pilot program to study the potential for an MBF as an alternative to the gas tax. Specifically, this bill :

- 1) Makes legislative findings and declarations regarding the inadequacy of the gas tax to meet California's long-term revenue needs for transportation and the need to explore an MBF program as an alternative to the antiquated gas tax system now in place.
- 2) Creates a 15-member task force within the California Transportation Commission (CTC).
- 3) Directs the task force to study MBF alternatives to the gas tax and to guide development and evaluation of a pilot program to test MBF approaches.
- 4) Directs the California State Transportation Agency (CalSTA) to implement, by January 1, 2017, a pilot program, based on guidance from the task force, to identify and evaluate issues related to potential implementation of an MBF program.

5) Requires CalSTA to submit a report on the pilot program to the task force, CTC, and the Legislature, by January 1, 2018.

6) Sunsets and is repealed on January 1, 2018.

FISCAL EFFECT : According to the Assembly Appropriations Committee:

1) One-time costs to support the task force would be about \$350,000 for two positions. Additional costs to compensate task force members and to hold some task force meetings throughout the state would depend on the number of meetings, but could total in the low hundreds of thousands of dollars.

2) One-time costs for the pilot project would depend in part on the number of vehicles and locations involved. The California Department of Transportation (Caltrans) estimates a cost of anywhere from \$1 million to \$20 million. Given the significant impact that changing to a MBF system would have on the state, it is assumed the study should be as representative as possible, which implies a cost at the higher end of Caltrans' range.

COMMENTS : Since 1923, California, and the rest of the nation, has relied heavily on gas taxes to support its local streets and roads and state highway system. Gas taxes have the benefit of being fairly inexpensive to administer. Furthermore, until recently, they have been a reasonably equitable means of distributing the tax burden amongst drivers in rough proportion to their use of the roadway system. The gas tax is no longer a viable, sustainable revenue source, however. According to the Institute on Taxation and Economic Policy, two important developments have combined to greatly reduce the functionality of the gas tax:

1) The purchasing power of gas tax revenues has declined significantly due to inflation. If current tax rates, set in 1994, remain unchanged through 2035, real gas tax revenue will have declined by over 40%; and,

2) Improvements in vehicle fuel efficiency have cut directly into gas tax revenues by allowing drivers to travel farther distances while buying less gasoline. From an environmental

and energy policy standpoint, this is undeniably desirable. Decreased fuel consumption reduces greenhouse gasses and our dependence on foreign oil. But with vehicle fuel efficiency set to nearly double in the next 20 years, gas tax revenues will be cut nearly in half.

In the face of rapidly declining gas tax revenues, many have implored state legislatures and Congress to raise state and federal gas tax rates. However, raising the gas tax rate is not a long-term viable funding solution nor does it support the state's policies goals. An alternative to the gas tax must be found. The alternative most often cited across the nation is MBFs.

This bill provides for a rigorous, independent review of a potential MBF system. Although the task force and pilot program will likely consume substantial resources, the significance of this effort should not be underestimated. Billions of dollars of lost gas tax revenue are at stake. For more than a decade CTC has raised concerns with respect to the decline and instability of gas tax revenues. It has urged that the Legislature and the Administration to consider implementation of an MBF system to address California's transportation needs. This bill will finally begin to answer that call.

Please see the policy committee analysis for a full discussion of this bill.

-

Analysis Prepared by : Janet Dawson / TRANS. / (916) 319-2093

FN: 0004726



DATE: August 13, 2014
TO: STA Board
FROM: Sofia Recalde, Associate Planner
RE: STA Bay Trail Vine Trail Update

Background:

Within the City of Vallejo, two regional trail systems, the San Francisco Bay Trail and the Napa Valley Vine Trail, share some common planned and built alignments that connect Napa and Solano Counties. On behalf of the City of Vallejo, the Solano Transportation Authority (STA) is leading the collaboration with the Bay Trail and Vine Trail to develop a feasibility study and preliminary engineering to deliver both the Bay Trail and Vine Trail segments within City of Vallejo. The feasibility study will determine the scope of the gap closure project and costs involved with constructing a bicycle and pedestrian path that is consistent with the Bay Trail and Vine Trail alignments.

The Bay Trail and the Vine Trail have each provided \$50,000 grants to support the pursuit of the document through a cooperative agreement. Together, a total of \$100,000 is available to complete the document. STA selected a consultant team led by Alta Planning + Associates and kicked off the study in April 2014.

A Bay Trail Vine Trail Technical Advisory Committee (TAC) was established to provide input and feedback as elements of the Feasibility Study are developed. The TAC consists of Planning and Public Works staff from the cities of Vallejo and American Canyon, Napa County Transportation and Planning Agency, San Francisco Bay Trail, Napa Valley Vine Trail, and Caltrans.

Discussion:

With the assistance of Alta Planning + Associates, STA has hosted 2 outreach events for the Bay Trail Vine Trail Feasibility Study. The first workshop, held on May 12th, introduced Vallejo residents and Bay/Vine Trail enthusiasts to the study purpose, scope and objectives, and gave attendees a virtual tour of the study area and potential trail alignments. Feedback received provided insight on certain key areas and helped to rule out some alternative trail alignments and set the stage for the second outreach event (Attachment A).

On June 28th, the STA hosted a walking and cycling tour of the study areas to review the alternate routes and discuss opportunities and challenges to implementing a trail or other pedestrian and bicycle facilities. Fifteen (15) Vallejo residents participated in the walking/biking tour, as well as agency representatives from the City of Vallejo, STA, San Francisco Bay Trail, Napa Valley Vine Trail and Napa County Transportation and Planning Agency. The tour included 9 stops in the northern area between the American Canyon-Vallejo border and the White Slough Path, and 6 stops in the southern area between the White Slough Path and the bicycle and pedestrian facilities on Wilson Ave. Each stop included a description of the potential alignment and treatments, as well as a

discussion about the challenges associated with constructing bicycle and pedestrian facilities through that location. Challenges include: environmental constraints (climate change, wetlands); right of way challenges with property owners, Union Pacific Railroad, and Caltrans; difficult intersections; driveways; traversing the State Route (SR)37/29 intersection; and connections to existing facilities. See Attachment B for a summary of comments received from the June 28 Tour.

Alta Planning + Associates is currently developing draft alignment and design recommendations for the study areas, which are to be vetted by the Bay Trail Vine Trail TAC in September.

Schedule

Week of September 15	Public workshop #3
October	Feasibility and Preliminary Engineering
November 6	BAC
November 19	STA TAC
December 10	STA Board
January 2015	City of Vallejo City Council

On August 20, 2014, the California Transportation Commission (CTC) approved \$3.6 million in Active Transportation Program (ATP) infrastructure funds for the construction of a large segment of the Vine Trail in Napa County. This would appear to indicate that the Vallejo segment of the Vine Trail will be a highly competitive future candidate for ATP funds when it is ready for construction.

Recommendation:

Informational.

Attachments:

- A. Notes from the May 12th Public Workshop
- B. Notes from the June 28th Walking/Cycling Tour

STA Bay-Vine Trail Study

Public Workshop #1

May 12, 2014

6:00 p.m. – 8:00 p.m.

City of Vallejo Conference Center on Mare Island - 375 G Street

Meeting Notes

Approximately 25 members of the public attended the first Public Workshop for the STA Bay-Vine Trail Study. The workshop began with a presentation on the study purpose, scope and objectives; a “virtual tour” of key study segments and potential trail alignment alternatives; and an overview of the project schedule and upcoming tours and meetings. Attendees then worked in small groups to discuss and record their ideas on the maps provided. The study area was broken up into four sub areas and participants rotated between tables to provide comments. At the close of the meeting, consultants provided a summary of the next steps and upcoming opportunities for public engagement.

Table 1 presents the notes from the question and answer period that followed the presentation and Break Out Session. Table 2 presents the notes from the Break Out Session. Photos of the marked-up maps are presented as an appendix to these notes.



Public Workshop #1 included a presentation, a question and answer period (top photo), and break out session (bottom photo).

Table 1: Question and Answer Period Notes

Notes

Q: Are all trails going to be 12' wide? Paved? A: The trail width and surfacing are to be determined. Width depends partly on anticipated user groups and use levels. Paving is recommended to better facilitate bicycle access and all-weather use.

Need to resolve time for 6/28 tour. The flier and powerpoint state different times.

Q: Would the trail be separated from vehicular travel lanes? Maybe with a barrier? A: Likely a physical space, curb, and/or landscaping would be provided as a buffer.

I am concerned about putting trail behind homes on Catalina, especially about the potential for crime. Dogs may also be a problem. I support the trail, but move it further from the back of fence.

Q: What would the trail surface be? What would it be in nature areas? A: It may be a boardwalk or crushed granite. This is to be determined. Is there a community preference?

Notes (cont.)

Q: There is the potential for conflict between pedestrians and cyclists on the trail. Are the ways to minimize this conflict? A: It may be possible to separate users.

Q: Will trail accommodate horses? A: That is unknown at this time. The team understands there is little demand for equestrian trails in this area.

Q: What are the top 5 challenges for this project? A: Potential challenges include: addressing community concerns, technical issues (e.g., crossing the highway ramps), crossing the railroad, pinch points, and finding an alignment that works.

Q: How will you make intersections safer to cross? A: First, we need to define the alignment. The team will introduce a toolbox of options later on in project.

Safety is a key consideration.

There are lots of stops and starts riding through Vallejo. Make the route direct with as few stops as possible. Include a scenic loop.

This project is a potential tourism draw.

Debris along Highway 29 is a hazard. This route is also used by many trucks.

Q: Is funding subject to renewal? A: Potential funding sources will depend on the chosen alignment and facility type(s).

Q: Are bicycle tunnels / bridges prohibitively expensive? A: Bridges/tunnels will be considered.

I want all ideas to get due consideration.

Table 2: Break Out Session Notes

General Comments	
Location	Notes
General	Check police records – personal safety
General	How many bikes – pedestrians using now?
General	Any conflicts with existing users?
General	Hwy 37 is too noisy and dangerous.
General	Volunteer time available
General	I believe the strongest location to place the trail to the benefit of the community is along the marsh and wetlands. Although there are issues of camping litter and general impact, I believe having the trail along the marsh will provide a diverse benefit covering everything from environmental education to basic connection to nature that is so crucial to our youth today.
Map 1 (Western portion of Study Area 1)	
Location	Notes
Catalina Cir.	Add a trail loop around Catalina Cir.
Catalina Way/Cir	Trail around Catalina Cir (outside of creek).

Map 1 (Western portion of Study Area 1) (cont.)

Location	Notes
Open space N. of Dutch Flat Rd	Make use of open land north of the homes - more visible!
Meadows Dr from Azalea Ct to Catalina Wy	Safety challenges community
Catalina Wy	Bay Trail alignment would cause parking problems where it transitions from behind homes to along Catalina Wy. Instead, route the trail further from the homes and toward the Catalina Wy/Meadows Dr intersection. In favor 100% but move further away from houses. Parking should be at Meadows Dr and Catalina Wy.
Meadows Dr from Belvedere Ct to Catalina Way	Safety issue - cars jump curb due to unsafe speed and do "burnouts" in roadway. Lots of bird watchers come here and park.
Meadows Dr around Obrien Cir	Kids run into road, play in street. Heavy traffic. 35 mph. Parked cars.
South of Meadows Dr	A tough neighborhood

Map 2 (Northeastern portion of Study Area 1)

Location	Notes
Meadows Plaza	It looks like the trail would be on the west side of Broadway. Can it be moved to the east side, between Broadway and the railroad tracks?
Alternative street route on Elliot Dr	Not good for recreation
Lincoln Hwy/Mini Dr intersection to Broadway	Critical spot - separate (south of intersection, to avoid multiple crossings)
Broadway	Current potential for Class II
Broadway	Class I for commuters
Along wetlands	Class I for recreational use
Meadows Dr	Not preferred
Lewis Brown Dr to Lincoln Hwy connection, under Hwy 37	Focus area. Good for transport.
Broadway and Lewis Brown Dr	Can this intersection be improved? Maybe remove the slip lane?

Map 3 (Southeastern portion of Study Area 1)

Location	Notes
General	Extend map 3 to the south to include the connection to the existing path
General - west alignment of Bay Trail	Anticipate that this area will be under water in 20 years; high flood waters. Identify the edge of tidal marsh.
General - west alignment of Bay Trail behind homes	Concern over theft
Enterprise St and Hwy 37	Go under or over the freeway (tunnel or bridge) northeast of Palm Drive to avoid crossing interstate on and off ramps at-grade
South of Hwy 37/29 interchange	Tunnel/bridge across 37 - avoid ramps

Map 3 (Southeastern portion of Study Area 1) (cont.)	
Location	Notes
Hwy 37 and Hwy 29 interchange	When traveling southbound along Highway 29, the Highway 37 eastbound on ramp is problematic to cross
Lewis Brown Dr/Hwy 29/Hwy 37 eastbound offramp	Challenging intersection
Bay Trail, west of Jack London Dr and south of Sonora Pass Rd	Consider building a levee and putting the trail on top. This would be a long-term project. Could also help with flood control.
Bay Trail alignment, southeast of Sonora Pass Rd under Hwy 37 onramp	This is a good cut through.
Trail alignment along Sonoma Blvd then west behind homes	Good for recreation (go on west side of Hwy 37). Route the trail around the restoration area.
New alignment option	Consider routing trail users along Jack London Dr to a Class I trail south of Sonora Pass Rd.
Meadows Dr	Opportunity to remove parking on Meadows Dr?
Meadows Dr, west of Sonoma Blvd	Wide, busy (esp. PM rush hour), not scenic
Broadway	Speeding is common. The roadway doesn't feel safe. Can the look of the corridor be improved?
Broadway and Meadows Plaza	Could the project include a connection between Sonoma Blvd and Broadway, through the old Walmart parking lot? I like this idea.
Bay Trail alignment along Sonoma Blvd	How can this be design to be more pleasant to use?
Bay Trail alignment along Sonoma Blvd	Sonoma Blvd has higher traffic than Broadway
Sonoma Blvd and Hwy 37 on ramp	Crossing the onramp is a hazard
Sonoma Blvd and Hwy 37 on ramp	Restoration project to west
White Slough	A path on the northwest side of the highway would be ideal.
Map 4 (Study Area 2)	
Location	Notes
General	I recommend one alignment for both trails through this area.
General	Look for onstreet bike lanes where congested.
Vine Trail route along Hwy 37	Traffic
Sacramento St and SF Bay Trail	Provide a gate w/padlock at the terminus of the existing path?
Wilson Ave north of Hwy 37	The potential Bay Trail alignment is more scenic than the potential Vine Trail alignment.
Wilson Ave and Daniels Ave	High pedestrian activity, not enough room for bikes
Wilson Ave and Daniels Ave	Bring path around/behind the business instead of along Wilson?
Wilson Ave and Daniels Ave	Built with sidewalks – don't want more bikes due to heavy other use (e.g., dog walking)

Map 4 (Study Area 2) (cont.)

Wilson Ave at Hwy 37 undercrossing	Old path; railing on top of bridge
East of Wilson Ave	Park? Open space?
Wilson Ave north of 37	View is great
Wilson Ave north of 37	Lots of votes
Wilson Ave north of 37	Ideal Class I on west side
Fortune Dr	This route may be OK, but commuters may not like.
Wilson Ave	Slow traffic on Wilson Ave – speeding!
Wilson Ave	Expansion project – can we remove medians to accommodate a Class I path?

STA Bay-Vine Trail Study

Public Workshop #2 – Bicycling and Bus Tour

June 28, 2014
10:00 a.m. – 4:00 p.m.

Meeting Notes

Approximately 15 members of the public attended the second Public Workshop for the STA Bay-Vine Trail Study. The workshop consisted of two simultaneous tours – a bicycling tour and a bus tour – and northern and southern tour routes (see **Figure 1**).

The tours began with a brief overview of the study and tour objectives (i.e., to review bicycling and walking conditions in the field and discuss potential improvements). At the close of the tour, consultants provided a summary of the next steps and announced the third public workshop, which is scheduled for Wednesday, August 6th from 6:00 to 8:00pm at the JFK Library in Vallejo. The objective of the third workshop is to present and gain feedback on the trail alignment recommendations.

Table 1 presents the notes from the northern bicycling and bus tours. **Table 2** presents the notes from the southern bicycling and bus tours.

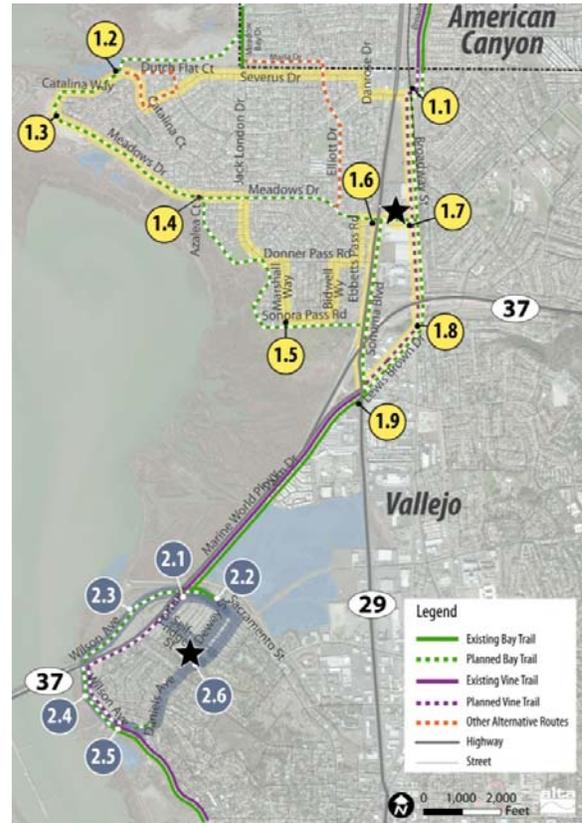


Figure 1: Northern and Southern Tour Routes



Public Workshop #2 included simultaneous bicycling and bus tours, during which participants traveled and/or viewed potential trail routes and discussed opportunities, constraints, and their preferences.

Table 1: Bicycle and Bus Tour Notes – Northern Tour

Notes	
Tour Stop 1.1: Broadway Street and Mini Drive	
Project Team Tour Stop Introduction: Challenges associated with this crossing include closely spaced intersections that jog and include the rail crossing. The ROW is narrow along Mini Drive and there is not room for a Class I bike path. Do you have suggestions on how you would like to cross the street and which side the trail should be located on?	
<ul style="list-style-type: none"> • Is the rail active? 	<ul style="list-style-type: none"> • This is a UPRR line. It runs once a day at 10 mph.
<ul style="list-style-type: none"> • What is the width of the rail ROW? 	<ul style="list-style-type: none"> • The ROW width varies. This Study will include review of available ROW.
<ul style="list-style-type: none"> • The general setback from rail lines is 25 feet. In past experience, UPRR has not been very supportive of giving away their ROW. 	
<ul style="list-style-type: none"> • What about buying the lot (SW corner of intersection) from the Mini Family? 	
<ul style="list-style-type: none"> • What are the options for developing a trail along the west side of Broadway? 	<ul style="list-style-type: none"> • If the route is adopted as part of a plan, the trail would be developed as the properties redevelop.
<ul style="list-style-type: none"> • Would the trail be di-directional for bicyclists? 	<ul style="list-style-type: none"> • Yes; the preferred trail design would be allow for two-way pedestrian and bicycle travel.
<ul style="list-style-type: none"> • Can the travel lanes be narrowed to make more room for a trail? 	<ul style="list-style-type: none"> • The project team will review travel lane widths to see if they can be narrowed.
<ul style="list-style-type: none"> • It would be great if this contingent would instruct the Vallejo General Plan Committee to improve bike/ped access on Broadway. 	
<ul style="list-style-type: none"> • Will the study review collision data? 	<ul style="list-style-type: none"> • Yes.
<ul style="list-style-type: none"> • The SR 29 Corridor Study includes bike lanes. 	
<ul style="list-style-type: none"> • The American Canyon segment is on the west side. 	
Tour Stop 1.2: Catalina Way	
Project Team Tour Stop Introduction: The City of American Canyon is working on a potential trail alignment behind the homes along Catalina Way. The City of Vallejo is also interested in this connection. The distance between the homes and trail is to be determined.	
<ul style="list-style-type: none"> • Past floods: 1986 and 2003 	
<ul style="list-style-type: none"> • Would the path be built at-grade? 	<ul style="list-style-type: none"> • A boardwalk may be appropriate here. The trail elevation and materials should account for flooding and tides.

<ul style="list-style-type: none"> • Is it possible to bump out the riprap behind the homes and construct a trail on top? 	<ul style="list-style-type: none"> • The City of American Canyon is looking into this.
<ul style="list-style-type: none"> • Consider the possible parking impact to the neighborhood and plan for staging areas with parking. 	
<ul style="list-style-type: none"> • There are many dead-end streets in this part of Vallejo, which are conducive to trail access. 	
<ul style="list-style-type: none"> • Could the sidewalk be widened? 	<ul style="list-style-type: none"> • If a wider sidewalk is pursued, there needs to be a transition to the American Canyon segment via an “out-board” segment. • If the sidewalk becomes the route, consider trimming vegetation to allow views to the wetlands.
<ul style="list-style-type: none"> • Is there potential to use the PG&E easement? 	<ul style="list-style-type: none"> • The easement is narrow, runs through wetlands, and does not connect to the streets to the northeast. In past experience, PG&E has not been conducive to use of their easements for a trail.
<ul style="list-style-type: none"> • Gaining the approvals and permits needed to build in wetlands is often prohibitively restrictive. 	
<ul style="list-style-type: none"> • The Class I bike path along SR 12 in Suisun could be a good precedent for this project. 	

Tour Stop 1.3: Meadows Drive [Note: the tour was extended to include Catalina Circle.]

Project Team Tour Stop Introduction: Environmental hurdles associated with construction in the wetlands present a potential challenge. Meadows Drive is wide with fronting homes on one side only, such that parking is not heavily utilized. The project team anticipates traffic flows could be handled with two lanes. Wide roadways tend to encourage speeding and Meadows Drive is used for donuts. Reducing the number of travel lanes could slow cars, deter use of the roadway for donuts, and create room for a trail outside the wetlands.

<ul style="list-style-type: none"> • Could the route include Catalina Circle? How about widening the Catalina Circle outside sidewalk? A trail here would be a community resource. 	<ul style="list-style-type: none"> • The sidewalk not heavily used, but some residents currently use it for dog walking and recreation. • There is not enough space in the public ROW to include separate facilities. This is a low traffic street. Consider an on-street facility. • On-street parking is important here. • Consider wider sidewalk. • The Homeowners Association along Catalina Circle maintains the sidewalks. Need to consider their needs.
<ul style="list-style-type: none"> • What kind and frequency of maintenance would be needed for a dirt path along Catalina Circle in the wetlands and beyond the trees? What is the flood level here? 	<ul style="list-style-type: none"> • The risk of flooding is every 3 to 5 years. • Consider sea level rise. The area is expected to be under water in 25 years. • ABAG is currently planning a Bay Trail segment with the assumption it will be occasionally flooded.

<ul style="list-style-type: none"> • What is the potential for a floating path? 	<ul style="list-style-type: none"> • This type of construction is very expensive and typically used only for short, very-constrained trail segments.
<ul style="list-style-type: none"> • This is a good area for watching fireworks. 	<ul style="list-style-type: none"> • Consider potential trailhead.
<ul style="list-style-type: none"> • What are the typical mitigation requirements when building in wetlands? 	<ul style="list-style-type: none"> • Typically public agencies try to avoid wetlands. If construction in the wetlands is allowed, the trail would like be a boardwalk. • It is safer and more practical to build at the top of bank.
<ul style="list-style-type: none"> • A shared facility would not accommodate fast bicyclists. 	<ul style="list-style-type: none"> • Noted.
<ul style="list-style-type: none"> • Support for a 12 to 14-foot wide path, where feasible. 	

Tour Stop 1.4: Meadows Drive and Azalea Court

Project Team Tour Stop Introduction: See introduction for Tour Stop 1.3.

<ul style="list-style-type: none"> • If a road diet is proposed, should travel lanes be reduced from 4 lanes to 3 lanes? From 4 lanes to 2 lanes? Should there be a center turn lane? Should it include landscaped medians or a linear park on the Bay side? 	<ul style="list-style-type: none"> • Most participants are open to a road diet from 4 lanes to 2 lanes. • Support for a linear park and shared path. • Support for more trees for shade and to block wind. <ul style="list-style-type: none"> • Support for roundabouts at intersections.
<ul style="list-style-type: none"> • Would there be a barrier between the trail and roadway? What type? 	<ul style="list-style-type: none"> • Caltrans guidelines call for a 5-foot wide horizontal separation. This area could be planted with landscaping and trees. • Support for a dry creek look to any landscaping (along trail and in any medians), including boulders.
<ul style="list-style-type: none"> • Can the asphalt be colored for a more beautiful/natural look? Support to avoid surfacing that is too light or dark. 	<ul style="list-style-type: none"> • Colored concrete is an option.
<ul style="list-style-type: none"> • Support for aligning the trail on the outside of homes. 	

Tour Stop 1.5: Sonora Pass Road

Project Team Tour Stop Introduction: Potential alignments include a Class I bike path south of the residences and an on-street route. Any trail through the wetlands would be a longer-term objective. Also consider shorter-term routes.

- Support for a trail behind the homes.
- Note regulatory issues with “super wetlands.”
- The sewer easement presents an opportunity for trail construction; however, it appears to end at Tobin Drive. The Vallejo Sanitation Flood Control District would have additional information on the sewer line.
- Look for opportunities for connecting a trail through the wetlands with the neighborhood. Support for boardwalks.

Tour Stop 1.6: Meadows Drive and Sonoma Boulevard

Project Team Tour Stop Introduction: Meadows Drive directly west of Sonoma Boulevard is constrained. This area experiences heavy weekend traffic.

- Consider the potential for a road diet on Meadows Drive.
- Good intersection design is important at the Meadows Drive/Sonoma Boulevard intersection.
- Consider a lead pedestrian interval, high visibility crosswalks and green bike lane markings at the Meadows Drive/Sonoma Boulevard Intersection.
- Most participants would like to access Broadway and avoid Sonoma at SR 37. However some supported facilities on both.
- Plans should be consistent with SR 29 plans.
- Potential future retail development may include parking lot reconfiguration with pathway and signal on Broadway.

Tour Stop 1.7: Broadway Street

Project Team Tour Stop Introduction: Broadway is the Vine Trail Coalitions preferred route for the Vine Trail. Large retail may be interested in moving into the old Walmart site. When this property redevelops, a signal would be installed at the driveway off Broadway. Potential for trail construction and a trail crossing when the property redevelops. To minimize potential conflicts at the Mini Drive crossing, a trail alignment on the east side of Broadway between Mini Drive and the new traffic signal then on the west side from the new traffic signal to Lewis Brown Drive may be most appropriate.

- Opportunity to repurpose the sidewalk, which is not heavily used.
- Preference to put path on west side, which would allow trail users to access the shopping center. There are more driveways on the west side, creating a potential conflict for trail users. The Vine Trail prefers alignment on the east side of Broadway.
- There appears to be excess room between the edge of pavement and the eastern property line. Consider shifting the roadway to the east to create room for a trail on the west side.
- Consider the industrial needs on the east side of Broadway. Large trucks use these driveways.
- Support for keeping the trail on one side or crossing the trail at a signalized crossing. Support for a trail meeting Class I bike path standards, or as close as possible.
- Alta’s “Rails with Trails: Lessons Learned” study is a good resource for planning trails along railroad lines. Each rail line owner has a different setback from the rail line.

Tour Stop 1.8: Broadway Street and Lewis Brown Drive

Project Team Tour Stop Introduction: This is a high volume, skewed intersection with slip lanes, which is challenging to cross. A potential alignment option would be a Class I bike path on the west side of Broadway and roadway shift to the east; and tightening up the right turn onto Lewis Brown Drive to slow southbound cars turning right and reduce the crossing distance. A trail could potentially be constructed on the north or south side of Lewis Brown Drive.

- Consider routing bikes/peds along the City roads south of Lewis Brown Drive. Consider an alignment along the dirt road south of Lewis Brown Drive as an alternative alignment to Lewis Brown Drive, which has a higher traffic volume and is a higher speed roadway.
- There is a catch basin on the northwest corner of Broadway and Lewis Brown Drive.
- Lewis Brown Drive is the old SR 37 route and may have excess capacity. Potential for road diet? Is there potential to shift the roadway south?
- Is there an opportunity for traffic calming?
- A trail along the industrial businesses south of Lewis Brown Drive may not be so suitable for use by the ages 8 to 80 crowd.
- A trail along the south side of Lewis Brown Drive would align trail with the existing path at Enterprise.
- Look for opportunities to calm the intersection for an improved crossing.
- Possible crossing staging area at southwest “pork chop”?
- Need to consider interactions with Caltrans right-of-way.

Tour Stop 1.9: Lewis Brown Drive and Sonoma Boulevard

Project Team Tour Stop Introduction: This is a high volume, skewed intersection with slip lanes, which is challenging to cross. This intersection includes crosswalks on the east and south legs.

- The Broadway/Lewis Brown Drive intersection has lower traffic volumes. Consider crossing at Broadway, travel south the west using the roads through the industrial area, then north along Sonoma Boulevard to the Lewis Brown Drive intersection and crossing the south leg of that intersection.
- Preference to bypass SR 29 interchange via Broadway.
- Keep existing Class II on Lewis Brown Drive.
- Investigate opportunities for lane narrowing and road diet on Lewis Brown Drive.
- Note existing power lines and business access driveways on south side of Lewis Brown Drive.
- Preference for tunneling under the highway ramps and connecting with a trail south of the homes.
- This area likely has a high water table, which would be a constraint to tunneling.
- Tunnels may need to be seasonal (closed in the winter).
- Electrical ROW on Sonoma Boulevard?
- Ideally, there would be a trail on the north side of SR 37 (avoiding this intersection and allowing for views of the Baylands).

- Is a bicycle-exclusive signal phase an option here?
- No, not on a Caltrans off-ramp.

Table 2: Bicycle and Bus Tour Notes – Southern Tour

Notes	
Tour Stop 2.1: Fortune and Dewey	
<p>Project Team Tour Stop Introduction: A potential alignment would be on-street along Fortune to the break in the soundwall, then southwest between SR 37 and the soundwall. Along Fortune, there is not enough ROW for a trail between SR 37 and the soundwall. Constraints include limited views (along Fortune) and engineering challenges (SR 37 ramp and street crossings, retaining walls). This route is closer to residents and schools than the route along Sacramento Street, but farther from such uses than a route through the residential area. The portion of the trail south of Fortune would have Bay views across the highway.</p>	
<ul style="list-style-type: none"> • Consider a path under Sacramento Street, on the east side of SR 37, connecting Fortune to the existing path. 	
<ul style="list-style-type: none"> • The trail along Highway 101 in San Rafael may be a good precedent for this trail. 	
<ul style="list-style-type: none"> • It would be ideal to combine the Bay and Vine Trail alignments in this area. 	
<ul style="list-style-type: none"> • A trail along the soundwall would likely remove trees, which may be a challenge for the neighborhood. 	
Tour Stop 2.2: Sacramento Street	
<p>Project Team Tour Stop Introduction: There is not enough room for a Class I bike path along the Sacramento Street overcrossing. One option would be to construct a separate bike/ped overcrossing. Constraints with this option include high cost and need for Caltrans approval. Another option is to keep as is (bike lanes and sidewalks).</p>	
<ul style="list-style-type: none"> • Attendee expressed that the approx. 4-foot wide trail access north of the gate is not wide enough for bicyclists. Support for removing the gate and installing removable bollards. 	
<ul style="list-style-type: none"> • Consider removing part of the fence on the south side of Sacramento Street to allow access from/to the trail crossing. This is a City fence. 	
<ul style="list-style-type: none"> • Support for staging areas at the end of Enterprise and Serra. 	<ul style="list-style-type: none"> • This area is not available for public access.
<ul style="list-style-type: none"> • Bike lanes and sidewalks do not meet the vision for the Vine Trail. 	
<ul style="list-style-type: none"> • Could a trail be suspended off the side of the existing overcrossing? 	<ul style="list-style-type: none"> • This is often more challenging than a separate bike/ped bridge as the existing bridge may not have been designed to accommodate the additional load.
<ul style="list-style-type: none"> • Consider removing one or both bike lanes to make room for a trail. 	

- Public Works has proposed to widen Sacramento Street south of this location. If this happens, it might trigger the need to widen the bridge.
- Support for short-term bike lanes and sidewalk and long-term bike/ped bridge.
- Caltrans will want a cost/benefit analysis. A separate bike/ped bridge may not pencil out.
- Support for increasing the height of the railing along the westbound bike lane.

Tour Stop 2.3: Sacramento Street and SR 37 Off-ramps

Project Team Tour Stop Introduction: One option is bike lanes and a sidewalk. Another option is a Class I bike path on the outside shoulder. If a Class I bike path is pursued, crossing improvements would be needed at the Sacramento Street/SR 37 off-ramps intersection.

- The steep climb over the highway is a constraint to this route.
- The existing overcrossing is comfortable enough.
- The overcrossing is not ADA-compliant (e.g., the slope is too steep) and doesn't meet the Vine Trail objective of a separate facility.
- The Study will have short-term (low cost, minimal permitting and no additional access needs) and long-term (higher cost, greater permitting and/or access needs) recommendations.

Tour Stop 2.4: Wilson Avenue and Lighthouse Drive

Project Team Tour Stop Introduction: A Class I bike path on the west side (for better view and to avoid ramp crossings) or bike lanes and sidewalks. Challenges include a constrained area along the south side commercial businesses and narrow gateway features.

- Keep the existing Class II for on street cyclists.
- Put a Class I path on the west side; align with the existing sidewalk.
- A wider east side sidewalk would create an improved connection with a trail along SR 37/the soundwall.
- Make it look nice.
- Support for separate facilities.
- Talk with Caltrans about fixing the other side of SR 37.

Tour Stop 2.5: Wilson Avenue and Sims Avenue

Project Team Tour Stop Introduction: The northern terminus of the existing trail is located on the south side of Wilson Avenue. The existing, paved trail is 8-feet wide. Constraints include residences located close to the ROW and the drainage crossing.

- A complete trail is better than segments of a trail. Support for constructing a narrow trail if it means the trail is constructed sooner rather than later.

<ul style="list-style-type: none"> Request for an electronic resource for this Study. 	<ul style="list-style-type: none"> Some materials are currently posted to STA’s website. The Study will be posted there when available.
<ul style="list-style-type: none"> Would Lighthouse Drive include a trail crossing if the trail is constructed on the north/east side of Wilson Avenue? What about directing trail users to cross at Sims Avenue, for a more direct contention with the existing trail? 	<ul style="list-style-type: none"> Ideally, the crossing would be signalized. The crossing at Lighthouse Drive is signalized, whereas the Sims Avenue crossing has a beacon.
<ul style="list-style-type: none"> Would it be worthwhile to post the 2007 Greenway Study on the project website? 	<ul style="list-style-type: none"> Randy Anderson (Alta Planning + Design), who worked on that study is also the Principal on this study. The project team will build on the ideas/findings from the previous study.
<ul style="list-style-type: none"> Community resources/forums for discussion on this Study and bicycle and pedestrian access/facilities include: nextdoor.com, Propel Vallejo, Facebook (local clubs), and ClickFix (City of Vallejo’s site for reporting maintenance needs). 	
<ul style="list-style-type: none"> Consider planning for/including amenities along the trail (e.g., benches, viewing areas) 	<ul style="list-style-type: none"> Amenities are included in the Bay Trail and Vine Trail design guidelines.

Tour Stop 2.6: Daniels Avenue at Federal Terrace Elementary School

Project Team Tour Stop Introduction: Daniels Avenue is a possible signed route for those seeking a direct route. This route has good neighborhood and school connections.

- Daniels Drive is steep with poor sightlines (due mainly to curves in the roadway).

Overall Comments

- Group wanted to prioritize short-term improvements that will create seamless travel from American Canyon to the Vallejo Waterfront.
- Consider trail amenities such as lighting, staging areas and parking
- Seek funding



DATE: August 19, 2014
 TO: STA Board
 FROM: Andrew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
Regional¹			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 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 \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$167,000	
6.	Electronic Bicycle Lockers	\$500,000	December 8, 2014
State			
7.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	~\$100-150 million federally	Announcement Anticipated Spring 2015
Federal			

*New funding opportunity

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

¹ Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

This page intentionally left blank.

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
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	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. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	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. \$10 million , 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 http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 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 http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm

¹ 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
Regional Grants						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 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 http://www.californiahvip.org/
Transportation Fund for Clean Air (TFCA)	Andrew Hart (707) 399-3214 ahart@sta-snci.com	Due by May 23, 2014	Approx. \$59,000	To fund the implementation of TCMs and MSMs, the State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicle registration fees paid within the nine county Bay Area. These revenues are allocated by the Air District through the Transportation Fund for Clean Air (TFCA). TFCA grants are awarded to public and private entities to implement eligible projects.	N/A	Eligible Projects: TFCA funded projects have many benefits, including the following: <ul style="list-style-type: none"> • Reducing air pollution, including air toxics such as benzene and diesel particulates • Conserving energy and helping to reduce greenhouse gas emissions • Improving water quality by decreasing contaminated runoff from roadways • Improving transportation options • Reducing traffic congestion
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$167,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	
Electronic Bicycle Lockers	Patrick Wenzinger BAAQMD (415) 749-4934 PWenzinger@BAAQMD.gov	December 8, 2014	\$500,000	Only public agencies in the BAAQMD's jurisdiction are eligible to apply. Funding may be used to purchase and install new e-lockers. Up to \$2,500 per bicycle accommodated at any given time; Max. award is \$50,000 per agency. See Guidance, Policies, and Evaluation Criteria for a complete listing of all program requirements	N/A	An application webinar is scheduled for Tuesday, September 16, 2014 from 10:00am - 11:00am PDT. This webinar will cover program requirements, application process, and application evaluation criteria.

*New Funding Opportunity

**STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or 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
State Grants						
Highway Safety Improvement Program (HSIP): High Risk Rural Roads*	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 slyvia.fung@dot.ca.gov	Announcement Anticipated Spring of 2015	Approx. \$100-150 M nationally	The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm	N/A	Eligible Projects: HSIP funds are eligible for work on any public road or publicly owned bicycle/pedestrian pathway or trail, or on tribal lands for general use of tribal members, that corrects or improves the safety for its users.

This page intentionally left blank.



DATE: September 2, 2014
TO: STA Board
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2014

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2014.

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 2nd Wednesday of Every Month
 Consortium/TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 3rd Thursday of every *Even* Month
 PCC: Meets 3rd Thursday of every *Odd* Month
 SR2S-AC: Meets Quarterly (Begins Feb.) on the 3rd 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
Wed., August 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	Suisun City Hall	Tentative
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
Thurs., September 18	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati 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	STA Conference Room	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 th 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