



TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

1:30 p.m., Wednesday, January 28, 2015
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

- ITEM STAFF PERSON
1. CALL TO ORDER Daryl Halls, Chair
2. APPROVAL OF AGENDA
3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 -1:40 p.m.)
4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES (1:35 -1:45 p.m.)
• Presentation on Fairfield/Vacaville Train Station Kevin Berryhill, Fairfield
5. CONSENT CALENDAR Recommendation: Approve the following consent items in one motion. (1:45 - 1:50 p.m.)
A. Minutes of the TAC Meeting of November 19, 2014 Recommendation: Approve TAC Meeting Minutes of November 19, 2014. Pg. 5 Johanna Masielat
B. Lifeline Transportation Program – Prop 1B Recommendation: Forward a recommendation to the STA Board to:
1. Approve the Proposition 1B funding as shown in Attachment C;
2. Approve a loan of \$65,000 of STAF funds to Rio Vista for the purchase of one replacement bus;
3. Allocate \$65,000 of FTA 5311 operating funds to Rio Vista in 2016; and
4. Authorize the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan of \$65,000 and a funding swap of \$65,000 of FTA 5311 with TDA funds to be paid to STA for the repayment of the STAF loan. Pg. 11 Liz Niedziela

TAC MEMBERS

Table with 8 columns: Name, City, and County for each TAC member.

**C. Fiscal Year (FY) 2015-16 3-Year Project Initiation Document (PID) Work Plan**

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2015-16 3-Year PID Work Plan as specified in Attachment A.

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**6. ACTION FINANCIAL ITEMS**

**A. Benicia Transit Bus Hub Project Funding Request**

Graham Wadsworth,  
Benicia and  
Robert Guerrero

Recommendation:

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

1. Set aside \$125,000 from State Transit Assistance Funds (STAF) in FY 2015-16 to help finance the construction of Benicia Transit Bus Hub Project which will be paid back as Regional Transportation Impact Fee (RTIF) funding is collected;
2. Eliminate the Columbus Drive Project (\$60,000) from the RTIF Working Group 3 Projects as this project is fully funded; and
3. Allocate an additional \$236,000 from RTIF funds collected by Working Groups 3 (\$60,000) and 6 (\$176,000) towards the Benicia Bus Hub Transit Project.

(1:50 – 1:55 p.m.)

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**7. ACTION NON-FINANCIAL ITEMS**

**A. STA Sound Wall Retrofit Policy**

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the STA Sound Wall Retrofit Policy as supported by the SoHip and as outlined in Attachment A.

(1:55 – 2:05 p.m.)

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**B. Cap and Trade Program Project Support – Fairfield/Vacaville Train Station**

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to support the Fairfield-Vacaville Train Station as the priority project in the county for the State Cap and Trade Affordable Housing and Sustainable Communities program for 2015.

(2:05 – 2:10 p.m.)

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**C. Napa-Solano Travel Demand Model Update** Robert Macaulay  
Recommendation:  
Forward a recommendation to the STA Board to approve use of the update household and employment data for the Napa-Solano Travel Demand Model Update.  
(2:10 – 2:15 p.m.)  
**Pg. 73**

**D. Solano Comprehensive Transportation Plan (CTP) Update - Public Outreach** Robert Macaulay  
Recommendation:  
Approve the following:  
1. The Solano CTP public outreach campaign as outlined above; and  
2. Request MTC to enable STA to coordinate Solano CTP outreach with MTC's Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS).  
(2:15 – 2:20 p.m.)  
**Pg. 79**

**E. Bay Trail – Vine Trail Study** Andrew Hart  
Recommendation:  
Forward a recommendation to the STA Board to approve the Bay Trail-Vine Trail Feasibility and Engineering Study.  
(2:20 – 2:25 p.m.)  
**Pg. 81**

## 8. INFORMATIONAL ITEMS – DISCUSSION

**A. Active Transportation Program (ATP) Update – Discussion of Potential Candidate Projects** Andrew Hart  
(2:25 – 2:35 p.m.)  
**Pg. 143**

**B. Project Delivery Update** Anthony Adams  
(2:35 – 2:40 p.m.)  
**Pg. 145**

## INFORMATIONAL ITEMS – NO DISCUSSION

**C. SolanoExpress Marketing Plan Update** Jayne Bauer  
**Pg. 149**

**D. Legislative Update** Jayne Bauer  
**Pg. 155**

**E. Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program First Quarter Report** Judy Kowalsky  
**Pg. 175**

- F. **Summary of Funding Opportunities** Andrew Hart  
Pg. 177
- G. **Draft Meeting Minutes of STA Board & Advisory Committees** Johanna Masiclat  
Pg. 181
- H. **STA Board and Advisory Committee Meeting Schedule** Johanna Masiclat  
**for Calendar Year 2015**  
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**9. UPCOMING TAC AGENDA ITEMS**

February 2015

- A. MTC Vital Signs – Robert Macaulay
- B. Adopt 2015 SolanoExpress Marketing Plan – Jayne Bauer
- C. Presentation on Status of Jepson Parkway Project –Janet Adams
- D. Discussion of Transit Element of CTP - – Elizabeth Richards,  
Project Manager
- E. Solano Rail Facilities Plan Update – David McCrossan

March 2015

- A. Discussion of Arterials, Highways and Freeways Element of CTP – Robert  
Macaulay
- B. Review of Allocation Formula for Future Local Roads Funds

**10. ADJOURNMENT**

NOTE: Due to the Christmas holiday, the next regular meeting of the Technical Advisory Committee is scheduled for **1:30 p.m. on Wednesday, February 25, 2015.**



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**November 19, 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**

<b>Present:</b>	Mike Roberts	City of Benicia
	Joe Leach	City of Dixon
	Dan Kasperson	City of Suisun City
	Steve Hartwig – <i>Joined meeting at 1:40 pm</i>	City of Vacaville
	David Kleinschmidt	City of Vallejo
	Nick Burton – <i>For Matt Tuggle</i>	Solano County

**TAC Members**

<b>Absent:</b>	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Matt Tuggle	Solano County

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

Janet Adams	STA
Jayne Bauer	STA
Daryl Halls	STA
Drew Hart	STA
Robert Guerrero	STA
Judy Leaks	STA
Johanna Masielat	STA
Robert Macaulay	STA
Jim McElroy	STA Project Manager
Liz Niedziela	STA

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

Amanda Dum	City of Suisun City
Julie Morgan	Fehrs & Peers

**2. APPROVAL OF THE AGENDA**

On a motion by Joe Leach, and a second by Dan Kasperson, the STA TAC unanimously approved the agenda. (5Ayes, 3 Absent)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

Daryl Halls thanked Mike Roberts for serving as a Committee member to the STA TAC for his years of service with the City of Benicia, and his partnership with STA Staff to fund and deliver projects.

**5. CONSENT CALENDAR**

On a motion by Dan Kasperson, and a second by Joe Leach, the STA TAC unanimously approved Consent Calendar Items A through C. (5 Ayes, 3 Absent)

**A. Minutes of the TAC Meeting of September 24, 2014**

Recommendation:

Approve TAC Meeting Minutes of September 24, 2014.

**B. Letters of Support for Federal Transit Administration (FTA) Section 5310 Funding for Solano Mobility Management Programs**

Recommendation:

Forward a recommendation to the STA Board to authorize the Chair to forward a Letter of Support to Caltrans in Support of the Solano Transportation funding application for FTA Section 5310 for Solano Mobility Management Program.

**C. Federal Transit Administration (FTA) Non-Urbanized Area Program (FTA Section 5311) Revised Recommendation**

Recommendation:

Forward a recommendation to the STA Board to approve Federal Section 5311 Alloc: 2014 and 2015 in the amount of \$409,092 as specified in Attachment C.

**6. ACTION FINANCIAL ITEMS**

**A. Regional Transportation Impact Fee (RTIF): Nexus Report Amendment**

Robert Guerrero summarized the addition of the Green Valley Overcrossing, and reviewed the updated nexus fee which had a modest increase from \$8,282 to \$8,793 for the maximum eligible fee. He added that the STA is not seeking to adjust the amount of the PFF at this time. He noted that if approved by the STA Board, STA staff will provide the Supplemental Nexus Analysis to the County of Solano along with a formal request to amend the RTIF and PFF to include the Green Valley Overcrossing Project.

Recommendation:

Forward a recommendation to the STA Board to approve the Regional Transportation Impact Fee Supplemental Nexus Analysis for the Green Valley Overcrossing Project.

On a motion by David Kleinschmidt, and a second by Dan Kasperson, the STA TAC approved the recommendation. (6 Ayes, 2 Absent)

*Steve Hartwig arrived at the meeting at 1:40 p.m.*

## 7. ACTION NON-FINANCIAL ITEMS

### A. STA's Draft 2015 Legislative Priorities and Platform

Jayne Bauer reported that to date, no comments have been received. Staff will provide an update at the meeting if comments are received prior to that time. Staff recommends the TAC and Consortium forward a recommendation to the STA Board to adopt the Final Draft 2015 Legislative Platform and Priorities (Attachment C) at their meeting in December 2014.

After discussion and a recommendation from Steve Hartwig to bring back an item on ADA regulations pertaining to street maintenance, the STA TAC modified the recommendation to include the statement below shown in ***bold italics***:

#### Recommendation:

Forward a recommendation to the STA Board to adopt the STA's 2015 Legislative Priorities and Platform as specified in Attachment C ***and bring to a future Board meeting a proposed amendment to address ADA regulations as they pertain to street maintenance.***

On a motion by Steve Hartwig, and a second by Joe Leach, the STA TAC approved the recommendation as amended shown above in ***bold italics***. (6 Ayes, 2 Absent)

### B. Intercity Transit Corridor Study – Selection of Preferred Service Alternative, RFP for Phase 2 and Establishment of Public Outreach Process

Jim McElroy, Project Manager, provided background to the STA TAC regarding the Consortium's recommendation made to the STA TAC and Board at their March 2014 meeting to select a specific alternative and develop a request for proposal for the next phase to implement the recommended alternative (Option B). He noted due to a variety of concerns raised by transit staff from the City of Fairfield, the Consortium opted to not act on the recommendation and after a motion to forward the service recommendation to the STA Board with 4 Ayes (Dixon, STA, SNCI, and SolTrans), 4 Abstention (FAST, Rio Vista, Solano County, and Vacaville). In addition, he summarized the list of unresolved issues raised by the City of Fairfield which are being recommended by STA staff to be addressed as part of the Phase 2 Study. He also added that FAST Transit staff conveyed that objection to the framework for the STA's public comment process and commented that the public review process should go forward without identifying a preferred service option from the STA Board. Jim McElroy commented that the previous service option recommendation to the Consortium is being returned for consideration and amended to include specific action on a public review process with some modifications based on discussions with City of Fairfield staff. He also indicated that at a recent Board meeting, STA Board members expressed a desire to potentially include a public advisory committee to provide advice and feedback on the SolanoExpress system.

At an earlier meeting, the Consortium approved each recommendation as follows:

- Recommendations 1-3 passed with 5 Ayes, 2 Abstention (FAST and County of Solano); and 1 Absent (City of Vacaville)
- Recommendation 4 passed with 7 Ayes and 1 Absent (Vacaville City Coach)
- Recommendation 5 was tabled at the request of SolTrans staff to allow more time for committee members to review and discuss at a future Consortium meeting.

Mike Roberts left the meeting at 2:25 p.m.

At the suggestion of Steve Hartwig and after discussion, the STA TAC voted to modify the recommendation as follows:

Recommendation:

Forward a recommendation to the STA Board to:

1. ~~Select Alternative B—BART-like Trunk System as the preferred service alternative for the Solano intercity transit system~~ ***Approve the public review and input process for Phase 2 as specified:***
  - a. ***Forward the Phase 1 results to each of the affected Cities and the County including three service options and Option B as the service option recommended for Phase 2;***
2. Authorize the Executive Director to develop and issue a Request for Proposal (RFP) for consultant services for the Transit Corridor Study Phase 2 and the Coordinated SRTP;
3. Authorize the Executive Director to enter into an agreement in an amount not to exceed \$275,000 for Transit Corridor Study Phase 2 and Coordinated SRTP;
4. ~~Approve the public review and input process for Phase 2 as described in Attachment F; and~~
5. ~~Establish a Solano Express Intercity Transit Advisory Committee as described in Attachment G.~~

On a motion by Steve Hartwig, and a second by Dan Kasperson, the STA TAC approved the recommendation as amended shown above in ~~strike through~~ ***bold italics***. (6 Ayes, 2 Absent (Benicia and Vacaville))

Steve Hartwig left the meeting at 2:45 p.m.

## 8. INFORMATIONAL – DISCUSSION

### A. Solano Priority Conservation Area (PCA) Plan Update

Drew Hart noted that at their November 5, 2014 meeting, the PCA Stakeholder Committee generated a list of eight areas in the county (the existing 5 PCAs (Blue Ridge Hills, Vacaville-Fairfield Greenbelt, Suisun Valley, Western Hills, and Tri City and County Cooperative Planning Area, plus 3 new areas, Putah Creek Corridor, Dixon Ridge, and Mare Island) to analyze against ABAGs new guidelines. Additionally, he noted that the Committee hopes the consultant will identify 2 more areas that are good potential candidates based on the analysis of the whole county. He concluded by stating that the consultant will analyze these areas and report back to the Committee at their December 4<sup>th</sup> meeting and future tasks include identifying priority PCA projects and creating preliminary designs and budgets that would enhance the PCAs.

- B. State Affordable Housing and Sustainable Communities Program Update**  
Robert Macaulay reviewed a comment letter prepared by STA staff submitted on October 31<sup>st</sup>, and noted that in the letter, STA recommended the final guidelines be simplified, and use existing definitions and processes wherever possible. He added that letters from other CMAs, MTC and the California Association (CTA) took similar positions. Based upon the draft guidelines, it appears that no Solano projects will be competitive for the AHSC TOD funding expected to be approved in mid-2015. It is unclear whether Integrated Connectivity Project (ICP) funding may be appropriate, and whether obtaining such funding now might make project areas ineligible for such funds in the future.
  
- C. Quarterly Project Delivery Update**  
Robert Guerrero reviewed the projects that will be obligated in Fiscal Year (FY) 2014-15. He noted that the list provides comprehensive information including project description and follows the color-coding format that was approved in the recent months. He also noted that Suisun City, Vacaville, and Vallejo have not provided quarterly project updates, that Dixon's West A Street Paving Project missed a project delivery milestone (Field Review) and that the project manager for Dixon is aware of this milestone passing and has been working with Caltrans to move the project forward and stay on track.

**NO DISCUSSION ITEMS**

- D. Status of Solano's Title VI Program**
- E. Solano Employer Commute Challenge 2014 – Results**
- F. Summary of Funding Opportunities**

**9. FUTURE STA TAC AGENDA ITEMS**

A summary of the agenda items for December 2014 and January 2015 were presented.

**10. ADJOURNMENT**

The meeting was adjourned at p.m.

Due to the Thanksgiving holiday in November, the next regular meeting of the Technical Advisory Committee is scheduled **one week earlier** at **1:30 p.m. on Wednesday, December 17, 2014.**

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DATE : January 15, 2015  
 TO: STA TAC  
 FROM: Liz Niedziela, Transit Program Manager  
 RE: Lifeline Transportation Program- Prop 1B

**Background**

Metropolitan Transportation Commission’s (MTC) Lifeline Transportation Program funds projects that improve mobility for the region’s low-income communities. The program is administered by the nine county congestion management agencies (CMAs), and in Santa Clara County via a joint arrangement between the CMA and the County. For Solano County, the Lifeline Program is administered by Solano Transportation Authority (STA). STA Board approved in May 2012 Solano County’s Lifeline Funding for Cycle 3 as shown in Attachment A.

In October 2014, MTC adopted Resolution No. 4159, which set forth guidelines for Cycle 4 of the Lifeline Transportation Program (Attachment B). The target programming amount for Cycle 4 is \$65 million, which includes three years of funding (FY2014-FY2016). The funding sources include approximately \$31 million in State Transit Assistance (STA) funds, \$25 million in Proposition 1B – Transit funds, and \$9 million in Section 5307 Job Access and Reverse Commute (JARC) funds.

**Discussion:**

On October 28, STA staff emailed a Call for Projects for the Lifeline Transportation Program – Cycle 4 to the Consortium. The funding sources and total funds available for Solano County include approximately \$1,973,907 in State Transit Assistance (STA) funds, \$899,217 in Proposition 1B – Transit funds, and \$1,111,109 in Section 5307 Job Access and Reverse Commute (JARC) funds as shown below:

	Carryover	2014	2015	2016	Total
STAF		\$ 668,858	\$ 674,934	\$ 630,115	\$ 1,973,907
JARC	\$ 273,831	\$ 277,612	\$ 277,612	\$ 282,054	\$ 1,111,109
Prop 1B			\$ 899,217		\$ 899,217
<b>Total</b>		<b>\$ 946,470</b>	<b>\$ 1,851,763</b>	<b>\$ 912,169</b>	<b>\$ 3,710,402</b>

**Program requirements**

Details about Cycle 4, including general program requirements, detailed eligibility information by fund source, and a timeline, are available in the Lifeline Transportation Program Cycle 4 Guidelines (MTC Resolution No. 4159) (Attachment B).

**Proposition 1B Transit**

In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA-- which can be provided via a CMA board resolution or a letter from an authorized CMA representative--transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and goals, and is eligible for this fund source. Solano County’s transit operators were requested to submit their draft Prop 1B project lists to Solano County’s Lifeline

Program Administrator ,STA by January 15, 2015 so that the STA Board can review and consider these projects for \$899,217 in Prop 1B transit funds from Solano County transit operators. STA is requesting a brief description of the project, project cost, and how the project is consistent with Lifeline goals.

STA staff received three requests as shown below and in Attachment C:

<b>Agency</b>	<b>Project Description</b>	<b>Request</b>
SolTrans	3 replacement buses for local fixed route service	\$899,217
Dixon	1 replacement bus for dial a ride	\$8,421
Rio Vista	1 replacement bus for dial a ride/deviated service	\$90,000
		<hr/> \$997,638

Rio Vista cannot receive Prop 1B funding directly and would need to be sponsored by an eligible recipient such as Dixon, FAST, or SolTrans. Due to the high maintenance cost of the bus that needs to be replaced, Rio Vista needs to replace the bus as soon as possible. Instead of funding Rio Vista with Prop 1B funds, STA is recommending a loan of STAF in the amount of \$65,000 to fund Rio Vista replacement bus that can be paid back with a funding swap of FTA 5311 (rural) operating funds with TDA funds. In 2016, STA will be allocating FTA 5311 funding. STA will allocate an additional \$65,000 of FTA 5311 operating funds to Rio Vista. After Rio Vista receives the funding, they will reimburse STA \$65,000 in TDA funds. STA staff also recommends that this loan be provided after the City of Rio Vista fulfills their obligation to MTC of completing their City’s financial audits, submitting them to MTC and is cleared to receive TDA funding. The \$65,000 is recommended instead of \$90,000 due to the remaining balance of STAF that has already been committed as a local match for bus replacement. Rio Vista is supportive of this proposed funding swap.

STA staff recommends funding Dixon for \$8,421 for a replacement bus and SolTrans for \$890,796 for three replacement buses for local fixed route service (Attachment D).

Lifeline JARC and STAF applications are due to STA by March 3, 2015.

**Fiscal Impact:**

There is no fiscal impact for STA. This program provided an opportunity to implement Lifeline capital projects in Solano County in the amount of \$899,217 in Prop 1B funds

**Recommendation:**

Forward a recommendation to the STA Board to:

1. Approve the Proposition 1B funding as shown in Attachment C;
2. Approve a loan of \$65,000 of STAF funds to Rio Vista for the purchase of one replacement bus;
3. Allocate \$65,000 of FTA 5311 operating funds to Rio Vista in 2016; and
4. Authorize the Executive Director to execute an agreement with the City of Rio Vista for a STAF loan of \$65,000 and a funding swap of \$65,000 of FTA 5311 with TDA funds to be paid to STA for the repayment of the STAF loan.

Attachments:

- A. STA Board approved Projects for Solano County Lifeline Funding for Cycle 3
- B. Lifeline Transportation Program Cycle 4 Guidelines (MTC Resolution No. 4159)
- C. Requests for Lifeline Prop 1B funding

D. Recommended Lifeline Prop 1B Projects for Funding

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<b>Solano County Approved Lifeline Funds Cycle 3</b>					<b>FY 2012-2013</b>	<b>FY 2013-14</b>	
Rank	Funding Source	Agency	Project	Project Description	First Year	Second Year	Total
1	STAF	SolTrans	Sustaining Route 1	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.	\$250,000	\$250,000	\$500,000
2	STAF	SolTrans	Sustaining Route 85	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.	\$125,000	\$125,000	\$250,000
3	STAF	FAST	Saturday Service Route 30	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UCDavis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.	\$60,000	\$60,000	\$120,000
4	STAF	SolTrans	Sustaining Span of Service	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.	\$181,865	\$194,755	\$376,620
<b>Total Award</b>					<b>\$616,865</b>	<b>\$629,755</b>	<b>\$1,246,620</b>

Rank		Agency	Project	Project Description	Funding
1	STP	Vacaville City Coach	Accessible Paths to Transit	The Vacaville CBTP documented the need for more accessible curb ramps and/or access improvements near transit routes. This funding will aid in constructing approximately 16 curb ramps.	\$40,000
2	STP	FAST	Local Bus Replacement	Purchase four (4) 40-foot replacement buses for local route.	\$481,368
<b>Total Award</b>					<b>\$521,368</b>

Rank		Agency	Project	Project Description	Funding
1	Prop 1B	SolTrans	Intercity Bus Replacement Swap	SolTrans will be replacing three (3) intercity diesel buses with hybrid diesel electric fuel buses. These buses will be 45 ft with 57 passenger capacity and wheel chair accessible.	\$1,000,000

2	Prop 1B	FAST	Local Bus Replacement	Fairfield and Suisun Transit (FAST) will be replacing six (6) local diesel buses with hybrid diesel electric fuel buses. These buses will be 40 ft with 43 passenger capacity and wheel chair accessible.	\$547,328
			<b>Total Award</b>		<b>\$1,547,328</b>

Date: October 22, 2014  
W.I.: 1310  
Referred by: PAC

Attachment A  
MTC Resolution No. 4159  
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METROPOLITAN  
TRANSPORTATION  
COMMISSION

## **Lifeline Transportation Program Cycle 4 Guidelines**

October 2014

**METROPOLITAN TRANSPORTATION COMMISSION  
LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES  
FY 2014 THROUGH FY 2016**

October 2014

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Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

**METROPOLITAN TRANSPORTATION COMMISSION  
LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES  
FY 2014 THROUGH FY 2016**

October 2014

1. PROGRAM GOAL. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at:  
[http://gis.mtc.ca.gov/samples/Interactive\\_Maps/cocs.html](http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html).<sup>1</sup>

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<sup>1</sup> There is a user's guide available to aid in the use of this tool.

2. **PROGRAM ADMINISTRATION.** The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

<b>County</b>	<b>Lifeline Program Administrator</b>
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

3. **FUNDING APPORTIONMENT AND AVAILABILITY.** Fund sources for the Cycle 4 Lifeline Transportation Program include State Transit Assistance (STA), Proposition 1B - Transit, and Section 5307 Job Access and Reverse Commute (JARC)<sup>2</sup> funds. Cycle 4 will cover a three-year programming cycle, FY2013-14 to FY2015-16.
- a. **STA and Section 5307 (JARC).** Funding for STA and Section 5307 (JARC) will be assigned to counties by each fund source, based on the county's share of the regional low-income population (see Figure 1).<sup>3</sup> Lifeline Program Administrators will assign funds to eligible projects in their counties. See Section 5 for details about the STA and Section 5307 (JARC) programming process and Appendix 1 for detailed eligibility requirements by fund source.

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<sup>2</sup> The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) federal transportation authorizing legislation eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072 and 4140), in the FY2013-14, FY2014-15 and FY2015-16 Section 5307 programs, a portion of the Bay Area's large urbanized area funds have been set aside for the Lifeline program.

<sup>3</sup> FTA Section 5307 funds are apportioned by urbanized area (UA), so the distribution of 5307 funds will also need to take UA boundaries into consideration.

**Figure 1. County and Share of Regional Poverty Population**

<i>County</i>	<i>Share of Regional Low Income (&lt;200% Poverty) Population</i>
Alameda	22.6%
Contra Costa	14.3%
Marin	2.6%
Napa	2.0%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	23.1%
Solano	6.4%
Sonoma	7.9%
Total	100%

Source: ACS 2010 and 2012 1-Year Estimates

- b. Proposition 1B. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators’ share of the regional low-income ridership, and half of the funds according to the transit operators’ share of the regional low-income population. The formula distribution is shown in Figure 2. See Section 6 for details about the Proposition 1B programming process and Appendix 1 for detailed eligibility requirements by fund source.

**Figure 2. Transit Operator & Hybrid Formula  
(Share of Regional Low Income Ridership & Share of Regional Low Income Population)**

<i>Transit Operator</i>	<i>Hybrid Formula Share</i>
AC Transit	17.3%
BART	18.5%
County Connection (CCCTA)	1.0%
Golden Gate Transit/Marin Transit	3.2%
Wheels (LAVTA)	0.5%
Muni (SFMTA)	24.9%
SamTrans	5.0%
Tri Delta Transit (ECCTA)	0.7%
VINE (NCTPA)	1.2%
VTA	19.5%
WestCat (WCCTA)	0.3%
Solano County Operators	3.6%
Sonoma County Operators	4.2%
Total	100%

Note: Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

- c. Regional Means-Based Transit Fare Program. MTC will set aside up to \$700,000 in Cycle 4 STA funds toward the potential development and implementation of a regional

means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.

- d. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 4. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

#### 4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

- a. STA. There are three categories of eligible recipients of STA funds: a) transit operators; b) Consolidated Transportation Service Agencies (CTSAs); and c) Cities and Counties that are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds.

Non-profit organizations and Cities/Counties that are not eligible TDA Article 4, 4.5 or 8 claimants are only eligible for STA funds if they partner with an eligible STA recipient (e.g., a transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit or City/County, and if they have a project eligible to use.

- b. Section 5307 (JARC). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 (JARC) funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 (JARC) funds and pass through the funds to the subrecipient non-profit or public agency.

Section 5307 (JARC) recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.<sup>4</sup> A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

- c. Proposition 1B. Transit operators are the only eligible recipients of Proposition 1B funds.

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<sup>4</sup> A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

5. STA AND SECTION 5307 PROGRAMMING PROCESS. For STA and Section 5307 funds, Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages Lifeline Program Administrators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach. Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each Lifeline Program Administrator's public outreach strategy will be tailored accordingly.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on the CMA website, and sending targeted postcards and e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

Further guidance for public involvement is contained in MTC's Public Participation Plan.

- a. Competitive Process. STA and Section 5307 (JARC) projects must be selected through an open, competitive process with the following exception: In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA and/or Section 5307 (JARC) funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.
  - b. STA Contingency Programming. Due to the uncertainty of forecasting STA revenues, the Lifeline Program Administrators will program 95 percent of their county's estimated STA amount, and develop a contingency plan for the remaining five percent should it be available.
6. PROPOSITION 1B PROGRAMMING PROCESS. In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA,<sup>5</sup> transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Transportation Program reporting requirements. For Marin, Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

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<sup>5</sup> CMA concurrence may be provided via a board resolution or a letter from an authorized representative.

## 7. ELIGIBLE ACTIVITIES

- a. Eligible operating projects. Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source.
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.
- c. Section 5307 restrictions
  - (1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) projects. For details regarding eligible JARC projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at [http://www.fta.dot.gov/documents/FINAL\\_FTA\\_circular9030.1E.pdf](http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf). Also see Appendix 1 for detailed eligibility requirements by fund source
  - (2) New and existing services. Consistent with FTA's Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or "maintenance project" as follows:
    - i. Development Projects. "Development of transportation services" means new projects that meet the statutory definition and were not in service as of the date MAP-21 became effective October 1, 2012. This includes projects that expand the service area or hours of operation for an existing service.
    - ii. Maintenance Projects. "Maintenance of transportation services" means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.

8. LOCAL MATCHING REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.
- a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:
- (1) FTA Section 5307 (JARC) operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for *both* JARC and STA funds.
  - (2) All auto-related projects require a 50% match.
- b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For Section 5307 JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Transportation Development Credits ("Toll Credits") are not an eligible source of local match for the Lifeline Transportation Program.

9. COORDINATED PLANNING. Under MAP-21, projects funded with Section 5307 JARC funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan ("Coordinated Plan"); however, in the Bay Area's Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions.

The Bay Area's Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Mobility management was a key coordination strategy recommended in the 2013 plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or subregional level was an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with County or subregional Mobility Managers or CTSAs.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

10. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

#### 11. APPLICATION EVALUATION

- a. Evaluation criteria. Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators will establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

See Appendix 2 for the detailed standard evaluation criteria.

- b. Evaluation panel. Each county will appoint a local evaluation panel of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council (if available), and representatives of local stakeholders, such as transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local evaluation panel. Each county will

assign local priorities for project selection by establishing the weight for each criterion and, at the CMA's discretion, adding local criteria to the standard regional criteria.

12. COUNTYWIDE PROGRAM OF PROJECTS. A full program of projects is due to MTC from each Lifeline Program Administrator on **March 13, 2015**. However, given state and federal funding uncertainties, sponsors with projects selected for FY2015 and FY2016 Section 5307 (JARC) funds and FY2016 STA funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to allot FY2014 and FY2015 funds to high scoring projects so they can be started quickly. MTC staff will work with Lifeline Program Administrators on this sequencing; MTC staff expects that more will be known about the FY2015 Section 5307 (JARC) funds and the FY2016 STA and Section 5307 (JARC) funds in calendar year 2015.

13. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. Prior to MTC's programming of Lifeline Cycle 4 funds (STA, Section 5307 JARC and/or Proposition 1B) to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. The County Lifeline Program Administrators have the option of collecting the resolutions of local support from project sponsors along with the project applications, or after the project is selected by the County for funding.

Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board.

b. Lifeline Program Administrator/CMA Board Resolution and Concurrence

- (1) STA and Section 5307 (JARC). Projects recommended for STA and Section 5307 (JARC) funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator.
- (2) Proposition 1B. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable Lifeline Program Administrator/CMA. Concurrence may be provided by a board resolution or by a letter from an authorized representative.

14. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. Section 5307 (JARC). Project sponsors must expend the Lifeline Transportation Program Section 5307 (JARC) funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 (JARC) funds from lapsing on the federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:
  - June 30, 2015 for FY2014 and FY2015 funds (the deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.)
  - June 30, 2016 for FY2016 funds

Direct recipients are responsible for carrying out the terms of their grants.

- b. STA. Project sponsors must expend the Lifeline Transportation Program STA funds within three years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.
  - c. Proposition 1B. Project sponsors must expend the Lifeline Transportation Program Proposition 1B funds within three years of the date that funds are available. Disbursement timing depends on the timing of State bond sales.
15. PROJECT OVERSIGHT. For Lifeline projects funded by STA and Section 5307 (JARC), Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for monitoring project sponsors in meeting the MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however the Lifeline Program Administrators are responsible for approving budget and scope of work changes prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they determine that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

16. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing

milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

## 17. FUND ADMINISTRATION

- a. Section 5307 (JARC). MTC will enter all Lifeline Section 5307 (JARC) projects into the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

For Section 5307 (JARC) projects sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the subrecipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their subrecipients comply with all federal requirements. See Section 18 for federal compliance requirements.

- b. STA. For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely enter into a funding agreement directly with the project sponsor. Project sponsors are responsible for entering their own STA projects into the TIP.
- c. Proposition 1B Transit. Project sponsors receiving Proposition 1B funds must submit a Proposition 1B allocation request to MTC for submittal to Caltrans with prior review by MTC. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales. Project sponsors are responsible for entering their own Proposition 1B projects into the TIP.

## 18. COMPLIANCE WITH FEDERAL REQUIREMENTS

- a. Lifeline Program Administrator Responsibilities. For the selection of FTA Section 5307 (JARC) projects, in accordance with federal Title VI requirements, Lifeline Program Administrators must distribute the Section 5307 (JARC) funds without regard to race, color, and national origin, and must assure that minority populations are not being denied the benefits of or excluded from participation in the program. Lifeline Program Administrators shall develop the program of projects or competitive selection process to ensure the equitable distribution of FTA Section 5307 (JARC) funds to project sponsors

that serve predominantly minority populations. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of applicants that serve predominantly minority populations.

- b. Project Sponsor Responsibilities. FTA Section 5307 (JARC) applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 (JARC) direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all subrecipients and third-party contractors comply with FTA requirements.

19. TIMELINE. The anticipated timeline for Cycle 4 is as follows:

<b>Program</b>	<b>Action</b>	<b>Anticipated Date*</b>
All	Commission approves Cycle 4 Program Guidelines	October 22, 2014
All	MTC issues guidelines to counties	October 22, 2014
Prop 1B	Transit operators submit draft project lists to County Lifeline Program Administrators	January 15, 2015
Prop 1B	Allocation requests due to MTC (concurrence** from the CMA is required)	March 13, 2015
5307 (JARC) & STA	Board-approved** programs due to MTC from CMAs	March 13, 2015
<b>All</b>	<b>Commission approval of Program of Projects</b>	<b>April 22, 2015</b>
5307 (JARC)	MTC submits TIP amendment for FY14, FY15 and FY16 projects	End of April – Deadline TBD
Prop 1B & STA	Project sponsors submit TIP amendments	End of April – Deadline TBD
Prop 1B	MTC submits allocation requests to Caltrans	Deadline TBD by Caltrans*
STA	Operators can file claims for FY14 and FY15	After 4/22/15 Commission Approval
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY14 and FY15 funds	June 30, 2015
STA	Operators can file claims for FY16	After July 1, 2015
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY16 funds	June 30, 2016

\* Dates subject to change depending on State and Federal deadlines and availability of funds.

\*\* CMA Board approval and concurrence may be pending at the time of deadline.

**Appendix 1  
Lifeline Transportation Program Cycle 4  
Funding Source Information**

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Purpose of Fund Source	<b>To improve existing public transportation services and encourage regional transportation coordination</b>	<b>To help advance the State’s goals of providing mobility choices for all residents, reducing congestion, and protecting the environment</b>	<b>To support the continuation and expansion of public transportation services in the United States</b>
Detailed Guidelines	<a href="http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf">http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf</a>	<a href="http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf">http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf</a>	<a href="http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf">http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf</a>
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment.
Eligible Recipients	<ul style="list-style-type: none"> <li>▪ Transit operators</li> <li>▪ Consolidated Transportation Service Agencies (CTSAs)</li> <li>▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transit operators</li> </ul>	<ul style="list-style-type: none"> <li>▪ Transit operators that are FTA grantees</li> </ul>
Eligible Subrecipients <b>(must partner with an eligible recipient that will serve as a pass-through agency)</b>	<ul style="list-style-type: none"> <li>▪ Private non-profit organizations</li> <li>▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>	<ul style="list-style-type: none"> <li>▪ Private non-profit organizations</li> <li>▪ Public agencies that are not FTA grantees (e.g., cities, counties)</li> </ul>

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Eligible Projects	<p><b><u>Transit Capital and Operations, including:</u></b></p> <ul style="list-style-type: none"> <li>▪ New, continued or expanded fixed-route service</li> <li>▪ Purchase of vehicles</li> <li>▪ Shuttle service if available for use by the general public</li> <li>▪ Purchase of technology (e.g., GPS, other ITS applications)</li> <li>▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc.</li> <li>▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities.</li> </ul>	<p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> <li>▪ Rehab, safety, or modernization improvements</li> <li>▪ Capital service enhancements or expansions</li> <li>▪ New capital projects</li> <li>▪ Bus rapid transit improvements</li> <li>▪ Rolling stock procurement, rehab, or replacements</li> </ul> <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p><u>New and existing services.</u> Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects).</p> <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>▪ Late-night &amp; weekend service;</li> <li>▪ Guaranteed ride home service;</li> <li>▪ Shuttle service;</li> <li>▪ Expanding fixed route public transit routes, including hours of service or coverage;</li> <li>▪ Demand-responsive van service;</li> <li>▪ Ridesharing and carpooling activities;</li> <li>▪ Transit-related aspects of bicycling;</li> <li>▪ Administration and expenses for voucher programs;</li> <li>▪ Local car loan programs;</li> <li>▪ Intelligent Transportation Systems (ITS);</li> <li>▪ Marketing; and</li> <li>▪ Mobility management.</li> </ul> <p>See FTA C 9030.1E, Chapter IV, Section 5 for details regarding eligible JARC projects.</p>

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> <li>▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for <b>both</b> JARC and STA)</li> <li>▪ 50% for auto projects</li> <li>▪ 20% for capital projects</li> </ul>
Estimated timing for availability of funds to project sponsor	<p>Transit operators, CTSAs and eligible cities and counties can initiate claims for FY14 and FY15 funds immediately following MTC approval of program of projects, and can initiate claims for FY16 funds after July 1, 2015.</p> <p>For subrecipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.</p>	<p>Project sponsors must submit a Proposition 1B allocation request to MTC for submittal to Caltrans by March 13, 2015. Disbursement timing depends on bond sales.</p>	<p>Following MTC approval of the program of projects, MTC will add projects to the TIP. Following TIP approval, FTA grantees must submit FTA grants for FY14 and FY15 funds by June 30, 2015. (The deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.) FTA grantees must submit FTA grants for FY16 funds by June 30, 2016.</p> <p>FTA grantees can begin their projects after the funds are obligated in an FTA grant (estimated Fall 2015 for FY14 &amp; FY15 funds; estimated Fall 2016 for FY16 funds). For subrecipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.</p>
Accountability & Reporting Requirements	<p>Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.</p>	<p>Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website.</p> <p>Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial. MTC and/or the Lifeline Program Administrators may request to be copied on progress reports that are submitted to Caltrans.</p>	<p>FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 (JARC) grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 (JARC) grant reports to FTA.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Subrecipients will also submit Title VI reports annually to the pass-through agency.</p>

**Note:** Information on this chart is accurate as of October 2014. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

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## Appendix 2 Lifeline Transportation Program Cycle 4 Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- b. Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused outreach to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at: [http://gis.mtc.ca.gov/samples/Interactive\\_Maps/cocs.html](http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html).<sup>1</sup>

- c. Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

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<sup>1</sup> There is a user's guide available to aid in the use of this tool.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- d. Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

## **SolTrans' Prop 1B Lifeline Transportation Program Bus Replacement Project**

SolTrans has identified the replacement of three (3) Orion V High-Floor buses (which have exceeded their useful service life), with three Compressed Natural Gas (CNG) powered buses as a high priority Lifeline Transportation Program project. The replacement of these buses is expected to occur by spring 2016.

SolTrans is requesting \$899,217 for this project. Currently, the cost per 40 foot CNG buses is approximately \$600K to \$700K each, thus making the total projected cost to be between \$1.8M and \$2.1M.

The replacement buses purchased with Proposition 1B Lifeline Transportation Program funds would be deployed on the lifeline routes serving the low-income communities within the SolTran service area. The timely replacement of these buses with new CNG buses will ensure comfortable and reliable public transit service to improve the mobility for low-income residents.

The replacement of the Orion V buses with new CNG powered buses will support the goals of the Lifeline Transportation Program by addressing the mobility and accessibility needs of low-income communities throughout the SolTrans service area.

**From:** [Janet Koster](#)  
**To:** [eniedziela@sta-snci.com](mailto:eniedziela@sta-snci.com)  
**Subject:** RE: Lifeline Prop 1B is due January 15th  
**Date:** Tuesday, January 13, 2015 3:12:24 PM

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Based on your e-mail and the data from Dixon’s financial plan, Dixon is requesting \$8,421 in Prop 1B funding for the local match for our next bus replacement. It meets the criteria for “Lifeline” because Dixon’s curb-to-curb Read-Ride service provides ADA and senior service for our community. Maintenance of this service is vital to the senior and disable community. The vehicle to be replaced is #301, a 2007 Ford E450 Starcraft, that seats 18. It has approximately 100,000 miles on it.

If you need any more information, please let me know.

Janet Koster  
 Public Works Administrator  
 City of Dixon  
 707-678-7051 x 104

Looking at our 10-year financial plan, the following is shown for bus replacements –

FY 15-16	1 bus	\$65,000 from 5311	\$8,421 from TDA	\$73,421 total
FY 16-17	2 busses	\$93,600 from 5310	\$23,400 from TDA	\$117,000 total
FY 17-18	4 busses	\$284,000 from 5310	\$71,000 from TDA	\$355,000 total

From what I understand of the STA actions to date, our 5311 funding should be pretty firm. We have also received 5311 funds for our own local match funding as well as a local bus replacement fund. Should I apply for Lifeline funding for the busses currently shown as 5310 funded since that is a competitive process? Please advise.

Janet Koster

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**From:** Elizabeth (Liz) Niedziela [mailto:eniedziela@sta-snci.com]  
**Sent:** Friday, January 02, 2015 10:05 AM  
**To:** Janet Koster; 'John Harris'; 'Brian McLean'; 'Lewis, Wayne'; mona@soltransride.com  
**Cc:** 'Mary Pryor'; 'Shannon Nelson'; 'Feinstein, Diane E.'; 'Gary Chandler'; 'Kristina Botsford'; 'Elizabeth Romero'  
**Subject:** Lifeline Prop 1B is due January 15th  
**Importance:** High

On October 28, STA staff emailed a Call for Projects for the Lifeline Transportation Program – Cycle 4 to the Consortium. The funding sources for Solano County include approximately \$1,973,907 in State Transit Assistance (STA) funds, \$899,217 in Proposition 1B – Transit funds, and \$1,111,109 in Section 5307 Job Access and Reverse Commute (JARC) funds as shown below:

	Carryover	2014	2015	2016	Total
STAF		\$ 668,858	\$ 674,934	\$ 630,115	\$ 1,973,907
JARC	\$ 273,831	\$ 277,612	\$ 277,612	\$ 282,054	\$ 1,111,109
Prop 1B		-	\$ 899,217	-	\$ 899,217
<b>Total</b>		<b>\$ 946,470</b>	<b>\$ 1,851,763</b>	<b>\$ 912,169</b>	<b>\$ 3,710,402</b>

Proposition 1B Transit

In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA--which can be provided via a CMA board resolution or a letter from an authorized CMA representative--transit operators



# CITY OF RIO VISTA

One Main Street, Rio Vista, California 94571-1842  
Phone (707) 374-6451 Fax: (707) 374-5063

January 9, 2015

Ms. Elizabeth Niedziela  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

Dear Ms. Niedziela,

On behalf of the City of Rio Vista, I am pleased to provide this proposed project for the current Prop 1B funding opportunity. As you know, the Rio Vista Delta Breeze provides essential transit service for this rural community. This request for vehicle replacement would enable this vital service to continue. The details of this request are as follows:

Project Description: Replacement Vehicle for Rio Vista Delta Breeze

Class C vehicle - Cutaway Bus (Front or Rear Lift) with minimum 16 passengers and 2 wheelchair positions (Ford E-450 Chassis - Gas 6.8L V-10 - 176-190" Wheelbase - 14,500 GVWR)

Rio Vista Delta Breeze has a fleet of four vehicles. Bus 19, the oldest vehicle in the fleet, has a current mileage of more than 212,000 miles. Bus 19 needs to be replaced in order to maintain current levels of service in Rio Vista and to maintain service reliability.

Project Cost: \$90,000

Estimated price for Class C vehicle based on Creative Bus Sales January 2015 pricing, including ADA and other options, fees, taxes and contingency of approximately \$5,000 for potential price changes

Consistency with Lifeline Goals:

A replacement vehicle is necessary to maintain the essential transit service in this rural community. The Rio Vista Delta Breeze transit service improves the mobility of low income, senior, and disabled residents of Rio Vista. Rio Vista has a significant population of older residents, with more than 32 percent of the population age 65 or over.

The Rio Vista Delta Breeze transit service addresses many of the identified priorities for Solano County and gaps between services and needs that are listed in MTC's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). Examples of how the Rio Vista Delta Breeze meets these priorities and fills these gaps include:

- Priority: Trips to obtain health care are the biggest challenge for the County's senior and disabled residents. *Rio Vista's Strategy: Delta Breeze Route 50 serves numerous medical offices. Agreement with Sutter Health to provide additional deviated fixed route service from Rio Vista to Sutter's Low Court campus in Fairfield (see Appendices O and P).*

- Priority: Rio Vista's senior and disabled residents would like additional transit service to Fairfield (on a day other than just Friday) and to the Pittsburg/Bay Point BART station. *Rio Vista's Strategy: Routes 50 and 52 operate Monday through Friday to Fairfield and the Pittsburg/Bay Point BART station.*
- Priority: A shopping shuttle is a high priority for senior and disabled county residents. *Rio Vista's Strategy: Route 54 provides a weekly door-to-door Dial-A-Ride shopper shuttle.*
- Priority: Lack of good transportation for elderly. *Rio Vista's Strategy: The Delta Breeze transit service provides door-to-door transportation to the general public, but the service features such as accessible vehicles, door-to-door transportation, specialized shopper shuttles, and routes serving medical facilities are designed for the senior and disabled population. Approximately 90% of Delta Breeze riders are seniors or persons with disabilities.*
- Priority: Lack of bus stops on bus lines, bus stops too far apart. *Rio Vista's Strategy: Rio Vista Delta Breeze's transit services provide door-to-door rides for all passengers, including those with disabilities. Courtesy stops are available anywhere along the route.*
- Gap: Human service transportation coordination (e.g. cost sharing arrangements, joint procurements, joint maintenance, vehicle sharing). *Rio Vista's Strategy: Cost sharing agreement with Sutter Health to provide additional deviated fixed route service from Rio Vista to Sutter's Low Court campus in Fairfield.*
- Gap: Non-emergency medical transportation for Medi-Cal patients and non-ADA eligible seniors and people with disabilities. *Rio Vista's Strategy: Agreement with Sutter Health to provide additional deviated fixed route service from Rio Vista to Sutter's Low Court campus in Fairfield.*
- Gap: Senior-friendly shuttles, jitneys, or circulators. *Rio Vista's Strategy: Delta Breeze Route 51 Dial-A-Ride provides door-to-door service within Rio Vista and nearby Isleton to seniors and disabled passengers.*
- Gap: Courtesy or flag stops for people with disabilities. *Rio Vista's Strategy: Rio Vista Delta Breeze's transit services provide door-to-door rides for all passengers, including those with disabilities. Courtesy stops are available anywhere along the route.*
- Gap: Demand-responsive group shopping service. *Rio Vista's Strategy: Weekly door-to-door Dial-A-Ride shopper shuttle (Delta Breeze Route 54 Wednesday service).*

Thank you for the opportunity to request Prop 1B funds for this critical project for Rio Vista. Should you have any questions or require any additional information, please contact me at (530) 680-7742 or [jharrisconsults@gmail.com](mailto:jharrisconsults@gmail.com).

Sincerely,



John Harris  
Transit Manager

## Recommended Lifeline Prop 1 B Projects for Funding

<b>Agency</b>	<b>Project Description</b>	<b>Request</b>
SolTrans	3 replacement buses for local fixed route service	\$890,796
Dixon	1 replacement bus for dial a ride	<u>\$8,421</u>
		\$899,217

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DATE: January 21, 2015  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: Fiscal Year (FY) 2015-16 3-Year Project Initiation Document (PID) Work Plan

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**Background:**

A Project Initiation Document (PID) is a preliminary engineering report that is required for Caltrans and local agency relinquishment projects. In summary, the PID defines the scope, schedule, and estimated cost of a project (in addition to other Caltrans required information). Caltrans requests the STA develop a 3-year PID work plan for all Solano County Projects to assist in prioritizing their work plan and budgets for working with local agencies. This list is updated annually.

**Discussion:**

The current 3-year PID work plan covers Fiscal Years (FY) 2014-15 through FY 2016-17 and includes the following two projects:

1. City of Vacaville's Lagoon Valley Blvd Interchange on I-80
2. City of Vallejo Hiddenbrook Parkway Interchange Modification at American Canyon.

In consultation with project sponsors, STA staff is recommending that the list be updated to include both projects for the new 3-Year PID work plan as specified in Attachment A. Both projects are currently working with Caltrans to complete their projects. No other project sponsor has requested to be included at this time. The project sponsors will continue to work directly with Caltrans upon approval by the STA Board. Project sponsors requesting a PID will be responsible for reimbursing Caltrans for their oversight, if applicable.

**Fiscal Impact:**

None to the STA. City of Vallejo and City of Vacaville will be responsible for financing the PID development with Caltrans.

**Recommendation:**

Forward a recommendation to the STA Board to approve the FY 2015-16 3-Year PID Work Plan as specified in Attachment A.

Attachment:

- A. FY 2015-16 3-Year PID Work Plan

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D4 FY14-15 Non-SHOPP PID WORKLOAD - SOL

Number	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	K-Phase EA	Project ID Number	PPNO	Status at Beginning of FY	% Complete at Beginning of FY	1st Qtr PID Status	1st Qtr % Complete	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Dist Dir Approval Date (MM/DD/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Programming Cycle(s)	PAVED Programming Cycle(s)	Federal Funding (Y/N)	Local Funding (Measure/Other/Bot h/NA)	Other State Funding (Bond, CMAQ, TCRP, ABRA, Other, NA)	Type of PID	Project Manager	Project Sponsor	Implementing Agency	District/OPSC Comments	File Location of Completed PID
1	Reim	Y	04-2482-A1	IQA	SOL	80	23.1	23.2	Interchange Modifications at Lagoon Valley	At Lagoon Valley in Vacaville	3A790	0400020061	NA	Proposed	0	Active	5	08/2014	12/2015		6.0	1.3	NA	NA	N	Other	NA	PSR-PR	Osama Elhamshary	City of Vacaville	City of Vacaville	Not on RTP: no Fed fund, no significant regional impact	

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DATE: January 20, 2015  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
Re: Benicia Transit Bus Hub Project Funding Request

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**Background:**

In response to a request by the STA Board of Directors, the County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). The County of Solano then began collecting the RTIF on February 3, 2013. The total RTIF revenue reported as of September 30, 2014 for transportation projects is \$500,635.

For RTIF revenue disbursements, the county is divided into five geographical RTIF districts, with a Working Group identified for each district. In addition, there is a 6<sup>th</sup> RTIF working group focused on the 5% set aside for regional transit projects. The Working Groups are made up of staff from the local agencies included in that district. Each Working Group prioritizes eligible projects for RTIF expenditure. On May 8, 2014, the STA Board approved the RTIF Working Groups implementation project priorities based on direct input from the Working Groups.

**Discussion:**

The Benicia Bus Hub Project is ready to begin construction in late spring 2015. However, the project does have a funding shortfall that is the subject of this staff report.

*RTIF Funding Plan Request*

*Working Group 6:* Express Bus Transit Centers and Train Stations has an extensive list of eligible projects as shown in Attachment A. In 2014, the Working Group selected the Benicia Transit Bus Hub for initial funding followed by the Fairfield Transportation Center (FTC) as the first and second priority for the first 5 years of RTIF funding.

The current 5-year estimate for this Express Bus Transit Centers and Train Stations Working Group is \$498,171. The Benicia Transit Bus Hub was approved to receive the first \$100,000 of RTIF with the FTC designated to collect \$400,000 after Benicia's project is funded. In the fall of 2014, the City of Benicia indicated that there was an unanticipated project cost increase of \$260,000 to complete the Benicia Transit Bus Hub project. Subsequently, Benicia met with STA and SolTrans staff to develop a funding and financing plan to cover this additional project cost. In order to cover the unanticipated cost, the City of Benicia is requesting an additional \$176,000 of RTIF for a total \$276,000 from Working Group 6.

The RTIF Implementation Policy includes a provision that allows Working Groups to consider funding changes; however, a recommendation from the affiliated Working Group is needed for a change to be considered by the STA Board. Reference to this provision is included in Attachment B, Section B on page 2. If approved, the Benicia Bus Hub Project will receive the

first \$276,000 in RTIF collected for this Working Group and will fully fund the project for construction this year. FTC is still be eligible for the remaining RTIF collected. The total RTIF funding collected as of September 30, 2014 for Working Group 6 is \$25,031. RTIF Working Group 6 is scheduled to meet on January 27<sup>th</sup> to consider this request. STA is supportive of this project as it will help support SolanoExpress Route 40 and is a focal point for Benicia Priority Development Plans for this area.

*Working Group 3:* Working Group 3 includes the cities of Benicia, Vallejo and the County. Both SolTrans and RTIF Working Group 3 have supported their component of Benicia's funding request. Working Group 3 met on November 14, 2014 and unanimously agreed to recommend allocating \$60,000 from RTIF District 3 towards the Benicia Bus Hub Project in lieu of the Columbus Drive Project.

*State Transit Assistance Fund (STAF) Finance Plan Request*

Given that the RTIF is subject to building permit activity, STA staff is recommending \$125,000 from STAF to finance the Benicia Bus Hub Project. With this request, there is \$525,000 already approved for the project. This request is to use \$125,000 of STAF to finance the construction of the project (this \$125,000 will be re-paid once an equal amount is collected in RTIF revenues).

Attachment C provides a detailed funding and finance plan for the Benicia Bus Hub Project. STA staff is supportive of this request.

**Fiscal Impact:**

None to the STA Budget. The proposed funding plan is to increase RTIF revenue allocation to the Benicia Bus Hub Project from a total of \$100,000 to \$336,000 with RTIF funds provided by Working Group 3 (\$60,000) and Working Group 6 (\$176,000). The City of Fairfield's FTC project may continue to receive their approved allocation of \$400,000 after the first \$276,000 of RTIF is provided to the City of Benicia to construct the project. The STAF funding recommended to finance the Benicia project would be paid back to STA as RTIF funding is collected.

**Recommendation:**

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

1. Set aside \$125,000 from State Transit Assistance Funds (STAF) in FY 2015-16 to help finance the construction of Benicia Transit Bus Hub Project which will be paid back as Regional Transportation Impact Fee (RTIF) funding is collected;
2. Eliminate the Columbus Drive Project (\$60,000) from the RTIF Working Group 3 Projects as this project is fully funded; and
3. Allocate an additional \$236,000 from RTIF funds collected by Working Groups 3 (\$60,000) and 6 (\$176,000) towards the Benicia Bus Hub Transit Project.

Attachments:

- A. RTIF Working Group Project Selection
- B. RTIF Implementation Policy Guidelines
- C. Benicia Bus Hub Funding and Finance Plan

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

Working Group District	Coordinating Agencies	Eligible Projects	Selected Project in Priority Order	Project Sponsor	RTIF Amount Recommended	Special Instructions
1	City of Fairfield City of Vacaville Solano County	1. Remaining Segments of Jepson Parkway 2. Unincorporated segment of Peabody Road	1. Remaining Segments of Jepson Parkway	TBD	TBD	The Working Group unanimously agreed to continue to collect RTIF for the next year and reconvene to evaluate the total revenue received and select a project based on available funding. The Working Group also agreed to dedicate the RTIF revenue, if needed, to the FF/VV Train Station in the short term to backfill funding for Vacaville's bus replacement (which is the primary funding source for the City's impact fee loan for the Train Station).
2	City of Suisun City City of Fairfield City of Rio Vista County of Solano	1. SR 12/Pennsylvania Ave Interchange 2. SR 12/Church Rd Intersection	1. Church Road Environmental Documents	City of Rio Vista	\$ 300,000	City of Rio Vista indicated that they have local impact fees of approximately \$600,000 to assist in fully funding the EIR when combined with RTIF funds.
3	City of Vallejo City of Benicia Solano County	1. SR 37/Redwood St/Fairgrounds Drive 2. I-680 Industrial Park Access Improvements 3. Columbus Parkway Improvements Near I-780	1. SR 37/Redwood St/Fairgrounds Drive 2. Columbus Parkway	County of Solano City of Benicia	\$ 40,000 \$ 60,000	\$40,000 of the 1st year of funds to be applied toward the County's current federal earmark as a local match contribution to roadway improvements at Fairgrounds Drive. City of Benicia will utilize 2nd year of funding for Columbus Parkway.
4	City of Fairfield Solano County	1. North Connector West 2. Green Valley Overcrossing	1. Green Valley Overcrossing	City of Fairfield	\$ 1,305,970	The RTIF will be dedicated to the construction of the Green Valley Overcrossing project as a local contribution.
5	City of Dixon Solano County	1. SR113 Corridor/County Unincorporated Road Projects	1. Pitt School Rd/ Parkway Blvd Intersection Right of Way Phase	City of Dixon	\$ 200,000	The Working Group agreed to utilize the RTIF funds for the Right of Way acquisition phase of the project area.
6	City of Benicia  City of Dixon  City of Fairfield City of Suisun City of Vacaville Soltrans Solano County	1. Benicia Industrial Park Multi-modal Transit Center  2. Dixon Multimodal Transportation Center  3. Fairfield Transportation Center 4. Fairfield Vacaville Train Station 5. Suisun City Train Station Improvements 6. Vallejo Station or Curtola Park and Ride 7. 360 Project Area Transit Center	1. Benicia Industrial Park Transit Center Construction  2. Fairfield Transportation Center Design/Build Documents	City of Benicia  City of Fairfield	\$ 100,000  \$ 400,000	City of Benicia to receive \$100,000 to assist in construction of the Transit Hub project. The City of Fairfield would then receive \$400,000 to complete design phase of the Fairfield Transportation Center as the next priority.
7	Solano County	1. Abernathy Rd 2. Azevedo Rd 3. Canright Rd 4. Cherry Glen Rd 5. Cordelia Rd 6. Fry Rd 7. Foothill Rd 8. Lewis Rd 9. Lopes Rd 10. Lyon Rd 11. Mankas Corner Rd 12. McCloskey Rd 13. Midway Rd 14. Pedrick Rd 15. Pitt School Rd 16. Pleasants Valley Rd 17. Porter Road 18. Rockville Rd 19. Suisun Valley Rd 20. Vacavalley Rd	1. Cordelia Rd* 2. Lake Herman Rd* 3. Mankas Corner Rd* 4. Midway Road* 5. Pleasants Valley Rd* 6. Rockville Rd* 7. Suisun Valley Rd* 8. Vaca Valley Rd*	County of Solano	\$ 498,171	*County projects are not in priority order.

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# **Solano Transportation Authority Regional Transportation Impact Fee (RTIF) Implementation Policy Guidelines**

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## **BACKGROUND**

The Regional Transportation Impact Fee (RTIF) program is currently being implemented and the fees are being charged as part of the Solano County Public Facilities Fee (PFF). The nexus study prepared to support the RTIF defined a list of capital improvement projects that the RTIF funds could be used to support. The nexus study identified the maximum fee that could be charged based on the nexus determinations presented in that report; the actual fee amount is considerably less than the maximum (i.e., the actual fee is about \$1500 per dwelling unit, whereas the maximum nexus fee was roughly \$8300 per unit). RTIF revenues are being collected by Solano County as part of its PFF process and are transmitted to STA on a quarterly basis.

The county is divided into five districts, and a Working Group has been identified for each district made up of staff from the local agencies included in that district. Most (90%) of the RTIF revenues are returned to the district in which they were generated. The remaining RTIF revenues are divided equally between transit projects (5%) and County unincorporated roadway projects (5%). The Working Groups have recently selected the project(s) within each district that are the highest priority to receive RTIF funding; these selections were approved by the STA Board at the July meeting. This is therefore an opportune time to explore the details that will be critical to the effective administration of the RTIF program.

This memo presents a set of draft policy guidelines for RTIF program administration, for review and discussion by the RTIF Policy Committee and the STA Board. The intent of these guidelines is to ensure that the program is administered equitably and that it is successful in achieving its goal of delivering important transportation improvements throughout the county.

## **POLICY GUIDELINES FOR RTIF PROGRAM**

### **A. Project Selection/Implementation Plans**

1. To be eligible to receive Regional Transportation Impact Fee (RTIF) funds, a project must be included in the RTIF Nexus Study and be included in the relevant local agency's Capital Improvement Plan (CIP). To receive RTIF funds, a project must be selected by the relevant Working Group and be included in the STA Board-approved RTIF Strategic Implementation Plan (SIP) and Solano County Public Facility Fee.
2. Each selected project shall have a project-specific Implementation Plan that defines the project, provides a cost estimate and an anticipated milestone schedule, and explains the other funding sources expected to be used to complete the project (or project phase).

**B. Amending the RTIF SIP**

1. The RTIF SIP may be amended upon a recommendation from a Working Group, subject to approval by the STA Board. SIP amendments may involve adding or removing a project, changing the definition of a project, and/or changing the amount of RTIF funds dedicated to a project.
2. If a SIP amendment adds a project that is not included in the RTIF Nexus Study, the Nexus Study must be amended by the STA Board to add that project. This would also trigger the process of County Board of Supervisor's amending the County PFF.
3. RTIF SIP amendments shall be considered no more frequently than annually and must be considered and approved by STA Board prior to the annual review of the Board of Supervisors for inclusion in the coming year.

**C. Eligible RTIF Costs**

1. RTIF funds may be used only to reimburse sponsoring agencies for direct expenses that are required for project delivery such as environmental, right of way, design or construction.
2. RTIF funds may not be used retroactively; that is, they may not be used to reimburse a sponsoring agency for costs incurred prior to the execution of a RTIF funding agreement (see next section for further details on funding agreements).
3. The STA Board has set a limit of 2% of RTIF revenues as the amount that will be retained by STA to reimburse them for the program's ongoing administration.

**D. Releasing RTIF Funds**

1. STA will report to the Board, TAC, and Working Groups on a quarterly basis the amount of RTIF revenues that have been collected for each district.
2. Each Working Group will recommend programming of RTIF funds for a specific project in a specific year. When the STA Board approves these recommendations, that constitutes the RTIF SIP.
3. When a project contained in the RTIF SIP is ready to start using RTIF funds, STA and the sponsoring agency will enter into an RTIF funding agreement, specifying the amount of RTIF funding and the anticipated timing of its use relative to the project's milestone schedule.

**E. Project Delivery and Reporting Requirements**

1. Project sponsors who receive RTIF funds must make an annual report to their Working Group and to STA by July 15 of each year, documenting how the funds were used during the previous 12-month period.
2. Project (or project phase) completion must be achieved within five years of initial receipt of RTIF funds. Project delivery status will be evaluated by STA staff and the project's Working Group annually. The project sponsor has the option to request a modification to the RTIF funding agreement in order to accommodate changes in project circumstances. If, during the annual review process, the Working Group determines that the project is not meeting the milestones laid out in the RTIF funding agreement, the project sponsor may be deemed ineligible for future RTIF funds until the milestones are met.
3. STA will prepare an annual report, consistent with the requirements of the Mitigation Fee Act, which will be submitted to the STA Board for review. This report will document the amount of RTIF revenue collected that year, the amount released to project sponsors, and the uses of the funds released.

**F. RTIF Loans**

1. Loans of RTIF funds are permitted. Loan amounts may be for up to 75% of the projected 5-year RTIF revenue estimate for the relevant district.
2. For loans between two Working Groups, the two affected Groups must agree to make the loan and reach consensus on the loan terms. If consensus is not reached, the matter will be elevated to the relevant city managers and CAO; if agreement still cannot be reached then the loan negotiations will cease. When agreement is reached on the terms of the loan, the RTIF funding agreement for that project will be amended to reflect the status of the loan and its terms.
3. As part of the loan terms, the "lending" Working Group has the option to establish an incentive for repayment, subject to negotiations with the "borrowing" Group.
4. The loan terms must include a guarantee that the loan will be repaid within a specified period of time, and must identify the source of the funds that will be used to repay the loan if the actual RTIF revenues fall short of projections.
5. Another form of a loan is the situation in which a project sponsor chooses to use their own local funds to advance a project with the expectation of receiving reimbursement from their Working Group's future RTIF revenues. This is permitted, subject to the same rules as described above for loans between two Working Groups.
6. All parties to RTIF loans should be aware that the rate of RTIF collections is inherently uncertain, and should negotiate loan terms with that risk in mind.

**G. Working Group Dispute Resolution**

1. Working Groups that cannot reach a consensus for prioritizing and selecting eligible projects to receive RTIF revenue from their district will have the matter elevated to the

relevant city managers and CAO; if agreement still cannot be reached, the matter will be elevated to the RTIF Policy Committee, and finally to the STA Board.

## City of Benicia Intermodal Transit Hub

### Estimated Expenditures (in thousands)

		Estimated Expenditures (September 2012)
	Preliminary Design	\$ 135
	Final Design	\$ 175
	Property Acquisition	\$ 600
	Construction	\$ 1,200
	Total	\$ 2,110
		<u>Current Budget</u>
	Current Revenue	
	Regional Measure 2 (RM2)	\$ 1,250
1	Regional Traffic Impact Fee (RTIF)	\$ 100
2	Solano Transportation Authority State Transit Assistance Fund (STAF)	\$ 500
3	SolTrans Contribution	-
4	City of Benicia	-
	Total	\$ 1,850
BUDGET BALANCE SHORTFALL		\$ (260)

### Funding Plan (in thousands)

		Commitment
	Regional Measure 2 (RM2)	\$ 1,250
	Regional Traffic Impact Fee (RTIF)	\$ 336
	Solano Transportation Authority State Transit Assistance Fund (STAF)	\$ 525
	SolTrans Contribution	-
	City of Benicia	-
	Total	\$ 2,111
BUDGET SHORTFALL		NONE
Funding Plan Details		
1	from RTIF Working Group 3 (Previously dedicated to Columbus Drive)	\$60,000
2	from additional RTIF contributions from Working Group 6 (Transit)	\$176,000
3	from additional STA STAF Program	\$25,000
	Total new funds	\$261,000

### Financing Plan (in thousands)

Recognizing the RTIF commitment is long term, the City of Benicia, Soltrans and STA offer the following finance plan to bridge the funding gap. Recommended funding contributions will be repaid as RTIF revenue collects from each Working Group District.	
RTIF committed in Funding Plan	\$336
Benicia City Council October Action for Property Acquisition Financing	(\$86)
Remaining balance in need of financing	\$250
Finance contributions:	
1 Solano Transportation Authority State Transit Assistance Fund (STAF)	\$ 125
2 Soltrans Contribution	\$ 85
3 City of Benicia	\$ 40
Finance contributions:	\$ 250

### Financed Amounts (in thousands)

Solano Transportation Authority State Transit Assistance Fund (STAF)	\$ 125
Soltrans Contribution	\$ 85
City of Benicia	\$ 40
City of Benicia 50%	\$43
City of STAF 50%	\$43
	\$ 336

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### RTIF Revenue Payback Plan

	Working Group 6 (\$ 100)		Working Group 6 (new \$176)		Working Group 3 (\$60)		
Financed Amounts	First \$86 collected pays the following 50/50:	Remaining \$14	First \$85 collected pays:	Remaining \$91	First \$26	Remaining \$34	Total Payback
City of Benicia	\$40		\$14		\$26		\$ 40.00
City of Benicia 50%	\$43	\$43					\$ 43.00
Soltrans Contribution	\$85		\$85				\$ 85.00
STA STAF	\$125			\$91		\$34	\$ 125.00
STA STAF 50%	\$43	\$43					\$ 43.00

\*in thousands

\*RTIF Revenue to be paid back as received, dependant of building activity.

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DATE: January 15, 2015  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: STA Sound Wall Retrofit Policy

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**Background**

Sound walls are adjacent to highway corridor typically constructed and funded as part of new developments along highways and freeways, if warranted. Prior to 1998, the California State Department of Transportation (CalTrans) was responsible for evaluating and funding sound walls. Sound walls for already improved segments of highways and freeways could be funded through the State Transportation Improvement Program (STIP); however, this option has not been exercised since 1997 when Caltrans' sound wall retrofitting program expired. This is referred to as soundwall retrofit, as the walls would be placed after the freeway or highway installation.

Since 1998, the Solano Transportation Authority (STA) has been responsible for selecting eligible projects for the STIP in Solano County. While sound wall projects are eligible for STIP funds, the STA Board has not identified it as a priority project for STIP funding in the past due to a number of other critical project priorities associated with improving safety and/or improving mobility in the county. The STA has dedicated Solano County's limited STIP funding to regionally significant projects such as the I-80/680/SR 12 Interchange, SR 12 Jameson Canyon Project, and the Fairfield-Vacaville Train Station. The current STA STIP funding priority is the Jepson Parkway Project, a multi-modal transportation corridor that connects the cities of Suisun City, Fairfield, Vacaville and unincorporated portions of Solano County. The next opportunity for the STA Board to consider priority projects for the STIP is in late 2015 in preparation for being programmed into the 2016 STIP.

Although sound walls have not been considered a priority in the past, however, individual cities and the STA have been contacted several times over the last year about this issue. As a result, STA staff has determined a policy was necessary to address future requests and has reviewed similar policies from other counties and regions. The most specific policy identified by STA staff was Alameda County Congestion Management Agency's (ACCMA) sound wall policy which is specific in roles and responsibilities for each agency involved (i.e. local jurisdiction, ACCMA, and Caltrans). In addition, Caltrans District 4 was an active participant in its development and implementation. Therefore, STA staff is recommending a sound wall policy that mirrors ACCMA's.

**Discussion:**

Attached is STA's pr version of proposed soundwall policy utilizing ACCMA's sound wall policy (Attachment A) as a model. The policy is defined by two phases: Phase 1: Initial Screening Process and Phase 2: Noise Barrier Scope Summary Report Process. The estimated time to complete both processes is approximately two and half (2.5) years. Attachment B includes ACCMA's summary flow chart which illustrates each step outlined in their policy.

STA Staff is developing a similar flow chart for Solano County's soundwall policy and will present it to the TAC at the January 28th meeting.

*Phase 1: Initial Screening Process*

This Phase defines how requests are submitted and the procedures needed to initially justify constructing a sound wall. It involves a confirmation of local jurisdiction's willingness to be the project sponsor and to coordinate with the STA and Caltrans to analyze the need and cost-effectiveness of a sound wall installation. An initial screening with the following four criteria will be conducted by Caltrans and the local jurisdiction for STA evaluation:

- The existing or future predicted exterior noise level is at least 65 decibels.
- A reduction of at least 5 decibels resulting from the installation of a sound wall can be achieved.
- The projected cost will not exceed \$45,000 per dwelling unit affected by the sound wall.
- The residences were developed prior to opening the freeway to traffic.

The sound wall analysis enters into Phase 2 if the circumstances meet the criteria outlined above. It should be noted that there are appeal options set forth in the Phase 1 should a circumstances not meet all of the criteria. Details for which are included in Steps 7 through 18 of Attachment A.

*Phase 2: Noise Barrier Scope Summary Report Process (NBSSRP)*

This phase requires more detailed studies to determine the feasibility and eligibility of the sound wall. The NBSSRP provides detailed information and designs for the following:

- Cost of the sound wall not to exceed \$45,000 per dwelling unit, which may be adjusted periodically to reflect current construction costs;
- Absolute noise levels approaching 67 decibels or more;
- Reduction of a minimum of 5 decibels in noise levels expected from sound wall construction;
- A detailed cost estimate;
- Life cycle of the sound wall to exceed 15 years;
- Consideration of the environmental impacts of a freeway sound wall, such as visually intruding on a scenic highway, blocking residents' views or scenic vistas, or causing adverse effects on historical sites or endangered species; and
- Engineering feasibility, including consideration of topography; access requirements for driveways, freeway ramps, and local streets; safety; and other noise sources in the area.

In addition to this analysis, the local jurisdiction is responsible for having an inclusive public forum to solicit input from residents affected by the new sound wall facility. The local jurisdiction will then need to certify by resolution of support with specific language outlined for the STA to consider the sound wall as part of future STIP allocation.

**Fiscal Impact:**

None to the STA's current budget at this time. The action is to define a procedure to evaluate sound walls as a competitive project for future STIP cycles.

**Recommendation:**

Forward a recommendation to the STA Board to approve the STA Sound Wall Retrofit Policy as supported by the SoHip and as outlined in Attachment A.

Attachments:

- A. STA Sound Wall Retrofit Policy
- B. ACCMA Sound Wall Retrofit Policy Flowchart

## *Solano Transportation Authority (STA) Freeway Sound Wall Policy*

### **PHASE 1: INITIAL SCREENING PROCESS**

**Approximately 6-12 months**

#### **Step 1: Request for Freeway Sound Wall is Initiated.**

A request for a freeway sound wall has, historically, originated in a number of ways. A request may originate from residents to their jurisdiction, from residents to Caltrans, from residents to the STA, or from STA Board Members to the rest of the Board if the request is made to Caltrans, Caltrans will forward to the STA under this process.

#### **Steps 2-4: Jurisdiction Sponsors Initial Screening.**

A jurisdiction in this document is defined as the governmental entity of Solano County or an incorporated city within Solano County. STA staff will refer all requests for sound walls to the appropriate jurisdiction in order to ascertain whether it wishes to sponsor the sound wall request and take responsibility for coordinating the input from the public. Underlying this step is the policy that STA's responsibility is limited to funding and programming freeway sound walls. (Step 2)

If the jurisdiction wishes to sponsor the request for a freeway sound wall - whether it is a referral from the STA or a request from its residents directly to the jurisdiction- the jurisdiction should so indicate in writing. This can be in the form of a letter or by electronic mail, notifying the STA that it is aware of its role in the process and specifying the staff person assigned to head the project within the jurisdiction. The request should also indicate whether the jurisdiction is aware of or has available any previous noise studies conducted in the vicinity of the proposed sound wall. (Step 3) If the jurisdiction decides not to sponsor the request, the STA will refer all further inquiries about the sound wall project to the jurisdiction. (Step 4)

#### **Step 5: STA Staff Sends Request to Caltrans.**

STA staff will send the request for an initial screening to Caltrans, indicating the jurisdiction's support and its staff member assigned to the project. The STA will also forward information on whether or not a previous noise study exists.

Caltrans will review and previous noise studies it has conducted in the area or any the jurisdiction has conducted. If the study indicates a freeway sound wall is warranted and Caltrans staff concurs with the study, the sound wall request will move to Step 6. If the study needs updating or if no study exists, Caltrans will perform an initial screening to determine whether the sound wall is warranted. The screening will determine whether the following four criteria are met:

- The existing or future predicted exterior noise level is at least 65 decibels.
- A reduction of at least 5 decibels resulting from the installation of a sound wall can be achieved.
- The projected cost will not exceed \$45,000 per dwelling unit affected by the sound wall.
- The residences were developed prior to opening the freeway to traffic.

Caltrans will write up the results of its initial screening and forward them to the STA with the following components:

1. The existing noise levels expressed in decibels;
2. The estimated decibel reduction resulting from the installation of a freeway sound wall;
3. A description of the potential sound wall's length and height;
4. A diagram of the affected freeway section, its on-and-off ramps, and the sound wall locations;
5. The location and number of residences, schools, and commercial buildings affected by the proposed sound wall;
6. The estimated construction costs of the sound wall and the associated Caltrans' support costs; and
7. Special circumstances that could affect the costs, such as retaining walls, lane closures, right of way acquisitions, etc.

#### **Step 6: STA Evaluates Compliance with Project Screening Criteria.**

Projects that meet the four screening criteria will proceed to step 18. The four screening criteria are:

- an existing or future exterior noise level of at least 65 decibels;
- a reduction of at least 5 decibels resulting from the installation of a freeway sound wall;
- a cost of not more than \$45,000 per dwelling unit affected by the sound wall, which may be adjusted periodically; and
- a residence that existed before the opening of the freeway to traffic.

Some proposed sound walls may meet one or two of the criteria, but not all four. Freeway sound wall requests will first be presented to the Solano Transportation Authority's Technical Advisory Committee (STA TAC), which will make a recommendation to the STA Board. The STA TAC and the STA Board may deny further study and programming of sound walls that do not meet the screening criteria. Jurisdictions recommended for denial may appeal the decision by requesting that additional analysis be performed by Caltrans to more precisely determine the project's ability to meet the federal standard in question. These projects should proceed to step 7.

#### **Steps 7-8: STA TAC and STA Board (A) Authorize Additional Analysis or (B) Consider Discretionary Funding or (C) Deny Project.**

##### **Screening Criteria Not Met**

(A) Additional Analysis: In order to allow flexibility in its freeway sound wall policy, the STA Board, at its discretion, may permit jurisdictions that are recommended for denial to appeal the decision by requesting additional analysis. All sound wall projects must result in a 5 decibel reduction or face an outright denial. However, some projects may be borderline in meeting other criteria- several thousand dollars above the threshold or a few decibels below the 65 decibel criterion. The appeal will be considered only for jurisdictions that are borderline in meeting these criteria, as determined by STA TAC and the STA Board. Projects authorized for additional analysis will proceed to Step 9.

(B) Discretionary Funding: Projects that are not borderline in meeting the other three criteria, but nonetheless demonstrate that a 5 decibel reduction could be achieved from a sound wall, may be considered for non-federal, discretionary funding from the STA. The STA Board may allow the jurisdiction to submit a justification in writing of the compelling reasons a freeway sound wall would benefit its community. The jurisdiction might offer financial participation in the project. Or the jurisdiction might petition for other noise abatement measures, such as soundproofing windows. Projects considered for discretionary funding will proceed to Step 14.

(C) Step 8 - Deny: Sound wall projects that cannot achieve a 5 decibel reduction in noise will be ineffective and, therefore, will be denied.

**Step 9: Caltrans Performs Additional Analysis on the Criteria in Question for Projects that Failed the Initial Screening.**

Caltrans will perform more detailed study on projects that did not meet federal decibel or cost criteria and forward its results to the STA. Projects that meet all four of the federal requirements after the additional analysis will proceed to Step 18, other projects to Step 10.

**Step 10: STA TAC and the STA Board (A) Consider Addition of Local Funds to the Project Budget or (B) Consider Request for Non-Federal Funds or (C) Deny Projects.**

**Screening Criteria Not Met**

**(A) Steps 11-13 - Jurisdiction Supplements Federal Funds:**

Projects that meet the decibel requirements but exceed a cost of \$45,000 per dwelling unit will be given the option of paying for the additional costs through local resources. Some examples of payment options that could be offered by the jurisdiction include:

- Forming an assessment district with the affected property owners to pay the difference between the \$45,000 per dwelling unit and the higher cost estimated by Caltrans.
- Agreeing to fund the sound wall by forfeiting another of its Regional Transportation Improvement Program (RTIP) projects.
- Using the jurisdiction's local funds.

The jurisdiction may submit its offer to meet the higher costs in writing to STA TAC and the STA Board (Step 11). The STA Board will consider the proposed financing plan (Step 12). The freeway sound wall project will proceed to Step 18 if the plan is approved or will be denied (Step 13).

**(B) Steps 14-16 - Jurisdiction Requests Non-Federal Funds and Prepares Justification:**

Projects that do not meet the four federal criteria or are not accompanied by an agreement to pay for costs above \$45,000 per dwelling unit will be recommended for denial. However, the STA Board may permit jurisdictions that are recommended for denial to compete for non-federal, discretionary funds. It should be noted that the primary sources of funding available to the STA for programming contain federal funds and that the availability and frequency of the funding cycles for non-federal discretionary funding are limited. STA staff will inform jurisdictions of their project's failure to pass the additional analysis by Caltrans. Such jurisdictions may submit a justification in writing to STA TAC and STA Board describing the compelling reasons that a freeway sound wall would benefit their communities (step 14). The jurisdictions might offer financial participation in the project. Or the jurisdictions might petition for other noise abatement measures, such as soundproofing windows.

In these steps, all projects requesting discretionary funding for noise abatement will be considered---those borderline projects that did not pass the additional analysis and those projects from Step 7 that are accompanied by a justification from the jurisdiction (step 15). In addition, second priority applications from libraries, hospitals and schools will be considered at this time. The STA Board will consider the discretionary funds available which projects are approved. Approved projects will proceed to Step 18. If the STA Board determines that the justification for the project is not satisfactory, the project will be denied for non-federal funding and consideration of it will end. (step 16)

(C) Step 17 - Deny:

If no justification is proposed, the project will be denied for non-federal funding and consideration of it will end.

**Step 18: Property Owners Petition**

During the initial screening, Caltrans will define the specific location of the sound wall and identify the residences that will be adjacent to it and/or affected by it with a minimum 5 decibels noise reduction. The STA will notify the jurisdiction of Caltrans' findings from the initial screening and request that a petition from the property owners be circulated for those proposed sound walls which meet the requirements of the STA Freeway Sound Wall Policy. In order to evaluate support in the neighborhood, a petition favoring construction of a sound wall must be signed by a property owner from 100% of the households with a property line that immediately faces the proposed sound wall and 75% of the households with a property line not immediately facing the proposed sound wall, but experiencing a minimum 5 decibels in noise reduction, as defined by Caltrans (multi-unit structure petition requirements will be considered on a case by case basis). At this stage, the jurisdiction should encourage property owners with tenants to notify their tenants of the proposed sound wall. The notice can also alert tenants about their opportunity to participate in a future meeting (in step 26), describing Caltrans' findings from a scoping study of the proposed sound wall. The jurisdiction will collect the petition and forward it to the STA with the required signatures. If the petition requirements as detailed above are not met, the jurisdiction may submit an appeal with the petition. The appeal should address issues such as to why a sound wall should be pursued with less than the policy mandated supported levels and why a sound wall should be pursued if there is not unanimous support from the property owners with a property line that immediately faces the proposed sound wall. The goal of property owners with a property line that immediately faces that proposed sound wall. The goal of Step 18 is to assure the STA, the region, and the State that there is strong support for the sound wall before further efforts are made on the project to make it eligible for programming.

**Step 19: STA Evaluates Completed Petition**

Proposed freeway sound walls that meet the requirements of the STA Freeway Sound Wall Policy and that are accompanied by completed petition will be forwarded first to STA TAC and then to the STA Board with a staff recommendation that they be allowed to proceed to Phase 2, pending a Letter of Intent from the jurisdiction. In Phase 2, a detailed noise study, known as a Noise Barrier Scope Summary Report (NBSSR), will be conducted by Caltrans.

**Step 20: STA TAC and the STA Board Consider Proceeding with a NBSSR, Pending a Letter of Intent from the Jurisdiction**

Projects that meet the requirements of the STA Freeway Sound Wall Policy and that are accompanied by a completed petition will be presented to STA with a recommendation to proceed with the NBSSR. STA TAC will then forward its recommendations to the STA Board for approval. Projects that have an incomplete petition/appeal will be considered on a case-by-case basis. Projects, if approved, will proceed to Step 22, or will be denied (Step 21).

**Stage 22: Jurisdiction Submits Letter of Intent to STA**

The jurisdiction should submit a Letter of Intent to the STA, indicating its intention to support the freeway sound wall or alternative noise abatement project and take responsibility for a formal public process during Phase 2. If the jurisdiction agreed to pay costs exceeding the federal standard, it should outline in more detail how it intends to meet those obligations and under what time frame.

## **PHASE 2: NOISE BARRIER SCOPE SUMMARY REPORT (NBSSR) PROCESS**

**Approximately 2 years**

### **Step 23: STA TAC and the STA Board Prioritize NBSSR Requests**

Requests for all NBSSR studies are part of an annual process, which usually occurs in the Fall. In the event that there is neither the staff time nor the funds available to program all the requested studies, STA TAC will recommend which projects should receive the highest priority. Individual freeway sound wall studies may be judged against each other, with priorities based on:

- how much the existing or predicted future exterior noise exceeds 65 decibels;
- whether the project meets all four federal standards;
- cost-effectiveness;
- financial participation by the jurisdiction;
- considerations based on impact on minority and low income populations; and
- how long the request for a sound wall has been in the queue waiting for a study.

Noise abatement projects that do not involve a sound wall will also be considered in this process and prioritized.

STA TAC will then forward its priority lists to the STA Board for approval. Those sound wall studies and alternative noise abatement projects that do not make the cutoff list to have the necessary studies performed, due to limited staff time and funding, will return to Step 23 for consideration in the next fiscal cycle.

### **Step 24: Caltrans Prepares the NBSSR or Jurisdiction Prepares Noise Study**

Caltrans will prepare the NBSSR and provide quarterly status reports on its progress. A NBSSR is a detailed noise study, which usually consists of an analysis of the following factors:

- Cost of the sound wall not to exceed \$45,000 per dwelling unit, which may be adjusted periodically to reflect current construction costs;
- Absolute noise levels approaching 67 decibels or more;
- Reduction of a minimum of 5 decibels in noise levels expected from sound wall construction;
- A detailed cost estimate;
- Life cycle of the sound wall to exceed 15 years;
- Consideration of the environmental impacts of a freeway sound wall, such as visually intruding on a scenic highway, blocking residents' views or scenic vistas, or causing adverse effects on historical sites or endangered species; and
- Engineering feasibility, including consideration of topography; access requirements for driveways, freeway ramps, and local streets; safety; and other noise sources in the area.

Jurisdictions approved for non-sound wall noise abatement projects will prepare a noise study with the detail necessary for final approval and construction or installation. The noise study will include, at a minimum:

- A detailed cost estimate;
- Cost of the noise abatement project per dwelling unit, classroom, hospital room, or library study area;
- Reduction in decibels expected from the project;
- Life cycle of the project; and

- Factors influencing feasibility.

Caltrans will not be involved in non-sound wall projects, unless the project requires use of its right-of-way, in which case Caltrans must approve the design. Jurisdictions that receive final STA approval to fund no-sound wall noise abatement projects will be expected to plan and administer the construction of the project themselves.

### **Step 25: STA TAC and the STA Board Accept the Freeway Sound Wall or Alternative Noise Abatement Project, Pending Receipt of a Resolution Adopted by Elected Officials of the Jurisdiction.**

Projects with a completed NBSSR or noise study will be presented to STA TAC with a recommendation to accept the projects. STA TAC will then forward its recommendation to the STA Board for approval. STA TAC and the STA Board will take action at this stage, before the jurisdiction conducts a formal public process, to assure the jurisdiction of the STA's intent to fund the sound wall or alternative noise abatement project.

### **Step 26: Jurisdiction Conducts a Forum Public Process**

The jurisdiction shall invite all those directly affected by a freeway sound wall to a meeting held within the vicinity of the proposed project. Notices of the meeting must be mailed to those property owners and tenants who will be able to see the sound wall from their residences. Notices of the meeting must be mailed or posted to alert other residents, schools, businesses, etc. in the immediate neighborhood. Notices must be written and distributed in the predominate languages of the impacted area. The jurisdiction is encouraged to notify as broadly as possible other parties who may be interested. This could be done through communication vehicles, such as newsletters, posters, newspaper articles, etc. The meeting should be open to the general public. The jurisdiction should arrange for a Caltrans representative to be present to act as a resource for questions about the findings of the NBSSR. Issues of design and landscaping should also be covered during this meeting. The STA will only fund sound walls with Caltrans' standard designs and landscaping. Jurisdictions desiring enhancement of the design and landscaping (such as 'living walls' or special facade treatments) must be prepared to make up the difference in cost. Therefore, whether property owners wish to form an assessment district to support such upgrades may be a topic covered in this meeting. Caltrans will also explain the conditions under which reflected noise may occur from a sound wall and how potential noise reflection of sound walls will be addressed during the detailed design of an approved sound wall. Depending on the level of public concern or interest, the jurisdiction may wish to hold additional meetings to be certain there is community consensus about supporting the sound wall.

For alternative noise abatement projects, the jurisdiction shall convene a meeting of all those who would directly receive a benefit, including property owners and tenants. The jurisdiction should explain the results of the noise study and address any issues raised by the property owners or residents. The jurisdiction must receive acquiescence in writing from each property owner who will receive an alternative noise abatement project. No further noise abatement in the form of sound walls will be considered, if alternative noise abatement is accepted.

### **Step 27: Jurisdiction Submits Resolution Adopted by Elected Officials**

Elected officials of the jurisdiction must pass a resolution of support for the proposed freeway sound wall as an agenda item at one of their meetings. The resolution should state that significant support exists in the community for the proposed sound wall. If the jurisdiction has offered financial participation, the resolution should commit the resources or actions to ensure that these financial promises will be fulfilled.

The STA Board will not hear appeals of the jurisdiction's resolution of support. Any resident who objects to the STA about the jurisdiction's resolution will be referred to the jurisdiction's staff. The resolution adopted by the elected officials will stand through Step 28. The goal of Step 27 is to assure the STA, the region, and the State that there is strong support for the sound wall before further funds are programmed or expended. However, should the resolution be rescinded before construction, the sound wall will be deleted from the CMA's list of projects.

The jurisdiction must also pass a resolution of support as an agenda item at one of its meetings for alternative noise abatement projects. The resolution should be forwarded to the STA with the written signatures of the affected property owners acquiescing to the project.

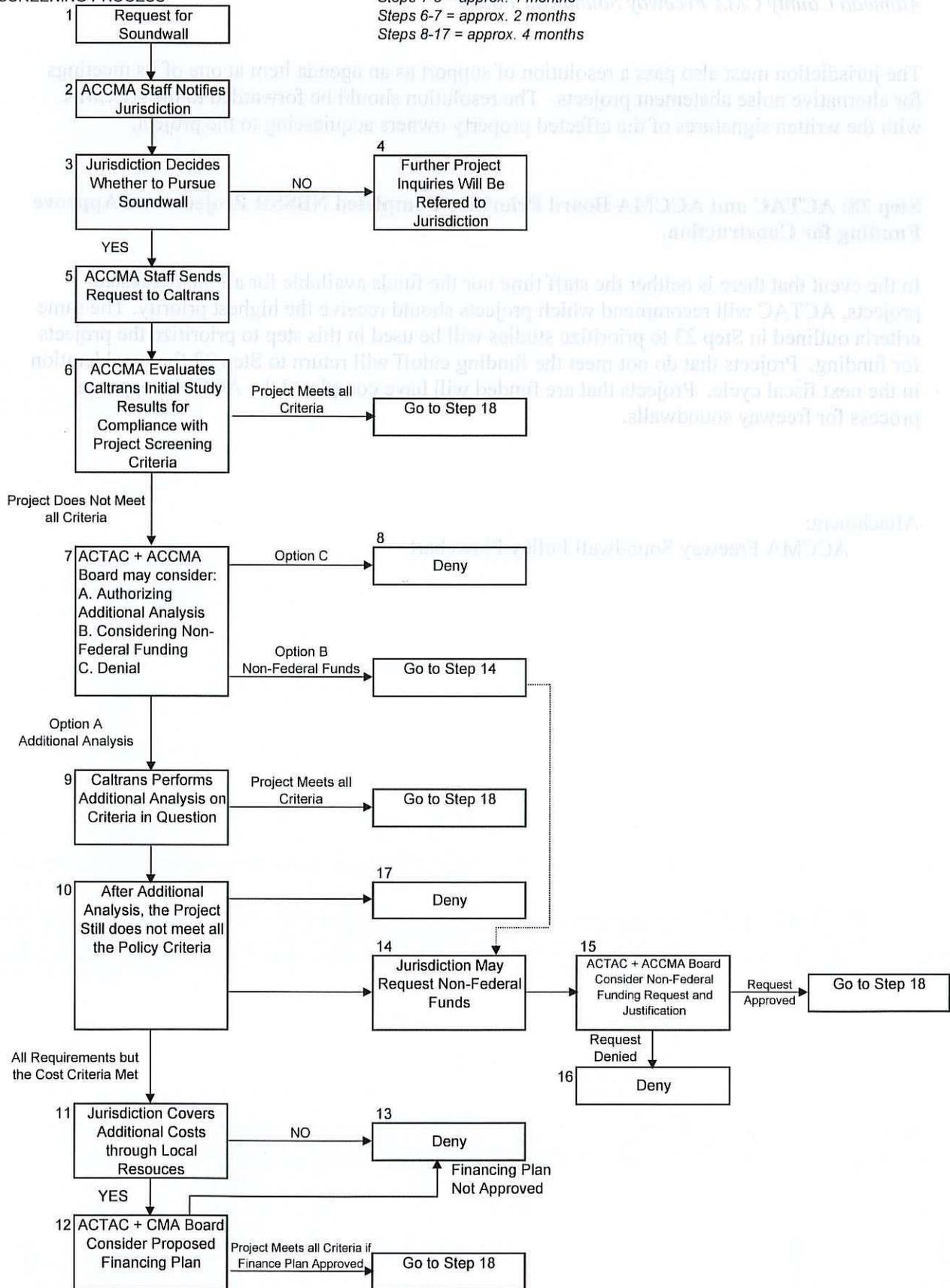
**Step 28: STA TAC and STA Board Prioritize Completed NBSSR Projects and Approve Funding for Construction**

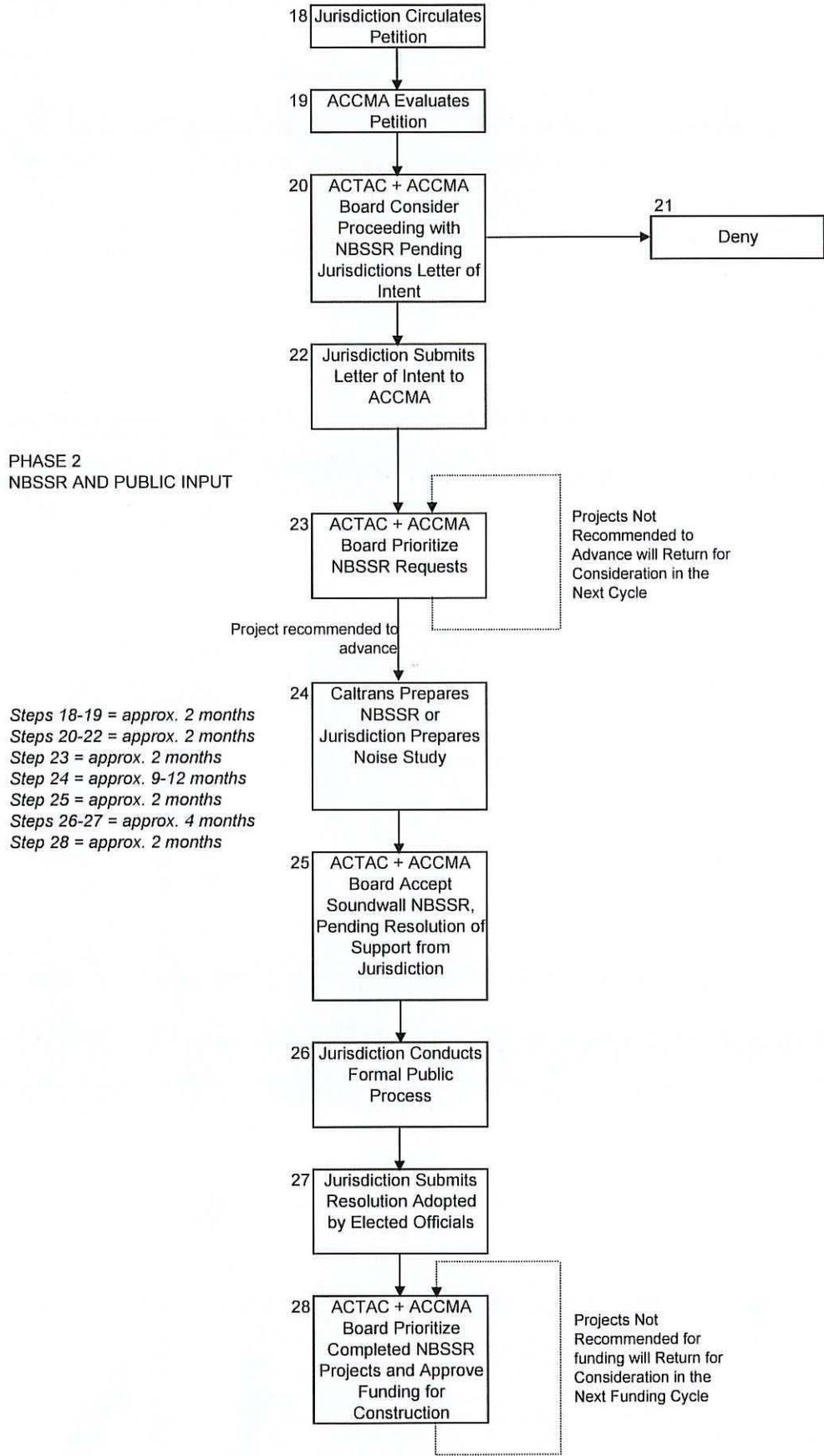
In the event that there is neither the staff time nor the funds available for all the requested projects, STA TAC will recommend which project should receive the highest priority. The criteria outlined in Step 23 to prioritize studies will be used in this step to prioritize the projects for funding. Projects that do not meet the funding cutoff will return to Step 28 for consideration in the next fiscal cycle. Projects that are funded will have completed the STA approval process for freeway sound walls.

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PHASE 1  
 INITIAL SCREENING PROCESS

Steps 1-5 = approx. 4 months  
 Steps 6-7 = approx. 2 months  
 Steps 8-17 = approx. 4 months







DATE: January 16, 2015  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Cap and Trade Program Project Support - Fairfield/Vacaville Train Station

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**Background:**

The State of California has identified reduction of the emission of Greenhouse Gases (GHGs) as a major policy focus, and has approved legislation such as Assembly Bill (AB) 32 and Senate Bills (SB) 375 (regional transportation plans) and SB 753 (environmental thresholds of significance) to help achieve GHG emission reductions. One of the programs that is an outgrowth of this effort - the Cap and Trade Program - was introduced with draft funding regulations in 2014.

State legislation assigned the primary responsibility for allocating Cap and Trade funds related to land use and transit projects to the state Strategic Growth Council (SGC). The SGC released draft guidelines for the Affordable Housing and Sustainable Communities (AHSC) program on September 23, 2014. STA submitted a comment letter on October 31, 2014. STA's letter was similar to those of most other Bay Area Congestion Management Agencies and that of MTC.

On December 19, 2014, the SGC released a memo summarizing changes to the AHSC program guidelines (Attachment A). Several of these changes were in response to comments received from agencies such as STA and MTC. Final AHSC regulations are scheduled to be adopted on January 20, 2015.

**Discussion:**

In accordance with direction from the STA Board, STA will work with local project sponsors to identify the best possible candidates for AHSC funds. Because the first round of funding is small with only \$130 million available statewide, and the competition is expected to be intense, it may be difficult for Solano projects to meet all of the AHSC criteria. For example, AHSC projects must a) reduce GHG emissions (based on a state formula that has yet to be released), and b) provide for new affordable housing units at a specified minimum density. For Solano jurisdictions with a population of over 100,000, the minimum density is 30 dwelling units per acre, with a floor: area ration of 2.0 or above. These are standards more easily met in core urban areas than in even the densest portions of suburban communities such as those found in Solano County.

STA staff does not believe that there are any Solano County projects that would be competitive for the AHSC - Transit Oriented Development program at this time. This would be, however, staff has identified one Solano County project that could be competitive the AHSC - Integrated Connectivity Project (ICP) fund category may be appropriate for elements of the Fairfield-Vacaville Train Station Project. Therefore, STA staff is recommending that the STA Board formally support this Project as the AHSC countywide priority. Currently,

STA staff is working with the City of Fairfield to flush out the details of a possible application. By the February TAC, it is expected these details will be presented for a recommendation to the STA Board to approve the application submittal.

**Fiscal Impact:**

None at this time.

**Recommendation:**

Forward a recommendation to the STA Board to support the Fairfield-Vacaville Train Station as the priority project in the county for the State Cap and Trade Affordable Housing and Sustainable Communities program for 2015.

Attachments:

- A. AHSC Guideline Memo dated December 19, 2014



DATE: January 16, 2015  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Napa-Solano Travel Demand Model Update

---

**Background:**

The Napa-Solano Travel Demand Model (Model) is a 'trip-based' traffic model that allows for prediction of future traffic patterns based upon current traffic patterns and predicted land use changes (growth in population and employment, and changes in travel behavior) outside traffic and improvements to the roadway network. In 2014, STA initiated an update to the Model to: A) Make it consistent with the new regional land use projections from Plan Bay Area and B) Convert it to a more modern 'activity-based' modeling system. STA has contracted with Cambridge Systematics (CS) for the update work.

**Discussion:**

In late December, 2014, the consultant delivered updated 2010 household and employment data based upon the 2010 federal Census. This update is important because the Plan Bay Area growth projections use the 2010 federal Census as a base year from which future growth is calculated.

The Model TAC met on January 12, 2015, to review the updated household and employment data. The City of Vacaville asked the consultant to clarify how group home residents are counted (they are inmates at the state prison, and therefore not counted as potential drivers), and Solano County has asked for clarifications on differences between 2000 and 2010 federal Census numbers. The Model TAC members also noted that Plan Bay Area population and employment figures are often lower than those found in locally-adopted General Plans. Because the Plan Bay Area household and employment data are policy-based numbers generated by the Association of Bay Area Governments, they often do not accurately reflect the development aspirations of local governments in suburban counties such as Solano. This is an on-going issue faced every time the Model is updated.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve use of the update household and employment data for the Napa-Solano Travel Demand Model Update.

**Attachment:**

- A. Updated household and employment data

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## POPULATION

## NAPA COUNTY

Yellow highlighted cells are new values

## Jurisdiction

	2010 Orig	2010 Census	2010 Difference	2040 After MTAC Review	2040 Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
City of Napa	85,107	79,551	-5,556	102,362	92,798	-9,564	13,247	17%
St. Helena	6,471	5,814	-657	7,550	6,315	-1,235	501	9%
American Canyon	11,305	19,357	8,052	15,088	26,086	10,998	6,728	35%
Calistoga	7,044	5,120	-1,924	8,502	5,569	-2,933	449	9%
Yountville	3,303	2,005	-1,298	4,052	2,181	-1,871	176	9%
Napa County	27,132	21,781	-5,350	32,522	25,843	-6,679	4,062	19%
<b>Napa (Total)</b>	<b>140,361</b>	<b>133,629</b>	<b>-6,732</b>	<b>170,076</b>	<b>158,792</b>	<b>-11,284</b>	<b>25,163</b>	<b>19%</b>

## SOLANO COUNTY

## Jurisdiction

City of Benicia	28,429	26,091	-2,339	29,461	29,714	253	3,623	14%
City of Dixon	18,594	18,510	-84	36,368	20,930	-15,438	2,420	13%
City of Fairfield	121,365	107,132	-14,234	136,780	147,678	10,898	40,546	38%
City of Rio Vista	9,920	7,551	-2,369	31,885	9,424	-22,461	1,874	25%
City of Vacaville	103,037	86,558	-16,479	122,989	104,647	-18,342	18,089	21%
City of Vallejo	132,601	118,193	-14,408	154,871	134,930	-19,941	16,737	14%
Suisun City	24,562	27,789	3,227	33,296	34,011	715	6,222	22%
Solano County	13,429	11,594	-1,834	14,627	13,029	-1,598	1,435	12%
<b>Solano (Total)</b>	<b>451,937</b>	<b>403,417</b>	<b>-48,520</b>	<b>560,278</b>	<b>494,363</b>	<b>-65,915</b>	<b>90,946</b>	<b>23%</b>

# HOUSEHOLDS

## NAPA County

Yellow highlighted cells are new values

### Jurisdiction

	2010 Orig	2010 Census	2010 Difference	2040_MTAC Review	2040_Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
City of Napa	31,758	29,186	-2,572	38,631	33,094	-5,537	3,908	13%
St. Helena	2,614	2,401	-213	3,067	2,525	-542	124	5%
American Canyon	4,036	5,689	1,653	5,444	7,648	2,204	1,959	34%
Calistoga	2,792	2,019	-773	3,370	2,133	-1,237	114	6%
Yountville	1,172	1,050	-122	1,367	1,110	-257	60	6%
Napa County	10,349	8,531	-1,818	12,347	9,802	-2,545	1,271	15%
<b>Napa (Total)</b>	<b>52,720</b>	<b>48,876</b>	<b>-3,844</b>	<b>64,227</b>	<b>56,312</b>	<b>-7,915</b>	<b>7,436</b>	<b>15%</b>

## SOLANO County

### Jurisdiction

City of Benicia	10,750	10,407	-342	11,556	11,735	180	1,328	13%
City of Dixon	5,857	5,917	60	12,426	6,506	-5,920	589	10%
City of Fairfield	38,956	35,637	-3,319	47,182	47,512	330	11,876	33%
City of Rio Vista	3,869	3,437	-432	11,994	4,124	-7,870	687	20%
City of Vacaville	33,542	31,834	-1,707	43,671	37,514	-6,157	5,679	18%
City of Vallejo	44,686	41,422	-3,264	57,658	46,117	-11,541	4,695	11%
Suisun City	7,486	8,927	1,441	11,974	10,739	-1,234	1,812	20%
Solano County	4,548	4,176	-372	5,292	4,459	-833	283	7%
<b>Solano (Total)</b>	<b>149,692</b>	<b>141,758</b>	<b>-7,934</b>	<b>201,752</b>	<b>168,706</b>	<b>-33,046</b>	<b>26,948</b>	<b>19%</b>

# EMPLOYMENT

## NAPA County

Yellow highlighted cells are new values

### Jurisdiction

	2010 Orig	2010 Census	2010 Difference	2040 After MTAC Review	2040_Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
City of Napa	29,881	34,238	4,357	37,208	43,205	5,997	8,967	26%
St. Helena	4,554	5,339	785	5,497	6,275	778	936	18%
American Canyon	5,555	11,659	6,105	8,613	14,824	6,211	3,165	27%
Calistoga	2,642	2,218	-424	3,457	2,639	-818	421	19%
Yountville	1,956	1,602	-354	2,308	1,983	-325	381	24%
Napa County	33,847	15,594	-18,253	48,697	20,624	-28,073	5,030	32%
<b>Napa (Total)</b>	<b>78,435</b>	<b>70,651</b>	<b>-7,784</b>	<b>105,779</b>	<b>89,550</b>	<b>-16,229</b>	<b>18,899</b>	<b>27%</b>

## SOLANO County

### Jurisdiction

City of Benicia	11,611	14,260	2,649	14,881	18,671	3,790	4,411	31%
City of Dixon	6,280	4,712	-1,568	5,684	6,222	538	1,510	32%
City of Fairfield	50,895	42,271	-8,625	62,389	56,876	-5,513	14,605	35%
City of Rio Vista	1,619	2,180	561	5,647	2,750	-2,897	570	26%
City of Vacaville	32,701	28,246	-4,454	39,312	41,160	1,847	12,913	46%
City of Vallejo	35,605	31,685	-3,920	50,635	43,614	-7,022	11,928	38%
Suisun City	2,287	3,391	1,104	5,278	5,278	0	1,887	56%
Solano County	2,229	5,601	3,372	4,250	5,988	1,737	387	7%
<b>Solano (Total)</b>	<b>143,227</b>	<b>132,345</b>	<b>-10,882</b>	<b>188,077</b>	<b>180,557</b>	<b>-7,519</b>	<b>48,212</b>	<b>36%</b>

	2010 Orig	2010 Census	2010 Difference	2040 After MTAC Review	2040 Plan Bay Area	2040 Difference	2010-2040 Change	2010-2040 % Change
Suisun City	2,287	3,391	1,104	5,278	4,654	(624)	1,263	0

Suisun City Expressed interest in having increased employment. Previous round set employment at 5,278. That total will be retained for the new round.

13% Amount of increase to Suisun City employment



DATE: January 15, 2015  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Comprehensive Transportation Plan (CTP) Update - Public Outreach

---

**Background:**

The Solano Comprehensive Transportation Plan (CTP) is one of the foundational documents for STA and provides the basis for STA's projects and programs priorities and for input to the Metropolitan Transportation Commission (MTC) /Association of Bay Area Government's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for the 9-county Bay Area). The current SCS was adopted in 2013, and is known as Plan Bay Area. The current Solano CTP was adopted in 2005 and needs to be updated prior to the next RTP/SCS being developed in 2017.

The Solano CTP consists of three primary elements: Active Transportation; Arterials Highways and Freeways; and, Transit and Ridesharing. There are additional supporting chapters, such as the Introduction, Past Achievements and Land Use.

In 2008 and 2009, the STA Board adopted preliminary Goals for the Solano CTP and requested and received a comprehensive project list from the eight (8) STA member agencies. The Goals and project list have been used by STA staff to identify key projects for inclusion in the 2009 Regional Transportation Plan and 2013 SCS.

In 2012 and 2013, STA updated the Countywide Bicycle and Pedestrian Plans, the Safe Routes to Schools Plan, and adopted first-time Safe Routes to Transit and Alternative Fuels plans. Each of these plans were developed or updated with the assistance of locally-based citizen or citizen- and staff-based advisory committees, making it a grass-roots effort with extensive local input. In early 2014, these plans were worked together into the first Solano CTP Element: the Active Transportation Element (adopted on April 9, 2014).

With the recent release of the Solano Pothole Report at the end of 2014 and the beginning of the next phase of the Solano Intercity Transit Corridor Study, the two remaining Solano CTP Elements (Arterials, Highways and Freeways, and Transit and Ridesharing) are now in prime condition to move forward towards adoption. However, neither CTP Element has the sort of public engagement or advisory committee structure as exists for the components of the Active Transportation Element. Concurrently, MTC has extensive public outreach requirements for 2017 update of Plan Bay Area that can be met by a Solano CTP outreach program.

For these reasons, STA staff is proposing a public outreach program as discussed below.

### **Discussion:**

STA staff is proposing a two-phased public outreach program, with efforts to contact both traditional groups (such as City Council Planning Commissions and service clubs) with traditional and new media. STA staff will make at least one presentation in each of the 7 cities, but has a goal of two or more. Presentations will occur both during the work day and evening hours in order to maximize the cross section of the public that can participate.

**Phase 1 – “What are Your Transportation Priorities?”** The first phase will request input on the priority of transportation issues faced by members of the Solano community, and ideas they have for addressing those issues. While some of this will include a description of constraints faced by STA and its member agencies (such as funding availability and rules, existing commitments and regional plans), the main purpose of this phase is to elicit input from the public. Existing resources, such as the ridership surveys taken for intercity transit uses in the past several years will be a part of the public input, as will recent discussion of the Intercity Transit Corridor Study.

At a recent presentation in Rio Vista, STA staff was advised to “spend few hours in front of the local market.” STA will do this, and look for similar community focal spots in other cities during this phase. This may also be the most appropriate time to make presentations to Policy Board and Planning Commissions. Finally, STA will use new media and existing interest groups to attempt to identify community members who want to become and remain engaged in the Solano CTP update.

**Phase 2 – “Here is What We Heard”** STA staff will develop a matrix of comments received and how they are addressed, similar to the format used in soliciting, organizing and responding to comments to Environmental Impact Reports. Staff will also develop the draft Arterials Highways and Freeways and Transit and Ridesharing Elements. Then, during the second round of public input, STA staff will go back to the community - sometimes to the same groups contacted before, and sometimes to new groups - to present the two draft Elements, and to show where public comments were incorporated into policies and project prioritization.

The final Elements will be provided to the STA Board following the completion of the two phases of public outreach, depending upon the level of public participation and the number of comments received. This is targeted for the September 2015 STA Board meeting. Once the two Elements are adopted, STA staff will develop a final Solano CTP that integrates all of the chapters and elements into a single document.

### **Fiscal Impact:**

Unknown. STA staff are still identifying media options (such as on-line surveys) that can be a part of the public participation program, and will identify any funding requests in the mid-year budget update in February 2015.

### **Recommendation:**

Approve the following:

1. The Solano CTP public outreach campaign as outlined above; and
2. Request MTC to enable STA to coordinate Solano CTP outreach with MTC’s Regional Transportation Plan (RTP)/Sustainable Communities Strategies (SCS).



DATE: January 20, 2015  
TO: STA TAC  
FROM: Drew Hart, Associate Planner  
RE: Bay Trail – Vine Trail Study

---

**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. In coordination with 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. STA selected a consultant team of Alta Planning + Associates and Parisi Transportation Consultants.

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 and Parisi Transportation Consulting, STA has hosted 3 outreach events for the Bay Trail Vine Trail Feasibility Study. The workshops have been well attended and have provided useful feedback. The draft of the final document was compiled for one final round of public comments which included presentations to the STA’s Bicycle Advisory Committee with invitations to participate and also provide to the STA Pedestrian Advisory Committee.

The attached Bay Trail-Vine Trail Feasibility and Preliminary Engineering Study [Draft] includes a review of the alignments that were considered (Page 27, figure 4.1) and a description of the alignment recommended by the consultant team and Bay Vine Trail TAC (Section 5, starting on Page 31). Section 7 of the report identifies typical project implementation steps.

**Fiscal Impact:**

None at this time. Once approved, the Study can serve as documentation to support STA and other agencies in seeking funding options, such as the state Active Transportation Program (ATP) grants. A portion of the Vine Trail in Napa County was awarded \$3.6M ATP grant in 2014 (Cycle 1).

**Recommendation:**

Forward a recommendation to the STA Board to approve the Bay Trail-Vine Trail Feasibility and Engineering Study.

Attachment:

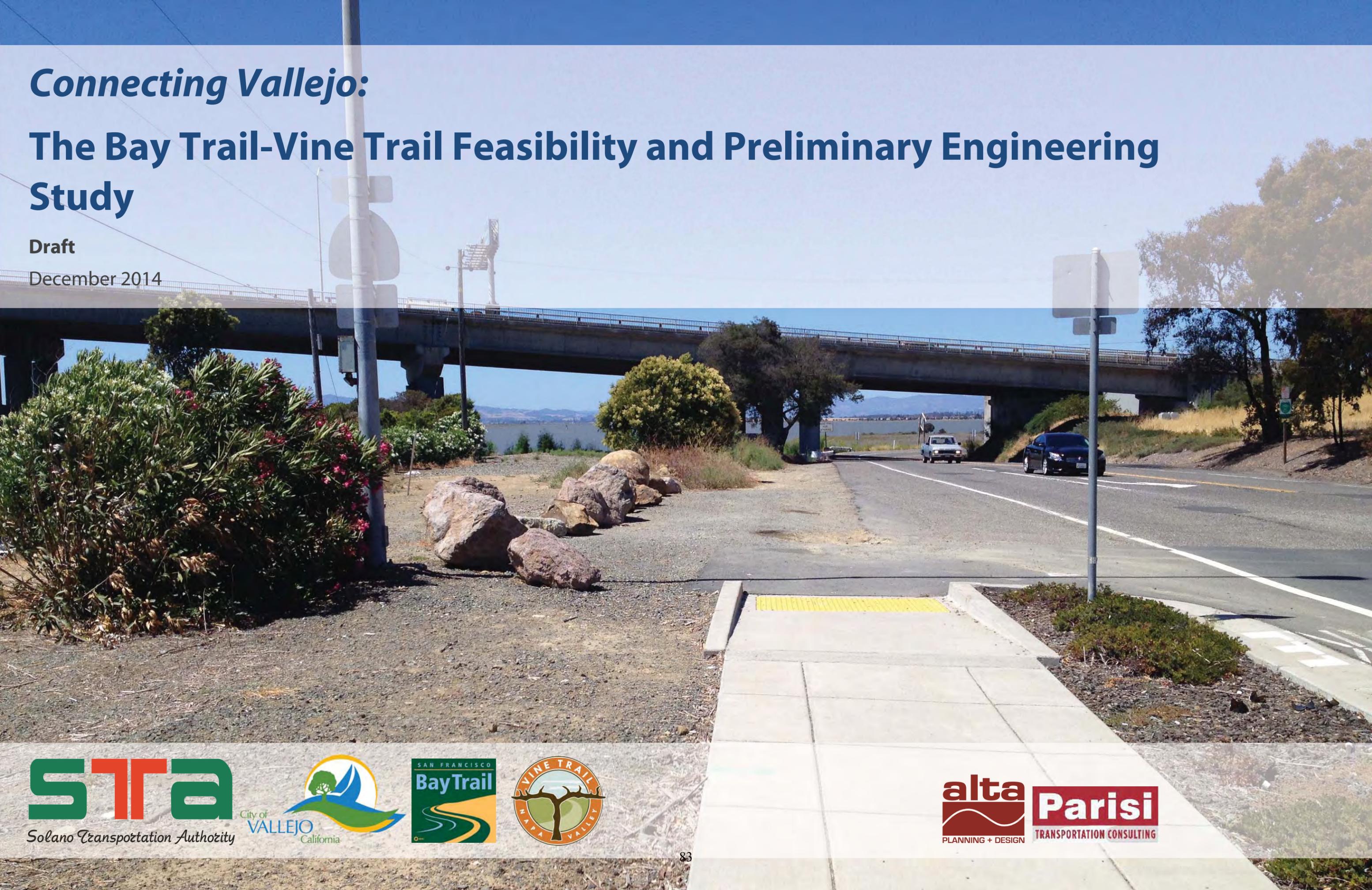
- A. The Bay Trail-Vine Trail Feasibility and Preliminary Engineering Study [Draft]

# Connecting Vallejo:

# The Bay Trail-Vine Trail Feasibility and Preliminary Engineering Study

Draft

December 2014





## Acknowledgements

### Project Team

#### Solano Transportation Authority

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Drew Hart, Associate Planner, Project Manager (Phase 2)

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James Powell, Designer

Emily Tracy, Planner

#### Parisi Transportation Consulting

David Parisi, Principal Transportation Engineer

Andrew Lee, Transportation Engineer

#### Creegan + D'Angelo Engineers

Hugh Miles, Engineer

#### MacMillan Environmental Sciences

Lucy MacMillan, Biologist

### Technical Advisory Committee

#### San Francisco Bay Trail Project (project sponsor)

Maureen Gaffney, Project Manager

#### Napa Valley Vine Trail (project sponsor)

Philip Sales, Consultant Project Manager

#### California Department of Fish and Wildlife

Karen Taylor, Associate Wildlife Biologist

#### Caltrans District 4

Beth Thomas, Senior Transportation Planner

Sergio Ruiz, Pedestrian & Bicycle Coordination Branch

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#### City of American Canyon

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#### Greater Vallejo Recreation District

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# 1 Introduction

This Bay Trail and Vine Trail Feasibility Study is an investigation to evaluate and identify a preferred alignment for two well-used, multi-use regional trails—the San Francisco Bay Trail and the Napa Valley Vine Trail—through the City of Vallejo with a low stress, convenient, and family friendly facility.

The community envisions a facility that will help connect areas of the City of Vallejo that are divided by SR 29 and SR 37; provide opportunity for active transportation and recreation; and extend the amenity and economic value of waterfront access to more of the City.

## 1.1 Study Overview

The San Francisco Bay Trail (Bay Trail) is a planned 500 mile, multi-use trail administered by the Association of Bay Area Governments (ABAG). When complete, the trail will encircle the San Francisco Bay, linking the shorelines of 47 cities and nine counties. Currently, 338 miles of the Bay Trail are complete. The Napa Valley Vine Trail (Vine Trail) is a 47 mile multi-use trail administered by the Napa Valley Vine Trail Coalition that is planned to extend from the Ferry Terminal in the City of Vallejo to the City of Calistoga.

Portions of the Bay Trail and the Vine Trail currently exist in the City of American Canyon on separate alignments, but they terminate near the city limits of Vallejo. The Bay and Vine Trail exist in Vallejo on a shared alignment on the White Slough Trail, which is located along the south side of State Route (SR) 37 between SR 29 and Sacramento Street. The Bay and Vine Trails also exist on a shared alignment along Wilson Avenue on the Vallejo waterfront, extending from just south of SR 37 to the Vallejo Ferry Terminal. This portion is considered complete by the Bay Trail and in need of minor upgrades for the purposes of the Vine Trail.

The objective of this Bay Trail and Vine Trail Feasibility Study is to evaluate alternatives and identify a preferred alignment(s) for the two gaps in the trails in Vallejo to the north and south of the existing White Slough Path (North Area and South Area in **Figure 1-1**), providing seamless and comfortable facilities for cyclists and pedestrians. Once completed, this key connection between two cities, two counties and two major regional trail systems will help connect 390 miles of continuous bicycle and pedestrian paths, directly linking the communities of Vallejo, Benicia, Martinez, and Crockett to American Canyon, Napa, Los Carneros, Yountville, Oakville, Rutherford, St Helena, Calistoga, and to all the cities and counties on the Bay Trail system.

## 1.2 Stakeholder and Community Participation

Stakeholder and community participation was an integral part of the development of this study. A Technical Advisory Committee (TAC) was formed to provide input on previous and current planning efforts, identify opportunities and challenges and guide the alignment selection. The TAC was composed of representatives from:

- Solano Transportation Authority
- City of Vallejo
- City of American Canyon
- San Francisco Bay Trail
- Napa Valley Vine Trail
- Caltrans

The broad community was invited to participate in a number of events, including:

- Community Workshop on May 11, 2014
- Bicycling and Walking Tour on June 28, 2014

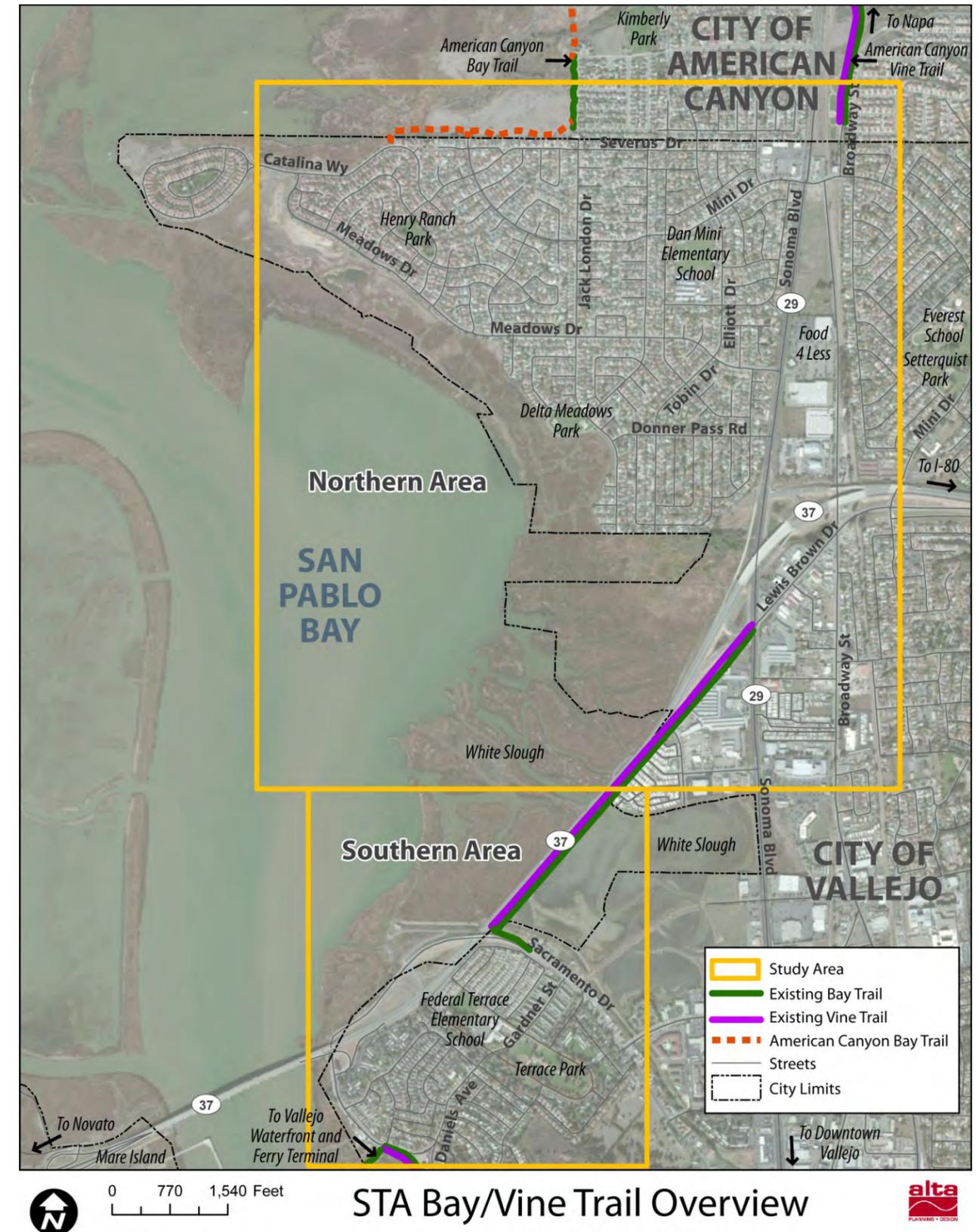


Figure 1-1: Overview of Northern and Southern Study Areas

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## 2 Existing Conditions

This chapter summarizes existing conditions, opportunities and challenges for implementation of the Bay and Vine Trail on these prospective routes. The study considers engineering and environmental feasibility, public support and cost. It reflects review of background documents and other current plans that are relevant, field reconnaissance observations, review in Google Earth and Streetview, and input from stakeholders and the general public from the Technical Advisory Committee.

### 2.1 Demographics

There are a total of 12,897 people living in the Census block groups that comprise the two study areas, according to the 2010 United States Census (see **Table 2-1**). Just over half—51 percent—are female, and 49 percent are male. The largest ethnic group represented in the area is Asians at 33 percent, followed by 26 percent Caucasian and 18 percent African American. All age groups are well represented within the community, with 14 percent of the population under 10 years old and 11 percent over 65 years old. The median household income for all of Vallejo is \$51,988, according to the 2011 American Community Survey (median income data is not available at the block group level). More than two thirds of households have one or two vehicles available, at 30 and 39 percent respectively. Five percent of households have no vehicles available. Over 90 percent of the dwelling units in the study area are occupied, and 75 percent of these are home to family households. Sixty percent of households have three or fewer members.

Table 2-1: Area Demographics

Demographic	Number	Percent
<b>Total Population</b>	<b>12,897</b>	<b>100%</b>
Male	6,354	49%
Females	6,543	51%
<b>Households</b>	<b>3,892</b>	<b>100%</b>
1-person households	702	18%
2-person households	967	24%
3-person households	700	18%
4-person households	609	16%
5-person households	420	11%
6-person households	240	6%
7 or more person households	254	7%
<b>Tenure</b>	<b>3,892</b>	<b>100%</b>
Owned with mortgage or loan	2160	56%
Owned free and clear	360	9%
Renter Occupied	1372	35%
<b>Occupancy</b>	<b>4,268</b>	<b>100%</b>
Occupied	3,892	91%
Vacant	376	9%
<b>Vehicles Available</b>	<b>3,892</b>	<b>100%</b>
No vehicle available	211	5%
1 vehicle available	1,148	30%
2 vehicles available	1,488	39%
3 vehicles available	569	15%
4 vehicles available	341	9%
5 vehicles available	110	3%
<b>Race</b>	<b>12,897</b>	<b>100%</b>
White alone	3,317	26%
Black or African American alone	2,343	18%
American Indian and Alaska Native	54	1%
Asian alone	4,322	33%
Native Hawaiian and Other Pacific	166	1%
Some other race alone	1,776	14%
Two or more races	919	7%

## 2.2 Background and Planning Documents

The following planning documents or efforts are pertinent to the current study.

### 2.2.1 City of Vallejo

#### Land Use and Circulation Elements of the General Plan (1982)

The City's General Plan Land Use and Circulation Elements (LU&C Elements) identify goals and policies for bicycle and pedestrian facilities, noting that encouraging walking and bicycling can help reduce dependency on motor vehicles. The LU&C Elements identify three factors that influence would-be pedestrians and bicyclists: attractive bikeways and walkways, safe facilities, and routes that take people where they want to go. Bicycle and pedestrian traffic goals and key policies include:

- **Bicycle Traffic.** Goal: To have facilities that encourage greater use of bicycles for recreation, commuting and shopping.
  - Policy A. As evidence of the community's desire to encourage healthy and safe alternative modes of travel replacing the auto, the City shall give high priority to implementing the Vallejo Bicycle Route Plan.
  - Policy C. Follow state guidelines for signing, striping, and paving of bicycle paths and lanes. Provide tire-proof grates over draining inlets.
- **Pedestrian Traffic.** Goal: To have safe and pleasant access for pedestrians throughout the community.
  - Policy B. Provide safe pedestrian crossings, e.g., signalized crosswalks, and pedestrian overpasses, on major streets where day-to-day activities warrant them. Pedestrian walkways should be provided between residential neighborhoods and high use areas such as schools, parks, and commercial centers. The walkways should be safe for adjoining property owners and users.

#### Current City of Vallejo General Plan Update

The City of Vallejo is currently updating their General Plan for the first time since 1999. Various elements of the General Plan have been revised since then, including a Housing Element Update adopted in 2011. A working group of community residents, board members, and commissioners was assembled in 2013 to provide input to the consultant team and City staff and to act as liaisons to the community and stakeholder groups.

Recognizing that the existing General Plan does not reflect the current needs of the community, the update process aims to develop a new vision for the future of Vallejo and identify concrete steps towards implementing that vision. Four community workshops were held this past spring to gather input on overarching principles to guide the development of the General Plan. A draft is due out in 2016.

#### Sonoma Boulevard Specific Plan

The City of Vallejo is also undergoing a planning process to revitalize Sonoma Boulevard/SR 29 and the surrounding land uses. This specific plan area begins south of SR 37 at Redwood Street and extends to Curtola Parkway. Preceding the Specific Plan, the 2013 Sonoma Corridor Design Plan covered the area between SR 37 and Curtola Parkway. There is likely to be minimal overlap between these efforts and the Bay Vine Trail Feasibility Study, however the street sections proposed in these plans could inform design of improvements north of SR 37, and the approach to accommodation bicycles and pedestrians in the Bay-Vine Trail Study could likewise inform improvements in the Sonoma Boulevard corridor.

### 2.2.2 City of American Canyon

#### Kimberly Park Bay Trail Project (2013)

The City of American Canyon is designing a one-mile long pedestrian and bicycle trail extending the existing trail at Wetlands Edge Road and Kensington Way to Kimberly Park and farther south, connecting to the trail segment at Catalina Way in Vallejo. This segment, shown in **Figure 2-1**, will complete the American Canyon portion of the Napa River Bay Trail, which stretches from Vallejo to Napa. The City anticipates construction will begin in late 2014 or in 2015.

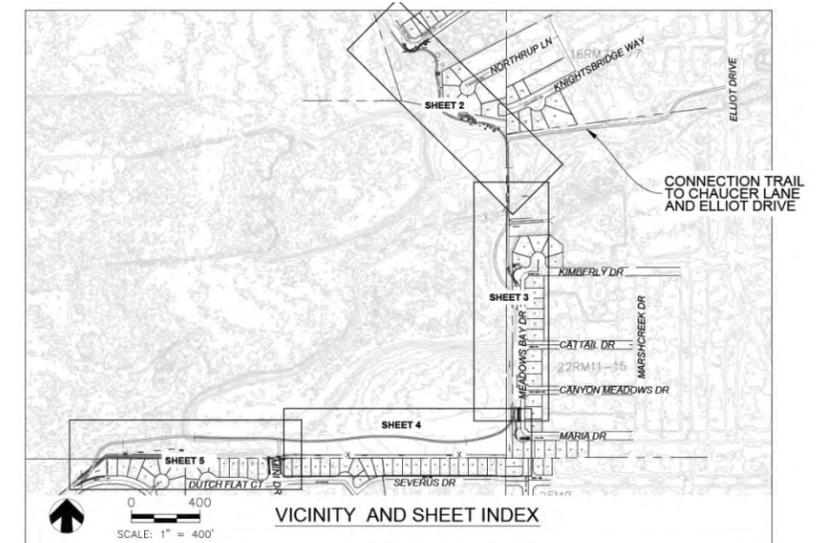


Figure 2-1: Kimberly Park Bay Trail Project

### 2.2.3 Napa County

#### SR 29 Gateway Corridor Implementation Plan (2014)

The southern portion of SR 29 is an important gateway to the Napa Valley. The SR 29 Gateway Corridor Improvement Plan, led by the Napa County Transportation and Planning Agency, seeks to minimize traffic congestion, enhance the character of communities along the corridor, and improve safety for all modes of transportation. Segments S1 and S2 of this Plan fall within the study area of the Bay Trail-Vine Trail Study. For Segment S1, south of SR 37, the Plan acknowledges and defers to the Sonoma Boulevard Specific Plan.

For Segment S2, which includes SR 37 to American Canyon Road, two alternatives were proposed. Option 1 is a parkway with shared use paths on both sides of, a robust tree canopy, and pedestrian refuges provided in the median at each intersection. This is identified as the preferred option. Option 2 alters the northbound side of the highway to include a frontage road with a contraflow bike lane, on-street parking, and a wide boulevard sidewalk.

Several guiding principles and objectives are relevant to the Bay Trail-Vine Trail Study.

- Principle 3: Reduce motorists’ need to use SR 29 by managing demand and encouraging use of alternative/parallel routes for local trips.
  - Objective a. Promote alternatives to traveling in single-occupant vehicles by promoting public transit, park and ride facilities, carpooling/vanpooling, bicycle use and walking.
- Principle 4: Expand the network of pedestrian paths and supporting infrastructure to provide convenient routes to work, schools, open space, and commercial destinations.
  - Objective b. Provide safe pedestrian crossings in convenient locations. Study whether at-grade crossings or pedestrian bridges are more appropriate based on whether pedestrians will use the facility as intended and implications for traffic congestion.
  - Objective c. Create a pedestrian-oriented environment and improve streetscapes, ensuring full access to and between public areas and developments.
- Principle 5: Expand the network of bicycle paths and supporting infrastructure to provide convenient access to destinations, and promote travel by bicycle as a viable alternative to the automobile.
  - Objective b. Where practical and consistent with plans for the Vine Trail, create additional bicycle routes parallel to, but separate from, the SR 29 right-of-way. Prioritize creation of Class I multi-use paths that cater to recreational bicyclists.
  - Objective c. Ensure that bicycle travel is facilitated by clear signage and wayfinding elements, focusing on providing guidance where the bicycle paths intersect with highway interchanges and other similarly complex natural or manmade features.

### 2.2.4 Solano Transportation Authority

#### Countywide Pedestrian Transportation Plan: Active Transportation through Walking (2012)

The Solano Countywide Pedestrian Transportation Plan (Pedestrian Plan) is STA’s reference document for planning and supporting pedestrian system improvements and investments in seven cities, including Vallejo, and the County of Solano. The main purpose of the Pedestrian Plan is to encourage the development of a unified regional pedestrian system (consisting of physical walking routes, wayfinding signage, and amenities such as benches and rest areas, etc.) throughout Solano County. The Pedestrian Plan contains policies that are designed to support and encourage pedestrian transportation, design standards for use in implementation efforts, and promotional strategies.

Key goals and objectives that relate to the Bay-Vine Trail Study include:

- Goal 4: Improve pedestrian safety in Solano County.
  - Objective 11 – Ensure that safety for pedestrians, especially young people, elderly people, and people with disabilities, is the highest priority among competing pedestrian improvement priorities, and a high priority among overall transportation improvement priorities.
- Goal 5: Increase the use of walking as a viable alternative to the automobile.
  - Objective 17 – Develop a regional pedestrian connections system which meets the needs of commuters and recreational travelers, helps reduce vehicle trips, and links residential neighborhoods with regional destinations countywide.
- Goal 6: Develop an integrated and coordinated transportation system that connects walking with other modes of transportation, which includes, but is not limited to, bicycling, driving, and taking public transportation.
  - Objective 20 – Maximize the multimodal connections to the pedestrian system.
- Goal 7: Provide safe access for pedestrians to all points in Solano County.

Table 3-4B of the Pedestrian Plan presents proposed pedestrian projects list, consisting of the priorities identified by each jurisdiction. **Table 2-2** presents proposed pedestrian projects in the Study Area.

The Pedestrian Plan states that a recent study commissioned by the San Francisco Bay Trail Project evaluated opportunities for improvement or realignment of some existing and planned Bay/Ridge Trail routes in Vallejo, including:

- From and along SR 37 from Wilson Avenue along SR 29 or Broadway to Meadows Drive and other local streets to connect to American Canyon and Napa County.

Table 2-2: STA Pedestrian Plan - Proposed Pedestrian Projects in the Bay-Vine Trail Study Area

Project/Segment	From/To	Description	Status
Bay Trail Completion	Various	Complete segments of the Bay Trail	Planned
Sidewalks below and north of Highway 37 Concept	Sonoma Boulevard	Improve sidewalk or multi-use path along Sonoma Boulevard	Planned
Broadway to 4 lanes and Pedestrian/Bike Path	4Alt Modes –Bike/Ped	Construct a bike/ped path along Broadway	Planned
Sonoma Blvd/ SR29 TLC Corridor	4Alt Modes –Bike/Ped	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd	Study

**Countywide Bicycle Transportation Plan: The Future of Cycling | Active Travel (2012)**

The Solano Countywide Bicycle Plan (Bicycle Plan) is a planning tool for the countywide bikeway network in Solano County. The main purpose of the Solano Countywide Bicycle Plan is to encourage the development of a unified bicycle system (consisting of physical bikeway routes, wayfinding signage, and associated amenities such as bicycle lockers, showers, etc.) throughout Solano County. Projects on the Proposed System map are given priority for various state and federal funding sources programmed through STA. Key goals that relate to the Bay-Vine Trail Study include:

- Goal 2. Build the bicycle transportation network by planning, designing, constructing and managing transportation facilities that will meet the needs of the cycling public.
- Goal 3. Improve bicyclist safety in Solano County.
- Goal 4. Increase the use of bicycles as a viable alternative to the automobile.
- Goal 5. Develop an integrated and coordinated transportation system that connects bicycling with other modes of transportation, which includes, but is not limited to, driving, walking, and taking public transportation.
- Goal 6. Provide safe access for bicyclists to all points in Solano County.

The Bicycle Plan lists Class II bike lanes along SR 29 as the second of two proposed priority bicycle projects in Vallejo (p. 76). **Table 2-3** presents proposed bicycle projects in the Study Area.

Table 2-3: STA Bicycle Plan - Proposed Bicycle Projects in the Bay-Vine Trail Study Area

Project/Segment	From/To	Description	Status
Bay Trail Completion	Various	Support completion of the Bay Trail and priority segments (below): <ul style="list-style-type: none"> <li>▪ Vallejo Bluff Trail; Bay Trail Plan segments 6020 and new segment paralleling Clearview Drive (short-term, unpaved)</li> <li>▪ Sonoma Blvd and Curtola Pkwy Bike Lanes; Bay Trail Plan segments 6023, 6023.1 and 6023.2</li> <li>▪ Wilson Ave between White Slough multi-use path and beginning of path near SR 37 onramp; Bay Trail Plan Segment 6039</li> </ul>	Planned
Broadway Street	Alameda Street to Napa County Line	3.8 mile Class II bicycle lanes on Broadway Street from Alameda Street to Napa County line	Planned
Sacramento Street	Valle Vista to SR 37	0.9 Class II bicycle lanes on Sacramento Street from Valle Vista Street to SR 37	Planned
Broadway to 4 lanes and Pedestrian/Bike Path	Napa County Line to Curtola Parkway	Construct a bike/ped path along Broadway	Planned

**Bay Trail Focus Element – Solano Countywide Pedestrian Plan (2004)**

This supporting document to an overall countywide plan for pedestrian routes was a technical study directed by STA in partnership with the Bay Trail Project. It evaluated routes through the entire City of Vallejo, including some of the same routes being evaluated in the current study (identified as segments 26 through 31 in the 2004 study), but at a much more general level and without the level of community engagement. It identified some of the same opportunities and challenges as the current study.

## 2.2.5 Association of Bay Area Governments

### Bay Trail Plan (1989)

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco and San Pablo Bays (see **Figure 2-2**). Senate Bill 100 mandates that the Bay Trail:

- Provide connections to existing park and recreation facilities
- Create links to existing and proposed transportation facilities
- Be planned in such a way as to avoid effects on environmentally sensitive areas

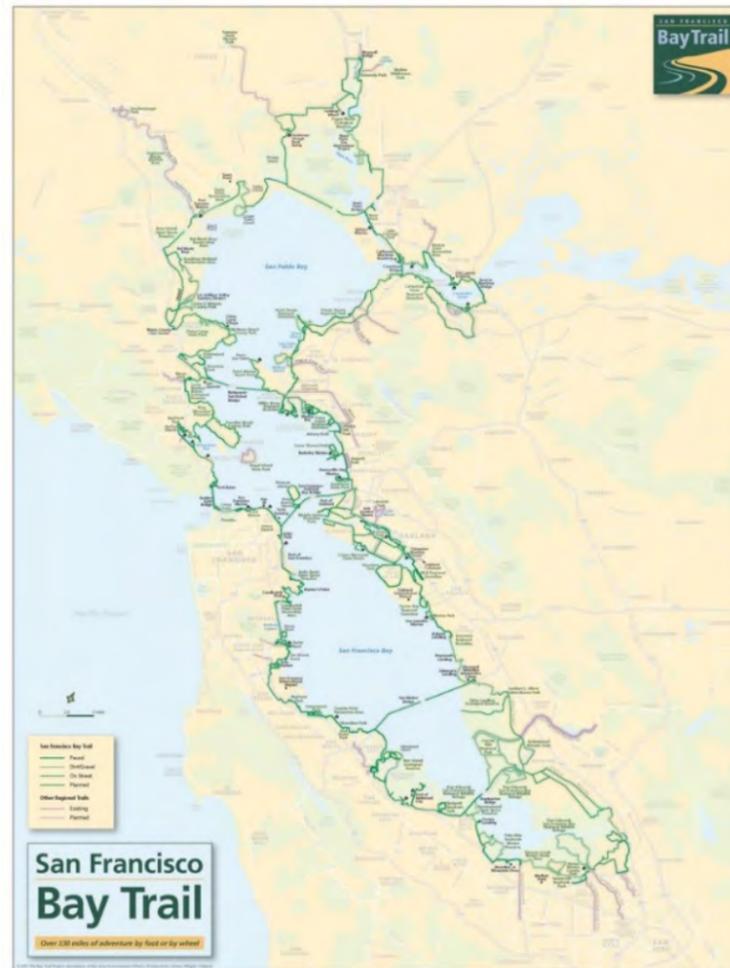


Figure 2-2: San Francisco Bay Trail

The Bay Trail Plan includes trail alignment, design, environmental protection, transportation access, and implementation policies to guide selection of the trail route and implementation of the trail system. The goal of the program is to develop a continuous trail, which highlights the wide variety of recreational and interpretive experiences offered by the diverse bay environments and is situated as close as feasible to the shoreline, within the constraints defined by other policies of the Bay Trail Plan.

The Bay Trail Plan includes the following policies applicable to the Bay-Vine Trail Study:

- Trail Alignment Policies
  - 1. Ensure a feasible, continuous trail around the Bay.
  - 2. Minimize impacts on and conflicts with sensitive environments.
  - 3. Locate trail, where feasible, close to the shoreline.
  - 4. Provide a wide variety of views along the Bay and recognize exceptional landscapes.
  - 11. Connections to other local and regional trail and bikeway systems should be actively sought in order to provide alternatives to automobile access to the Bay Trail. In particular, opportunities should be explored for trail connections to the Bay Area Ridge Trail, which is envisioned to circle the Bay along the region's ridgelines.
- Trail Design Policies
  - 12. Provide access wherever feasible to the greatest range of trail users on each segment.
  - 13. Wherever possible, new trails should be physically separated from streets and roadways to ensure the safety of trail users.
  - 14. Create a trail that is as wide as necessary to accommodate safely the intended use, with separate alignments, where feasible, to provide alternative experiences.
  - 17. Design new segments of trail to meet the highest practical standards and regulations, depending on the nature and intensity of anticipated use, terrain, existing regulations, and standards on existing portions of the trail.

- Environmental Protection Policies
  - 23. The Committee is aware of the ecological value of wetlands; in many cases, they provide habitat for a variety of endangered species. In the San Francisco Bay Area, these areas serve as a vital link in the Pacific flyway for feeding, breeding, nesting and cover for migratory birds. To avoid impacts in wetlands habitats, the Bay Trail should not require fill in wetlands, and should be designed so that use of the trail avoids adverse impacts on wetland habitats.
  - 26. The path will not always follow the Bay shoreline; inland reaches may be more appropriate, especially for bicycle travel, in some parts of the San Francisco Bay region.
  - 27. The path should be designed to accommodate different modes of travel (such as bicycling and hiking) and differing intensities of use, possibly requiring different trail alignments for each mode of travel, in order to avoid overly intensive use of sensitive areas.

Bay Trail design guidelines specify minimum trail tread widths, horizontal and vertical clearances, shoulder widths, and cross slopes; maximum grades; and trail surface materials for various facility types, including high-use facilities (separate paths), multi-use paths, bicycle-only paths, hiking-only paths, and natural trails.

### The San Francisco Bay Trail Project: Gap Analysis Study (2005)

ABAG's San Francisco Bay Trail Project: Gap Analysis Study (Gap Analysis Study) aims to identify the remaining gaps in the Bay Trail; classify the gaps by phase, county, and benefit ranking; develop cost estimates; identify strategies and actions to overcome gaps; identify long-term funding needs; and present an overall cost and timeframe for completion. The Gap Analysis Study identifies short-, mid-, and long-term projects, including the following:

#### Short-Term Projects by Gap Segment Number:

- 6031: Class I path along Sonoma Boulevard from marine World Parkway to Meadows Dr.
- 6032: Class I path along Broadway Street from Marine World Parkway to Ventana Drive
- 6034: Class I path along Meadows between Highway 29 and Broadway
- 6035: Class I path along Meadows Drive from Azalea Ct to Sonoma Boulevard
- 6036: Class I path along Meadows Drive from Catalina Way to Azalea Court
- 6037: Class I path along Catalina Way between Meadows Drive and county boundary

#### Mid-Term Projects by Gap Segment Number:

- 6033: Class I path along Sonoma Boulevard from Meadows Drive to county boundary

The Gap Analysis Study does not assign a phase for Gap Segment Numbers 6030, 6027, or 6028.

## 2.2.6 Napa Valley Vine Trail Coalition

### Napa Valley Vine Trail Project Plan (2013)

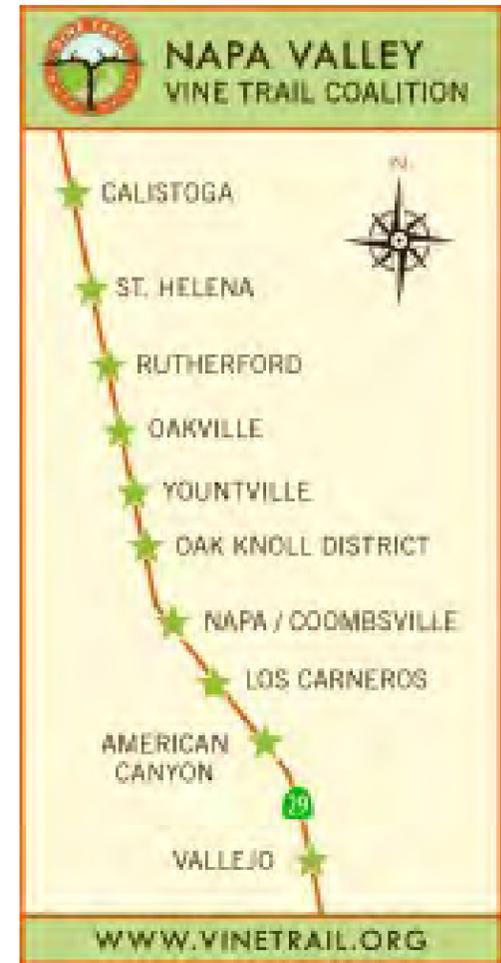
The Napa Valley Vine Trail Project Plan (Project Plan) describes the Napa Valley Vine Trail Coalition's project to build a walking and bicycling trail connecting Napa Valley. This 47-mile Napa Valley Vine Trail is envisioned as primarily a minimum 10 foot wide shared-use path. The trail is a key link in Napa and Solano Counties, with connections to the San Francisco Bay Trail, Bay Area Ridge Trail, and the Vallejo Ferry Terminal. The Project Plan described the Napa Valley Vine Trail design and engineering; anticipated construction and maintenance costs; benefits of the trail; and potential funding sources.

The Project Plan identifies the following design goals for the Vine Trail:

- Aesthetically beautiful — respecting the context of natural materials and historic, built surroundings;
- Culturally enriching — incorporating a wealth of art, education, and interpretive information (on trail, on-line, QR codes);
- Environmentally responsible — in methods/materials of construction and designed patterns of use;
- Multimodal—recognizing that pedestrians, pets, cyclists, wheelchairs, runners, etc. all share the path;
- Economically revitalizing—giving visitors a reason to stay longer and residents a safe route for community connection;
- Useful—responsive to community needs (schools, parks, cities, seniors, businesses) to produce the fullest trail value; and
- Safe — family-friendly, accessible to all, and easy to maintain in all seasons for decades to come.

The Vine Trail is envisioned as primarily a minimum eight-foot wide shared use path (97% of the trail system). Other segments would take the form of bike lanes (1% of the trail system) or bike routes (2% of the trail system).

Constructed Vine Trail segments in the Study Area include 2.5 miles in the City of Vallejo and 0.54 miles in the City of American Canyon.



The Napa Valley Vine Trail runs through wine country from Calistoga to Vallejo

## 2.2.7 BCDC - SF Bay Plan (2011)

Portions of the Bay Vine Trail Feasibility Study Area are within the jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC). Comprised of appointees from various local, state, and federal governments and agencies, the BCDC is charged with stewardship of the open water, marshes, and mudflats of San Francisco Bay, including the first 100 feet inland from the shoreline.

Trail improvements within this area will require a BCDC permit for improvements. Their San Francisco Bay Plan, adopted in 1969 and amended as recently as 2011, explicitly states that development of greenways and recreational facilities along the perimeter of the bay should be encouraged. Included maps show some concepts for future configurations of the bay that include public access. Given this, the BCDC is likely to favor improvements for the Bay Vine Trail.

## 2.3 Traffic Conditions

The following section discusses the conditions of the potential alignments in the context of existing traffic patterns and levels, recent crash history, and general condition of roadways.

North of the White Slough Path, the Bay Trail's targeted alignment is one that is as close to the bay as possible. It would ultimately connect to the planned Kimberly Park Bay Trail City in the City of American Canyon's western edge. The Vine Trail's targeted alignment is a more direct connection into Napa County. Its preferred route is east of Sonoma Boulevard, ultimately connecting to Veterans Memorial Park in the City of American Canyon.

Both approaches are constrained by the Sonoma Boulevard (SR-29) / SR-37 interchange complex. This area serves freeway-level demand on an at-grade corridor with many intersecting roadways, resulting in significant congestion and delay. Based on Caltrans 2012 counts, the traffic on Sonoma Boulevard north of SR 37 ranges from approximately 28,000 to 30,000 daily vehicles on an average annual basis.<sup>1</sup> Pre-recession counts taken in 2007 and 2008 estimated between 32,000 and 40,000 daily trips in the same area.<sup>2</sup> There have been two bicycle-involved crashes on Sonoma Boulevard near the SR-37 ramp intersections between 2007 and 2012; both crashes resulted in non-severe injuries.

North of the SR-29/SR-37 interchange complex, the Bay Trail's preferred route traverses collector roadways servicing the residential neighborhood adjacent to baylands areas. Meadows Drive has four lanes with a 30-35 mph speed limit, and is classified as a Major Collector by the City.<sup>3</sup> The available roadway capacity exceeds its traffic demand, as most segments handle less than 5,000 daily trips. At its peak traffic demand, the Meadows Drive / Sonoma Boulevard intersection handles slightly more than 6,300 daily trips. There have been two bicycle involved crashes between 2007 and 2012 on Meadows Drive. Mini Drive, which has a similar wide and fast design, also experienced two bicycle-involved crashes between 2007 and 2012.

Meadows Drive between Sonoma Boulevard and Broadway Street transitions into a commercial access driveway through the partially occupied Meadows Plaza. There are no recent traffic counts and no recorded bicycle-involved crashes here. However, the commercial access driveway does not clearly define the vehicular and bicycle through-route, and resumption of commercial activity on this site would generate a large amount of cross traffic.

Broadway Street, which is the Vine Trail's preferred alignment, runs parallel to Sonoma Boulevard. It attracts proportionally fewer regional trips because it

lacks access to/from SR-37, and because Broadway has a difficult-to-navigate alignment break and at-grade rail crossing at Mini Drive. Both Broadway / Mini Drive intersections are affected by traffic queues and progression from the adjacent Sonoma Boulevard / Mini Drive intersection. The 2007-2008 counts on Broadway estimated approximately 8,000 daily trips between Mini Drive and Lewis Brown Drive. The traffic on Broadway increases south of Lewis Brown Drive, rising to approximately 14,600 daily trips.

The lower traffic volumes could make Broadway a more attractive bicycle route when compared to Sonoma Boulevard. However, the intersection break and rail crossing at Mini Drive are issues that should be resolved for the trail. Safety in this area is also a concern, as there have been four bicycle-involved crashes near the Mini Drive – Sonoma Boulevard – Broadway intersection between 2007 and 2012. Three crashes resulted in severe injuries.

The east-west connections between Sonoma Boulevard and Broadway occur on Lewis Brown Drive and Meadows Drive. Lewis Brown Drive is on the former SR-37 alignment that operated prior to the SR-29/SR-37 grade-separated interchange. The roadway has nearly 80 feet of right-of-way and has largely maintained its former highway cross-section with four through lanes, a center left-turn lane, and parking on both sides. It primarily services fronting businesses, many of which are industrial use, and local traffic between Sonoma Boulevard, Broadway Street, and Mini Drive. Most of the fronting businesses have direct parking access to/from the street since it largely lacks sidewalks and curbs. There are no recent traffic counts and no recorded bicycle-involved crashes here.

South of the existing White Slough path, most traffic on Sacramento Street and Wilson Avenue are using these streets as connections to and between SR-37 and Downtown Vallejo. The 2007-2008 counts estimated approximately 7,000 daily trips on Sacramento Street and nearly 10,000 on Wilson Avenue. There are no recorded bicycle-involved crashes here.

## 2.4 Environmental Conditions - Wetlands

The primary environmental constraints for these potential trail connections are wetlands and riparian areas. Much of the development in the northern study area was built on fill in bay wetlands, and is surrounded by lands owned by the State of California as part of the Napa Sonoma Marshes Wildlife Area managed by the California Department of Fish and Wildlife. The area to the north of the northern study area is part of the American Canyon unit and the area to the south of the northern study area is part of the White Slough Unit. The Wildlife Area objective is management to maintain or create a diverse ecosystem of tidal salt and brackish marshes, managed salt marshes, and ponds with some fresh water and seasonal wetland components.

The overview and focus area maps indicate areas of wetlands that potentially are under federal jurisdiction for permitting and protection. These "Mixed Wetlands" include both tidal and fresh water wetland areas. These have been identified from National Wetlands Inventory maps, and the boundaries have been adjusted by the consultant team biologist based on review of aerial photography. More detailed investigation of wetland conditions will be conducted for trail alignments that are remain from the initial round of overall feasibility review.

Construction of trails in any of the state lands would require approval from the Wildlife Area managers and other state departments, as well as environmental analysis under the California Environmental Quality Act (CEQA). Construction in wetlands areas will require all of the above, plus permits and approvals from the U.S. Army Corps of Engineers in consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service.

<sup>1</sup> <http://traffic-counts.dot.ca.gov/2012TrafficVolumes.pdf>

<sup>2</sup> <http://www.ci.vallejo.ca.us/common/pages/DisplayFile.aspx?itemId=40757>

<sup>3</sup> [http://www.dot.ca.gov/hq/tsip/hseb/crs\\_maps/](http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)

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### 3 Design Guidelines

This chapter includes a discussion of design guidelines and federal policies that influenced the recommended alignment and design alternatives.



Walking/Bus and Bicycle Tour Participants Prepare for Alignment Review June 28, 2014

#### 3.1 Design Guidelines

This section presents design standards and guidelines that are applicable to this study.

##### 3.1.1 Class I Paths – Caltrans, Bay and Vine Trail Standards

The analysis of trail feasibility was based on adopted standards and best practices for “Class I” path design, as illustrated in **Figure 3-1**. The California Department of Transportation (Caltrans) Highway Design Manual, in section 1000, sets standards for bicycle facilities. These are generally used by California agencies and organizations as a basic standard. The Bay Trail organization has adopted design guidelines that are consistent with but supersede Caltrans standards, with the objective being a 10 to 12’ wide two-way trail, with 2 foot shoulders. The Vine Trail does not have formally adopted guidelines, but seeks a trail that is at least 10 feet wide.

##### Caltrans Standards

###### Width

8 feet minimum paved path width (Caltrans). AASHTO recommends a paved width of 10 feet.

###### Lateral and Overhead Clearances

A minimum 2 feet wide graded area shall be provided adjacent to the pavement (Caltrans). AASHTO recommends a maximum 1:6 slope for this graded area. A 3 feet graded area is recommended to provide clearance from poles, trees, walls, fences, guardrails, or other lateral obstructions (Caltrans). Where the path is adjacent to canals, ditches or slopes down steeper than 1:3, a wider separation should be considered (AASHTO). A minimum 8 feet clearance is required (Caltrans & AASHTO). Where practical, a vertical clearance of 10 feet is desirable.

###### Paving

Hard, all-weather pavement surfaces (ex: asphalt or Portland cement concrete) are usually preferred over those of crushed aggregate, sand, clay or stabilized earth (AASHTO).

###### Maximum Grade

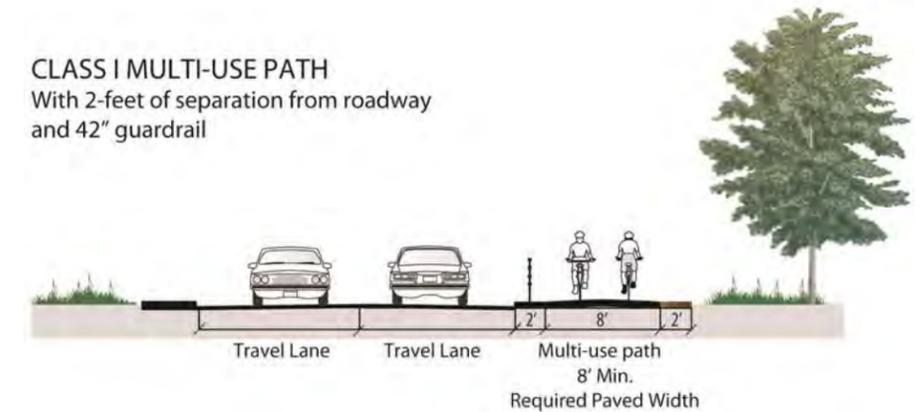
The maximum recommended grade is 5% (Caltrans). It is desirable that sustained grades be limited to 2% if a wide range of riders is to be accommodated. Steeper grades can be tolerated for short segments (e.g., up to about 150m).

###### Guidance

Caltrans Highway Design Manual (Chapter 1000 Section 1003. 1(1) and (2), and 1003.5)  
 AASHTO Guide for the Development of Bicycle Facilities, Chapter 2  
 California MUTCD Chapter 9B. Signs

##### CLASS I MULTI-USE PATH

With 2-feet of separation from roadway and 42” guardrail



##### CLASS I MULTI-USE PATH

With 5-feet of separation from roadway

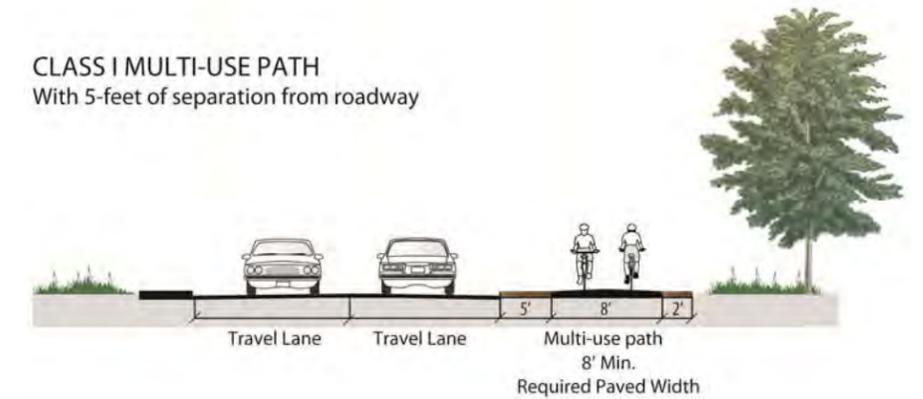


Figure 3-1: Caltrans Standards for Class I Multi-Use Path

**Bay Trail Design Guidelines**

**Table 3-1** describes the Bay Trail design guidelines.

Table 3-1: Bay Trail Design Guidelines

Item	High-Use Facilities (separate paths)*	Multi-Use Paths*	Bicycle Only Paths*	Hiking Only Paths	Natural Trails
Min. width (one way)	8-10'	10'	8'	5'	3-5 <sup>a</sup>
Min. width (two way)	10-12'	10-12'	10-12'	8-10'	5'
Surface	asphalt <sup>b</sup>	asphalt	asphalt	hardened	natural/boardwalks <sup>c</sup>
Horizontal clearance (incl. shoulders)	12-16'	14-16'	10'	9-12'	7-9'
Shoulder <sup>d</sup>	2'	2'	2'	2'	unspecified
Vertical clearance	10'	10'	10'	10'	unspecified
Cross slope	2% max	2% max	2% max	2% max	unspecified
Maximum grades <sup>e</sup>	5%	5%	5%	5%	unspecified

\* Standards meet Caltrans Class I bikeway standards  
 a Minimum widths that are less than 5' will be required to have 5'x5' turnouts at intervals to meet accessibility standards  
 b High-use pedestrian path could be hardened surface other than asphalt  
 c Natural surfaces may require surface hardening to provide accessibility  
 d Area specified is area on both sides of the trail  
 e Percentage grade for short distances with flat rest areas at turn outs, except where site conditions require a greater slope for short distance

**Vine Trail Design Guidelines**

The Vine Trail organization does not have formally adopted standards beyond the Caltrans Class I path standards (as shown to the right), but does have a policy to design for a paved path at least 10 feet wide.

**Trail Intersection Crossings**

Crossing intervening driveways or intersections can present significant challenges for a trail or path. **Figure 3-2** presents some solutions that have been successful in mitigating conflicts on many trail systems.

**Signage**

Intersection Warning (W2-1 through W2-5) signs may be used on a roadway, street, or shared-use path in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic. A trail-sized stop sign (R1-1) should be placed about 5 feet before the intersection.

**Crosswalk Markings**

Colored and/or high visibility crosswalks should be considered.

**Trail Speed Control**

A chicane, or swerve in multi-use path approaching the crossing is recommended to slow bicyclist speed. Path users traveling in different directions should be separated either with physical separation (bollard or raised median) or a centerline. If a centerline is used, it should be striped for the last 100 feet of the approach.

**Considerations**

The evaluation of a roadway crossing involves analysis of vehicular traffic and trail user travel patterns, including speeds, street width, traffic volumes (average daily traffic, peak hour traffic), line of sight, and trail user profile (age distribution and destinations).

When engineering judgment determines that the visibility of the intersection is limited on the shared-use path approach, Intersection Warning signs should be used.

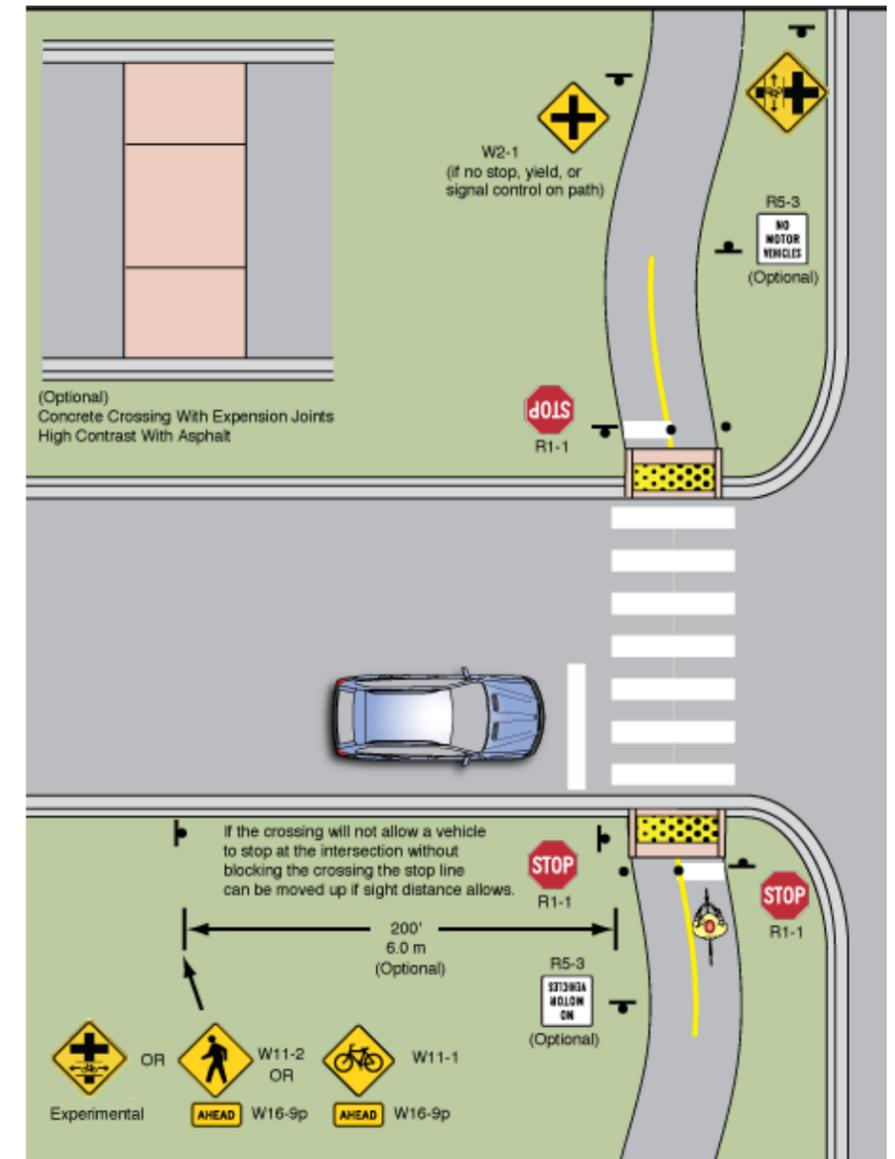


Figure 3-2: Trail Intersection Crossing Design Guidance

### Trail and Cycle Track Driveway Crossings

Special design measures are needed at locations where a trail/bike path/cycle track crosses a driveway to minimize conflict and ensure visibility and awareness. These challenges have been addressed on protected bike lanes and paths throughout the nation, as illustrated by the example below from Seattle. Driveway crossings are varied in their existing configuration. The following guidelines and the design concepts in **Figure 3-3** are provided for use in addressing potential conflicts with vehicles at driveways during future more detailed stages of design.

- o If raised, maintain the height of the protected bike lane/bike path/cycle track through the crossing, requiring automobiles to cross over.
- o Prohibit curbside parking 30 feet prior to the crossing.
- o Use colored pavement markings, colored pavement and/or shared lane markings through the conflict area.
- o Place warning signage to identify the crossing



Driveway crossings on Broadway Cycle Track, First Hill Streetcar, Seattle, WA

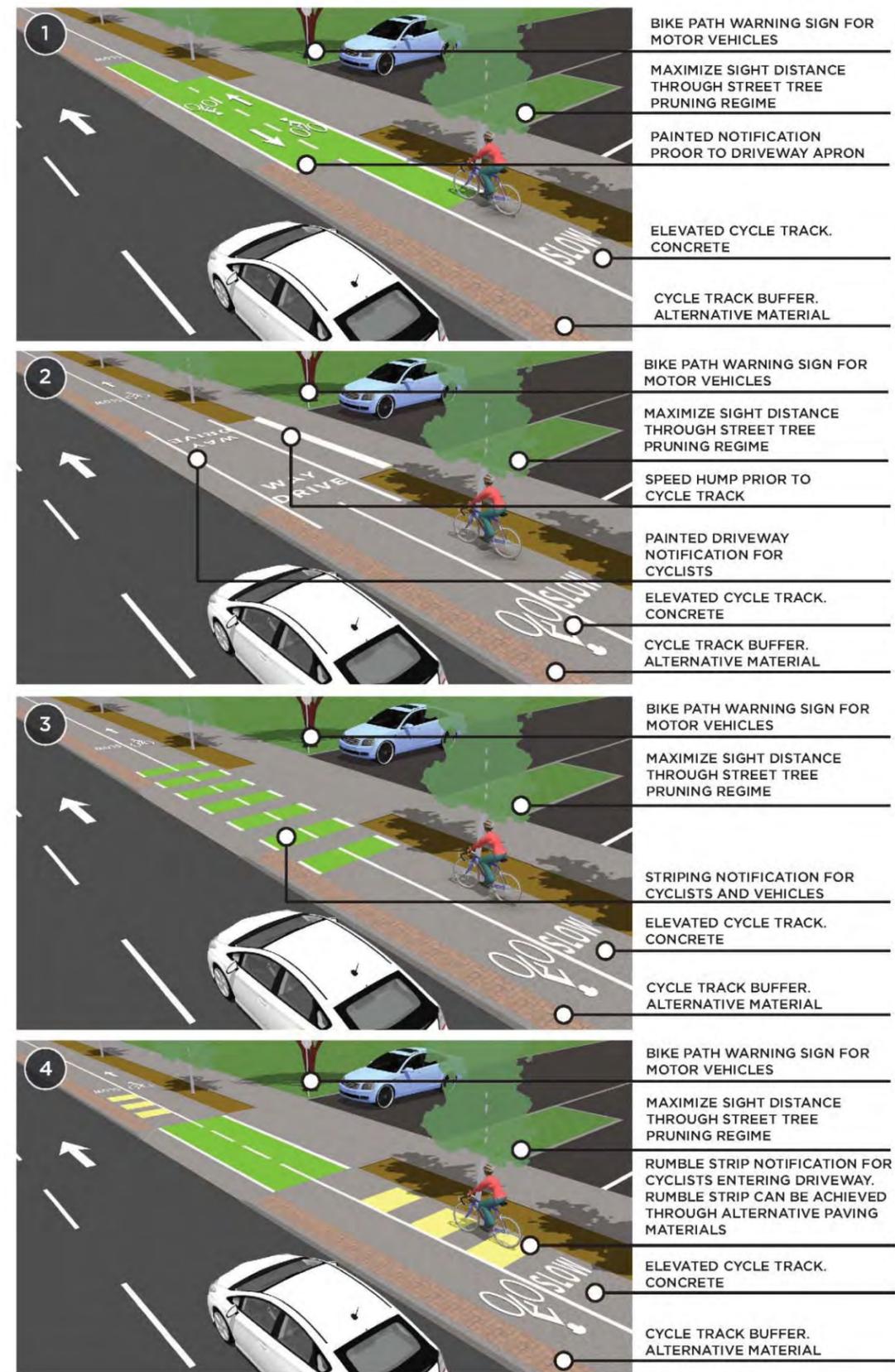


Figure 3-3: Driveway Crossing Design Concepts

### 3.1.2 On-Street Route Design

Interim or permanent parts of the routes may need to consist of “on-street” facilities such as bike lanes or sidewalks. This section presents some options for designing these facilities to be safe and comfortable for users.

#### High Visibility Crosswalks

There are a number of different marked crosswalk types, including the high visibility continental style as shown to the right. These types of crosswalks are more visible to drivers and are generally recommended at locations with high pedestrian activity, where slower pedestrians are expected (such as near schools), and where high numbers of pedestrian related collisions have occurred.



High Visibility Crosswalk



Advance Stop Lines



RRFB



Sidepath Type Treatment

#### Advance Stop Lines

An advance stop line is a painted stripe in the roadway set back from the crosswalk, directing drivers to stop at least 4 feet before the crosswalk. On multi-lane roads advance stop lines increase pedestrian visibility for drivers in other travel lanes, especially important around schools, as students are harder to see than adults. Advance stop lines also discourage encroachment upon the crosswalk at a red light, leaving more free space for pedestrians to cross.

#### Rectangular Rapid Flashing Beacons

Rectangular rapid flashing beacons (RRFB) are pedestrian actuated devices mounted adjacent to the roadway. The beacon lights are rectangular LED lights installed below a pedestrian crosswalk sign that flash in an alternating pattern when activated. The beacon is dark when not activated. Caltrans has received approval from the Federal Highway Administration (FHWA) for use of RRFBs on a blanket basis at uncontrolled pedestrian crosswalk locations in California, including State highways and all local jurisdictions’ roadways.

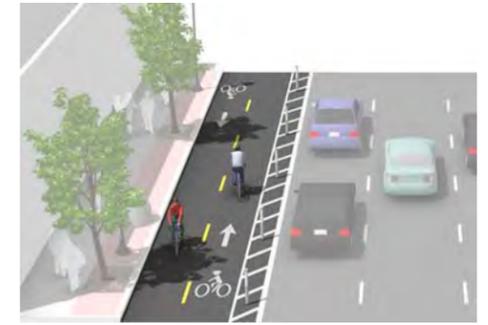
#### Side Paths

A side path is a wide sidewalk or path, typically shared by bicyclists and pedestrians. It may or may not qualify as a Caltrans Class I Bike Path due to lack of 5-foot separation from a roadway or a vertical treatment between the path and roadway, less than standard width, or other departure from Caltrans standards. Special consideration should be made to minimize conflict and ensure visibility and awareness at intersections and driveways.

#### Cycle Tracks

A cycle track, also called a ‘protected bike lane,’ is an exclusive bike facility that provides the experience of an off-street path on street. It is physically separated from vehicle traffic and distinct from the sidewalk. The design has a number of benefits including:

- Provides dedicated and protected space for bicyclists.
- Reduces the risk of ‘dooring’ when compared to a standard bike lane.
- Appeals to not just experienced bicyclists, but people who bicycle on occasion and those new to bicycling.
- Low implementation costs when making use of existing pavement and drainage.



Cycle Track

Assembly Bill 1193, Signed by Governor on September 20, 2014, amended Section 890.4 of the Streets and Highways Code to include cycle tracks as Class IV bikeways. The bill requires Caltrans to create design standards for Class IV bikeways. This document has applied design guidance from NACTO: <http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/two-way-cycle-tracks/>

#### Buffered Bike Lanes

A buffered bike lane is a bike lane that is buffered by a striped “shy zone” between the bike lane and the moving vehicle lane. With the shy zone, the buffered lane offers a more comfortable riding environment for bicyclists who prefer not to ride adjacent to traffic. This design has a number of benefits including:

- Provides greater shy distance between cars and bicyclists
- Provides space for bicyclists to pass each other
- Provides greater space for the bicycle travel lane without making the lane appear so wide that it may be mistaken for car use
- Appeals to not just experienced bicyclists, but people who bicycle on occasion and those new to bicycling



Buffered Bike Lane

The recommended buffered bike lane design is the same design as a recently implemented Caltrans buffered bikeway on Sloat Boulevard in San Francisco, and is a modified version of the design guidance presented in the NACTO Urban Bikeway Design Guide. The key difference is the proposed design has an inner dashed stripe; this will permit vehicles to cross when necessary, for example to enter or exit driveways.

#### Green Bike Lanes through Conflict Areas

Green bike lanes through conflict areas is the application of green coloring applied to pavement in conflict zones. Benefits of this treatment include:

- Alerts roadway users to expect bicyclists
- Assigns the right of way to bicyclists



Green Bike Lanes through Conflict Areas

The FHWA (Federal Highway Administration) has provided blanket approval for green colored pavement and Caltrans has also approved this treatment.

### 3.1.3 ADA Compliance – Access for People with Disabilities

The Americans with Disabilities Act (ADA) of 1990 had major significance for those who plan and design any type of publicly-used facility, including trails. The federal Architectural and Transportation Barriers Compliance Board (Access Board) is responsible for developing accessibility guidelines for new construction and alterations of facilities subject to the Americans with Disabilities Act, which applies to state and local government facilities, places of public accommodation, and commercial facilities – virtually every type of facility that is open to the public, including bicycle and pedestrian facilities, paths, and trails.

The Access Board has developed draft accessibility guidelines for public rights-of-way, including walkways and sidewalks, parking areas, and associated features. A draft version of the final guidelines has been published for Outdoor Recreation Areas, including Outdoor Recreation Access Routes between developed facilities, and trails. The Access Board has recently initiated an effort to develop guidelines for shared use paths.

#### Sidewalks and Pedestrian Routes

The federal guidelines for the accessibility of sidewalks, street crossings, and other elements of the public rights-of-way are contained in the Proposed Guidelines for Public Rights-of-Way, dated July 26, 2011 and available at [www.access-board.gov/prowac/index.htm](http://www.access-board.gov/prowac/index.htm).

These guidelines cover facilities for pedestrian circulation and use in the right-of-way, including walkways and sidewalks, street or highway shoulders where pedestrians are not prohibited, crosswalks, islands and medians, overpasses and underpasses, on-street parking spaces and loading zones, and equipment, signals, signs, street furniture, and other appurtenances provided for pedestrians. They contain detailed guidance and links to other technical standards and guidelines, such as the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 'Guide for the Planning, Design, and Operation of Pedestrian Facilities', American Association of State Highway and Transportation Officials, July 2004 and 'Designing Sidewalks and Trails for Access', FHWA/US DOT September 2001. The Guidelines are proposed rules that are expected to be adopted as law in the near future. The July 2011 Proposed Guidelines are an update of the 2005 Revised Draft Guidelines.

The Guidelines define two types of pedestrian facilities:

1. **Pedestrian Access Route:** A continuous and unobstructed walkway within a pedestrian circulation path that provides accessibility.
2. **Pedestrian Circulation Path:** A prepared exterior or interior way of passage provided for pedestrian travel.

In California, the Division of the State Architect (DSA) is the agency that develops, adopts and publishes regulations to address the state's own standards for access to people with disabilities to comply with ADA and in some cases exceed the federal standards. See: California Access Compliance Reference Manual, Division of the State Architect, 2003 or latest version.

#### Recreational Trails

Recreational trails can and by law must be designed for access by people with disabilities, where feasible. There are separate, more flexible standards for recreational trails from urban bicycle and pedestrian transportation facilities and routes that connect developed facilities. The standards include exceptions and exemptions for trails where meeting standards would detract from the resources that the trail is accessing, or where this is physically infeasible.

The federal guidelines are contained in the Draft Final Guidelines for Outdoor Developed Areas, dated December 18, 2009, available at

[www.access-board.gov/outdoor/](http://www.access-board.gov/outdoor/).

These guidelines cover trails, outdoor recreation access routes, beach access routes, and picnic and camping facilities. The Guidelines are a proposed rule that is expected to be adopted as law in the near future. No changes are expected.

The Guidelines define two types of trail facilities:

1. **Outdoor Recreation Access Route:** A continuous unobstructed path designated for pedestrian use that connects accessible elements within a picnic area, camping area, or designated trailhead.
2. **Trail:** A route that is designed, constructed, or designated for recreational pedestrian use or provided as a pedestrian alternative to vehicular routes within a transportation system.

#### Rules for Shared Use Paths

Shared use paths (also called multi-use paths) often serve recreational purposes while providing off-road transportation routes for pedestrians, cyclists, roller skaters, and others. Currently there are no adopted federal rules or guidelines specific to the design of shared use paths for access to people with disabilities. The Access Board is initiating rulemaking to address shared use paths, and held a public information meeting on the subject at the ProWalk/ProBike 2010 Conference in September in Chattanooga, Tennessee.

The primary general design standard for shared use paths is the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Bicycle Facilities.

**Comparison of Federal Standards**

**Table 3-2** summarizes the key federal standard dimensions for the various types of trail, bicycle, and pedestrian facilities.

Table 3-2: Key Standards for Trail, Bicycle and Pedestrian Facilities

	Class I Shared Use Path*	Pedestrian Access Route	Ramp	Outdoor Recreation Access Route **	Trail ***
Width	8' min (low use areas) 10' w/ 2' shoulders ideally	48" min with 60" min. passing space every 200' or less	60" min	36" min. with 60" min. passing space every 1,000' or less	36" min. with 60" min. passing space every 1,000' or less
Gradient (Running Slope)	< 5% (< 1:20) any length 5-6% (1:20-16. 7) for up to 800' 7% (1:14. 3) for up to 400' 8% (1:12. 5) for up to 300' 9% (1:11. 1) for up to 200' 10% (1:10) for up to 100' 11+% (1:9. 1) for up to 50'	1:20 (5%) max – any steeper treated as a ramp  Sidewalks that abut a roadway can be as steep as the roadway and still be compliant	8. 33% (1:12) max with max 30" rise/ 30' length between landings at top, bottom 60" x 60", max 2% gradient; landing 72" long x 60" at change in direction	1:20 (5%) any length 1:12 (8. 33%) for up to 50' 1:10 (10%) for up to 30'with resting intervals 60" long, as wide as trail and max 1:33 (3. 33%) gradient	1:20 (5%) any length 1:12 (8. 33%) for up to 200' 1:10 (10%) for up to 30' 1:8 (12. 5%) for up to 10' with resting intervals 60" long, as wide as trail and max 1:20 (5%) gradient  No more than 30% of the total trail length shall exceed 1:12
Cross-slope	5% max	2% max	2% max	1:33 max (3. 33%) or up to 1:20 (5%) where required for drainage	5% max
Surface	Smooth, paved	Smooth, paved	Smooth, paved	Firm and stable; there are specific standards	Firm and stable; there are specific standards
Handrails	--	--	Required on both sides of any ramp w/ rise greater than 6"	--	--

\* AASHTO Guideline – there are no ADA guidelines yet

\*\* All Outdoor Developed Area facilities may be exempted from the Guidelines under the following conditions (1019):

1. Compliance is not feasible due to terrain.
2. Compliance cannot be accomplished with the prevailing construction practices.
3. Compliance would fundamentally alter the function or purpose of the facility or the setting.
4. Compliance is precluded by the: Endangered Species Act (16 U. S. C. §§ 1531 et seq. ); National Environmental Policy Act (42 U. S. C. §§ 4321 et seq. ); National Historic Preservation Act (16 U. S. C. §§ 470 et seq. ); Wilderness Act (16 U. S. C. §§ 1131 et seq. ); or other Federal, State, or local law the purpose of which is to preserve threatened or endangered species; the environment; or archaeological, cultural, historical, or other significant natural features

\*\*\* Additional exceptions to 1019 apply to an entire trail as identified in 1017. 1

**U. S. Department of Justice (DOJ) Amendment to the ADA Regulations Regarding the Use of Wheelchairs and Other Power Driven Mobility Devices 28 CFR part 35**

As of March 15, 2011, a federal ADA ruling went into effect that requires managers of public facilities, including trails, to accommodate people with disabilities who wish to use various types of non-wheelchair powered vehicles for access. This issue seems to be more a concern than a common problem at this stage. By law, an assessment and policy prepared by the managing agency is the only limiting factor on the types of vehicles or devices that visitors may use. By law, the agency does not have to modify its facilities to accommodate the allowed devices, so the access requirement is different than for other ADA access.

California State Parks has adopted a policy for access by Other Power Driven Mobility Devices (OPDMDs), which are motorized accessibility devices that do not meet the definition of a wheelchair.

### Federal Highway Administration (FHWA) Documents

The United States Department of Transportation (USDOT) FHWA has adopted a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist. FHWA references the use of the best currently available standards and guidelines such as AASHTO and the MUTCD. Furthermore, all federally funded transportation enhancement (TE) projects must be in full compliance with ADAAG.

### Manual of Uniform Traffic Control Devices (MUTCD)

The MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is published by the FHWA under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. The MUTCD is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals. It is updated periodically to accommodate the nation's changing transportation needs and address new safety technologies, traffic control tools and traffic management techniques.

The MUTCD is the national standard, but state transportation agencies differ in how they comply with MUTCD standards. Some states adopt the MUTCD as their standard. Other states adopt the national MUTCD along with a state supplement that might prescribe which of several allowable options are selected for the state's specific purposes. Still other states, California included, use the national MUTCD as the basis for developing their own State Traffic Control Device manuals, which must be in substantial conformance to the national MUTCD. Caltrans adopted the California MUTCD (CA MUTCD) in January 2012 (see Section 4.3 of this chapter).

### Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide

The FHWA's Designing Sidewalks and Trails for Access, Part II of II: Best Practices Design Guide (2001) is another key resource for ADA-compliant sidewalk and trail design. The Design Guide provides planning, assessment, and design guidance for trails. For the purposes of the guidebook, a trail is defined as a path of travel for recreation and/or transportation within a park, natural environment, or designated corridor that is not classified as a highway, road, street, or sidewalk. In Chapter 12 (planning) and Chapter 13 (assessment), recreation trails and shared-use paths are discussed as one unified topic. In the design chapters (Chapters 14 and 15), shared-use paths and recreation trails are discussed separately.<sup>1</sup>



*The Vallejo Waterfront*

<sup>1</sup> <http://www.fhwa.dot.gov/environment/sidewalk2/index.htm>

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## 4 Alignments Considered

### 4.1 Alignment Selection Criteria and Broad Challenges

#### Alignment Selection Criteria

The purpose of this study is to evaluate alternatives and identify a preferred alignment(s) for the two gaps in the Vine and Bay trails through the City of Vallejo. To reach this goal, various routes and alignments were explored with the intent to meet the objectives of the Bay Trail and the Vine Trail as well as connect northern and southern Vallejo. The Bay Trail seeks to create a route with views of and proximity to the shoreline or baylands, and to connect this to communities and destinations. The Vine Trail seeks to connect along a relatively central and direct north-south Napa Valley alignment, connecting to key local communities and destinations.

A number of criteria were developed based on input from the Vallejo community as well as the objectives of the Vine and Bay Trails. The criteria include:

- **Low Stress Facility:** The alignment should be able to accommodate a facility separated from vehicles.
- **Community Connections:** The alignment should provide direct, convenient route; connect to significant neighborhoods or community destinations.
- **Bay Connections:** For the Bay Trail, the alignment should strive to travel along the shoreline.
- **Local Connection:** For the Vine Trail, the alignment should connect to local destinations.
- **Compatible with Setting:** The alignment should avoid or minimize conflict with driveways, parking, privacy and perceived security.
- **Public Support:** The alignment should have public and local jurisdiction support.
- **Minimize Environmental Challenges:** The alignment should consider wetlands or riparian zones and associated permitting; potentially tree removal; impact on vehicle traffic capacity.
- **Cost:** The alignment should meet basic tests of cost vs. benefit, with cost considerations including environmental impact, right-of-way acquisition, and construction cost, and benefits including the ability of the facility to accommodate a wide range of users.
- **Available Public Right-of-Way:** The alignment can be accommodated in public ROW (no need for acquisition); or a redevelopment project affords the opportunity for access. If permission is required from another agency besides City (Caltrans, State Dept. of Fish and Wildlife) this would result in a lower rating.
  - A Cooperative Agreement with Caltrans is an alternative to an encroachment permit for work in the state right-of-way. A Cooperative Agreement is required in the case of use of state or federal funding administered through Caltrans.



*The White Slough Trail*

### Engineering Challenges

In order to achieve a separated pathway that meets the needs of a wide range of users, several challenge points were considered and addressed, such as:

- **Use of available ROW and functional allocation of space:** The study area includes many areas that are not overseen by the City of Vallejo. Support from and coordination with these other agencies has not yet been achieved.
- **Physical barriers:** A number of physical barrier present alignment challenges. The barriers include sound walls, the rail line, and Hwy 37.
- **Connection across the Hwy 37 ramps:** Highway ramps pose engineering challenges for path crossings.
- **Crossings of and connections to busy roads:** This will be critical to the safety and utility of the potential improvements.
- **Creeks and Drainage:** Creeks and drainage culvers present challenges, pinching the available right-of-way and potential conflicts with resources and flood control operations.

A number of constraints, such as limited ROW and cost concerns, may warrant consideration of an interim phase before an ultimate alignment can be implemented.

### Environmental Challenges

Some proposed trail routes are in or adjacent to wetland areas, including coastal brackish marsh or freshwater marsh habitat. There are a number of challenges aligning a trail through these wetlands, including:

#### Permitting

Jurisdictional wetland areas or “Waters of the United States” are protected by law and require permits from the U. S. Army Corps of Engineers for disturbance or development. Formal delineation of wetland areas according to established protocols will be required as one of the next steps for projects in or near these areas. Wetland areas have already been delineated around the SR 29/SR 37 interchange, and these areas have been reflected in the mapping for this Study.

The permits required and the process to obtain them depends on the specifics of the improvements, the habitat, and the jurisdictions:

1. Environmental technical studies – wetland delineation; wildlife field studies; cultural resources field studies; potentially traffic studies, hydrologic studies, or other studies depending on pertinent site conditions and issues.
2. Environmental analysis and documentation for the California Environmental Quality Act (CEQA), and if federal funding or jurisdiction is involved, for the national Environmental Policy Act (NEPA) which has somewhat different study and format requirements.
3. City of Vallejo grading and building permits, unless the City is the project proponent.
4. If wetlands are being impacted, a U.S. Army Corps of Engineers (USACE) Section 404 Nationwide wetlands permit – U.S. Department of Fish and Wildlife consultation and a Biological Opinion of impacts and mitigations.
5. CA Regional Water Quality Control Board project notification, with monitoring and reporting requirements.
6. CA Department of Fish and Wildlife Streambed Alteration Permit – if a creek or watercourse is involved.
7. A Bay Conservation and Development Commission (BCDC) permit for any work within 100 feet inland of the mean high tide line along the Bay.
8. Caltrans encroachment permit for any work in the state right-of-way. A cooperative agreement with Caltrans is a potential alternative to an encroachment permit. Note: if the project involved significant work in the state right-of-way such that a Local Assistance Project agreement was required, the process for environmental review and project approval would be significantly longer and more expensive.

#### Sensitive Habitat

The areas potentially affected by the trail routes include both freshwater marsh and brackish marsh wetland habitats. “Mixed wetland areas” shown on the map include both types. Coastal brackish marsh habitat such as the Bay wetlands in the study area provides potential habitat for a variety of special-status plant and animal species including the federal and state listed soft salty birds beak, California clapper rail, and salt marsh harvest mouse. Freshwater marsh habitat could provide habitat for the federally listed California red-legged frog and Pacific Pond turtle, which is a State Species of Special Concern. Potential impacts to these species need to be considered if there will be construction in or immediately adjacent to the wetland habitat.

### Mitigation Measures

Depending on the results of more formal environmental studies, mitigation measures to avoid or minimize impacts to sensitive species and habitat may need to be developed in coordination with natural resource agencies including but not limited to the U. S. Army Corps of Engineers, U. S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife, and San Francisco Bay Regional Water Quality Control Board.

Rare plant surveys may also be required depending on the quality of the affected habitat. Mitigation measures for potential impacts to any rare plants if found would be developed in coordination with the resource agencies with permitting authority over the project.

Design of the project to minimize fill and other impacts on wetlands and sensitive species, such as boardwalks, fencing to exclude people and dogs, or limitations on access for dogs is likely to be necessary.

Mitigation measures may include creation or restoration of on-site or off-site wetlands areas to compensate for on-site impacts, or payments into the “mitigation bank” of a major project to restore wetlands in the region.



Environmental Challenges Include Wetland Areas

### 4.2 Route Alternatives Evaluated

This Study reviewed a series of potential alignments between the City of Vallejo's northern border and the existing trail along the waterfront, as shown in **Figure 4-1**.

Other routes not shown on the map were considered in the early stages of the Study, such as on-street routes through residential areas. Based on feedback from community members at a public workshop on May 12, 2014, on the June 28, 2014 tour, and on feedback from the Technical Advisory Committee, the route alternatives to be formally evaluated were determined to be those illustrated in **Figure 4-1**.

Section 4.4 describes the evaluated routes and the rationale for not including them in the preferred alignment. The preferred alignments are shown in green in Figure 4-1.

### 4.3 Cost Considerations

This preliminary analysis of route alternatives identified order-of-magnitude costs for the anticipated improvements – which were not defined in enough at that point to prepare quantified detail cost estimates based on unit prices (quantified cost estimates are provided for the preferred alignment in Chapter 7). Cost is a factor in the consideration of preferred and evaluated routes, but the primary drivers are feasibility and desirability.

Costs for alternative trail segments were classified as follows:

- \$ = less than \$100,000
- \$\$ = \$100,000 to \$500,000
- \$\$\$ = \$500,000 to \$2 million
- \$\$\$\$ = more than \$2 million

Typical costs include planning, design, construction, and other anticipated implementation steps. Planning-level cost estimates require numerous assumptions about the details of construction and associated requirements. The estimate and assumptions reflect the experience of the consultant team based on similar projects.

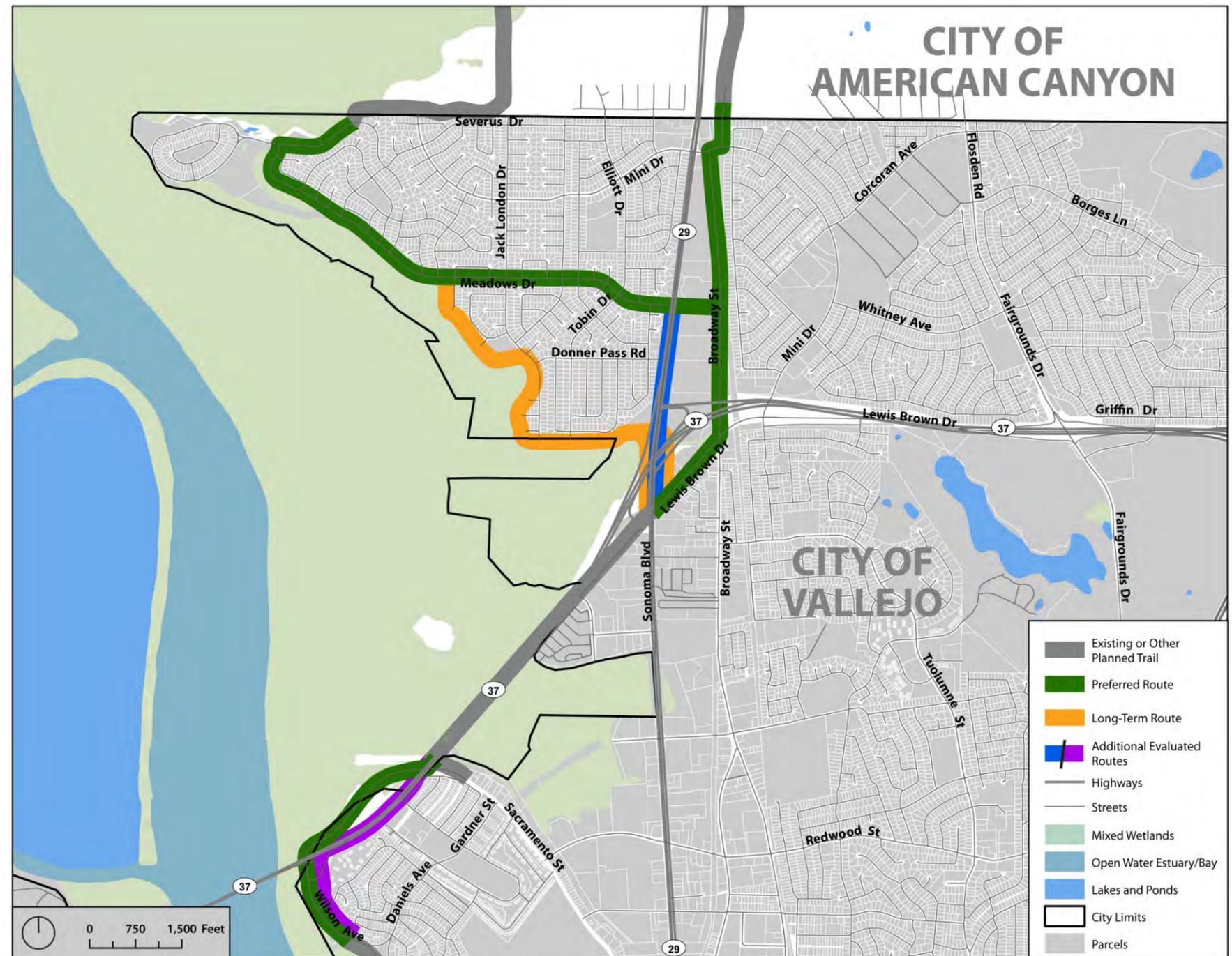


Figure 4-1: Preferred and Lower-Ranking Alignments

#### 4.4 Lower-Ranking Route Alternatives

This section describes routes that were initially considered but not selected for further study and design because they did not perform as well against the selection criteria. These include:

- Bay Trail, from Meadows Drive extending south of the Meadows residential area and east to SR 29, then south to the White Slough Trail
- Bay Trail, from Meadows Drive at SR 29/Sonoma Boulevard south to along SR 29 to the White Slough Trail
- Vine Trail, along the south side of SR 37 from the White Slough Trail to Wilson Avenue/Lighthouse Drive

#### Along the east side of SR 29/Sonoma Boulevard from Meadows Drive to the White Slough Trail

This alignment (shown in blue on **Figure 4-1**) would create a trail facility on the east side of SR 29/Sonoma Boulevard between Meadows Drive and the White Slough Trail. This alignment, shown in **Figure 4-2**, has a number of challenges and is not considered a priority alignment for this study.

Challenges and opportunities are outlined below:

- High traffic volumes and speeds make this alignment less attractive to potential users.
- SR 37 ramps make this alignment less attractive to less experienced bicyclists and pedestrians.
- Continuing a Class I trail on the east side may require securing additional right-of-way for the trail on developed or undeveloped private commercial property by easement or purchase.
- North of the SR 37 overcrossing there is a drainage channel that runs under SR 29, but there appears to be room between the channel fence and the guardrail (approximately 14 feet) to continue the trail.
- South of SR 37 the trail would need to cross the eastbound on-ramp to SR 37.
- South of SR 37 eastbound ramp the trail would cross the Jack-in-the-Box and gas station driveways.
- Order-of-Magnitude Cost: \$\$ = \$100,000 to \$500,000

While none of these challenges in themselves constitute a fatal flaw, when combined they make this alignment less desirable than other alternatives.

It is also important to note that Class II bike lanes, and in some cases Class I shared-use paths, are planned for Sonoma Boulevard/SR29 in Solano and Napa counties, as described in the SR 29 Corridor Improvement Plan, the 2013 Sonoma Boulevard Corridor Design Plan, and the Sonoma Boulevard Specific Plan (currently under development).

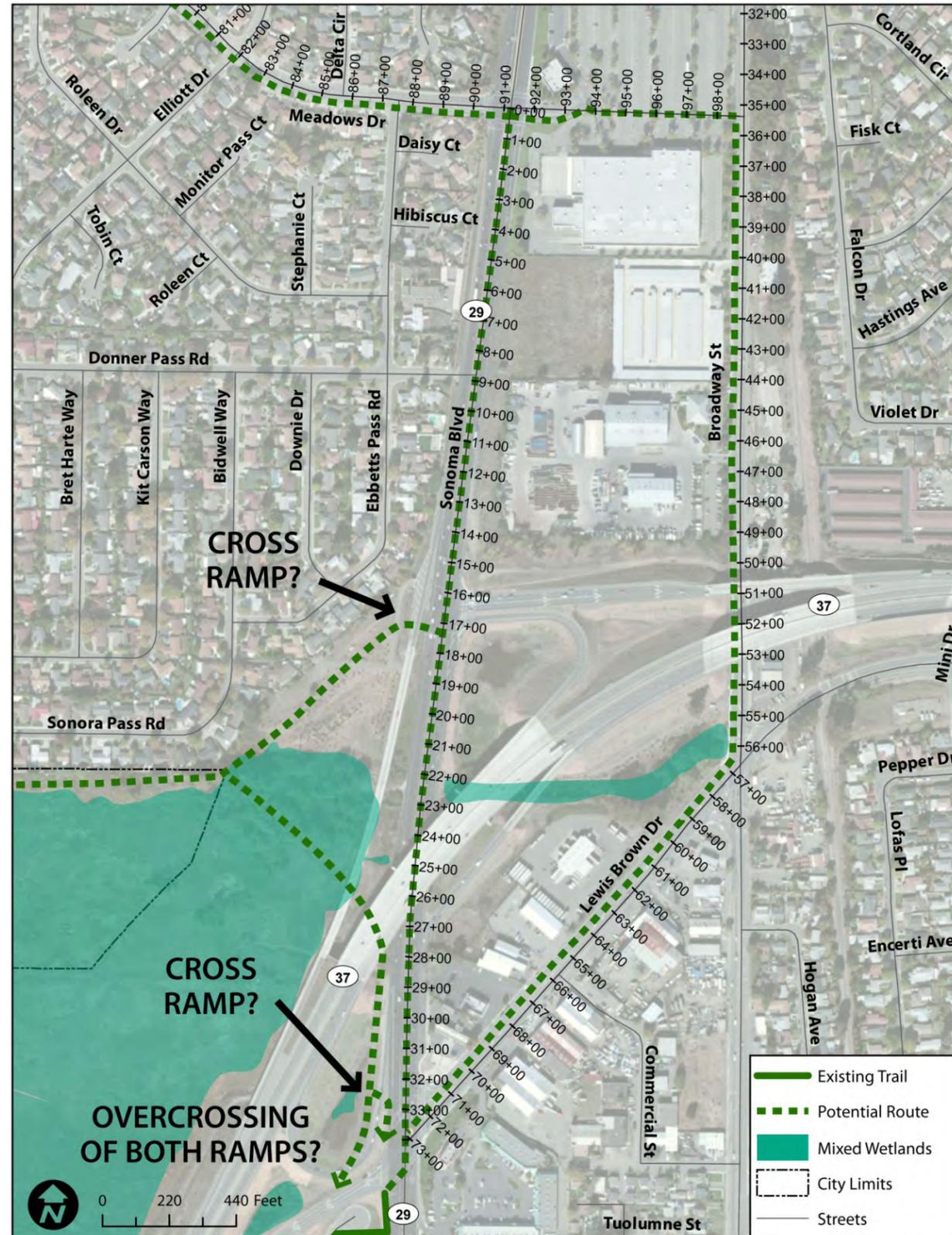


Figure 4-2: Along SR 29 south to White Slough Trail

### Vine Trail along the south side of SR 37 from the White Slough Trail to Wilson Avenue/Lighthouse Drive

This alignment (shown in purple on **Figure 4-1**) would connect from the White Slough Trail under the Sacramento Street overcrossing of SR 37 and along the south side of SR 37 in the state right of way to Wilson Avenue at Light House Drive. This alignment has a number of challenges and is not considered a preferred alignment for this study (see **Figure 4-3**).

Opportunities and challenges include:

- This is a more direct route than the northern alternative along the Baylands.
- There is approximately 14 feet between the existing soundwall and the edge of the paved shoulder. The addition of a crash barrier and fence could provide a corridor for the trail while preserving a standard 8 foot shoulder. While there are precedents for such a trail (i.e. along the north side of US 101 between Mill Valley and Corte Madera), it would:
  - Require an encroachment permit and Design Exception from Caltrans due to the presence of the trail in the Clear Recovery Zone beyond the shoulder.
  - Provide a loud and hectic environment for users as opposed to the more scenic and quiet Segment 9.
- Approximately 1000 feet south of the beginning of the soundwall, the right of way widens to 60 feet or more, and there enough ROW to construct a trail to Wilson Avenue just south of the on/off ramps to 37. This would require:
  - Grading of sloped landscaped area would be needed to level the right of way
  - Intersection control at the SR 37 off ramp and marked crossing to bring users to the south side of Wilson Avenue where there are existing facilities.
  - An alternative to routing the trail in front of the soundwall would be to create an opening in the fence between Sacramento Street and the adjacent residential neighborhood and use Fortune Street as a bypass. There are two potential points where the route could leave Fortune Street to re-enter the state right of way where it becomes wider:
    - At an opening in the middle of the soundwall;
    - At the west end of Fortune Street, which would require an access easement over a private residential property
  - Either location would likely require retaining walls for the trail to traverse the slope.
  - Order-of-Magnitude Cost: \$\$\$ = \$500,000 to \$2 million

Overall, this segment is not identified as preferred because it would either place trail users in an unpleasant environment between a soundwall and a busy freeway, or be seen as intrusive if the Fortune Street bypass was used. Finally, it would be challenging to secure Caltrans approval for a trail facility in a freeway right of way.

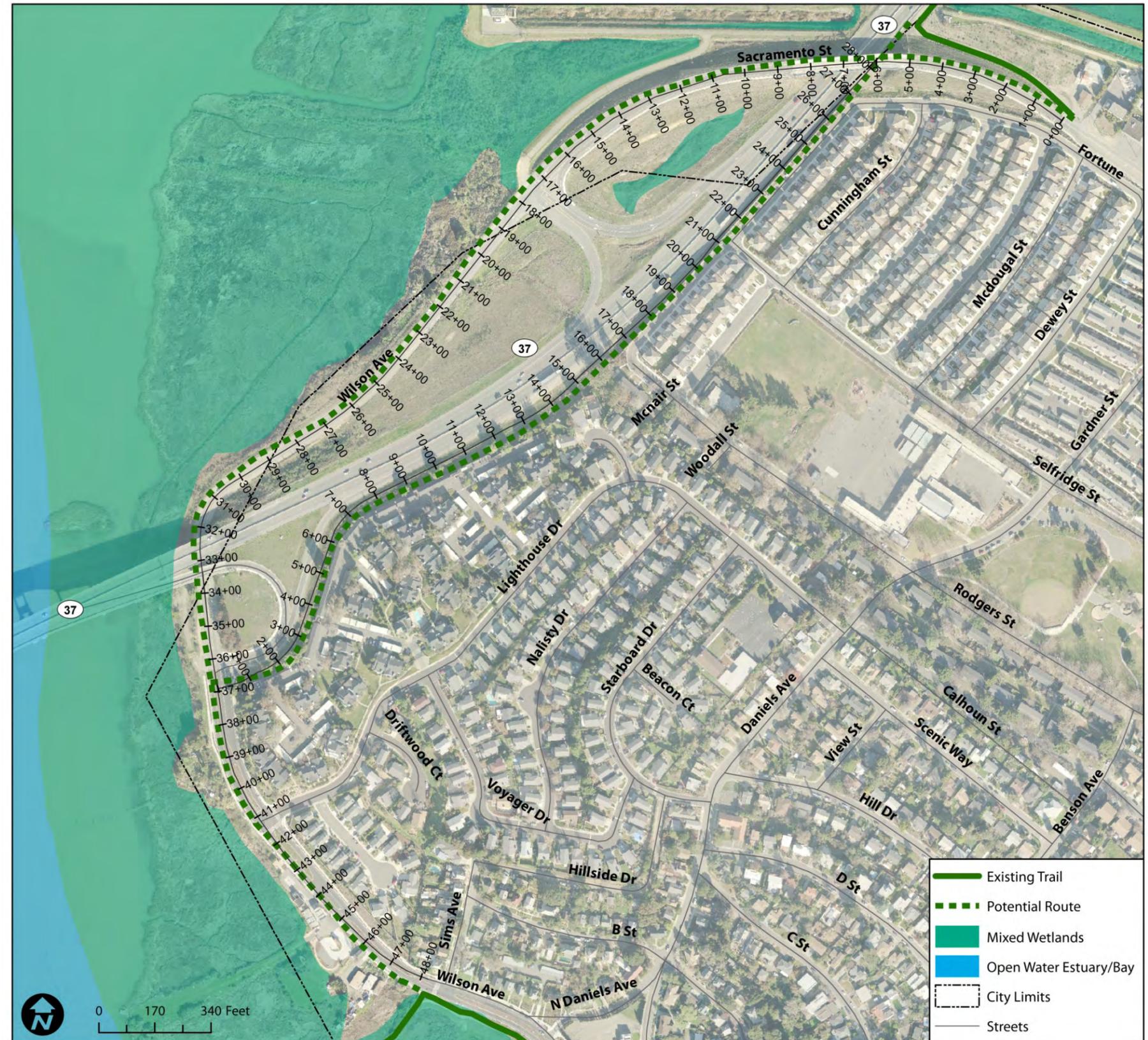


Figure 4-3: South side of SR 37 from the White Slough Trail to Wilson Avenue/Lighthouse Drive

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## 5 Description of Preferred Alignment

The preferred alignment includes connecting through Vallejo from the northern city limits to the White Slough Trail and continuing south to the Vallejo Waterfront.

The preferred alignment, shown in **Figure 5-1** and described in detail in the following sections, include the following segments:

- Segment 1: Bay Trail, Catalina Way and Meadows Drive from the American Canyon Trail to Sandpiper Drive
- Segment 2: Meadows Drive from Sandpiper Drive to Sonoma Boulevard and across Meadows Plaza to Broadway
- Segment 3: Broadway Street from existing path to Lewis Brown Drive
- Segment 4: Lewis Brown Drive from Broadway Street to White Slough Trail
- Segment 5: Sacramento-Wilson Avenue from White Slough Trail to Lighthouse Drive
- Segment 6 Long-Term Alignment Baylands South of Meadows Residential Area to SR 29

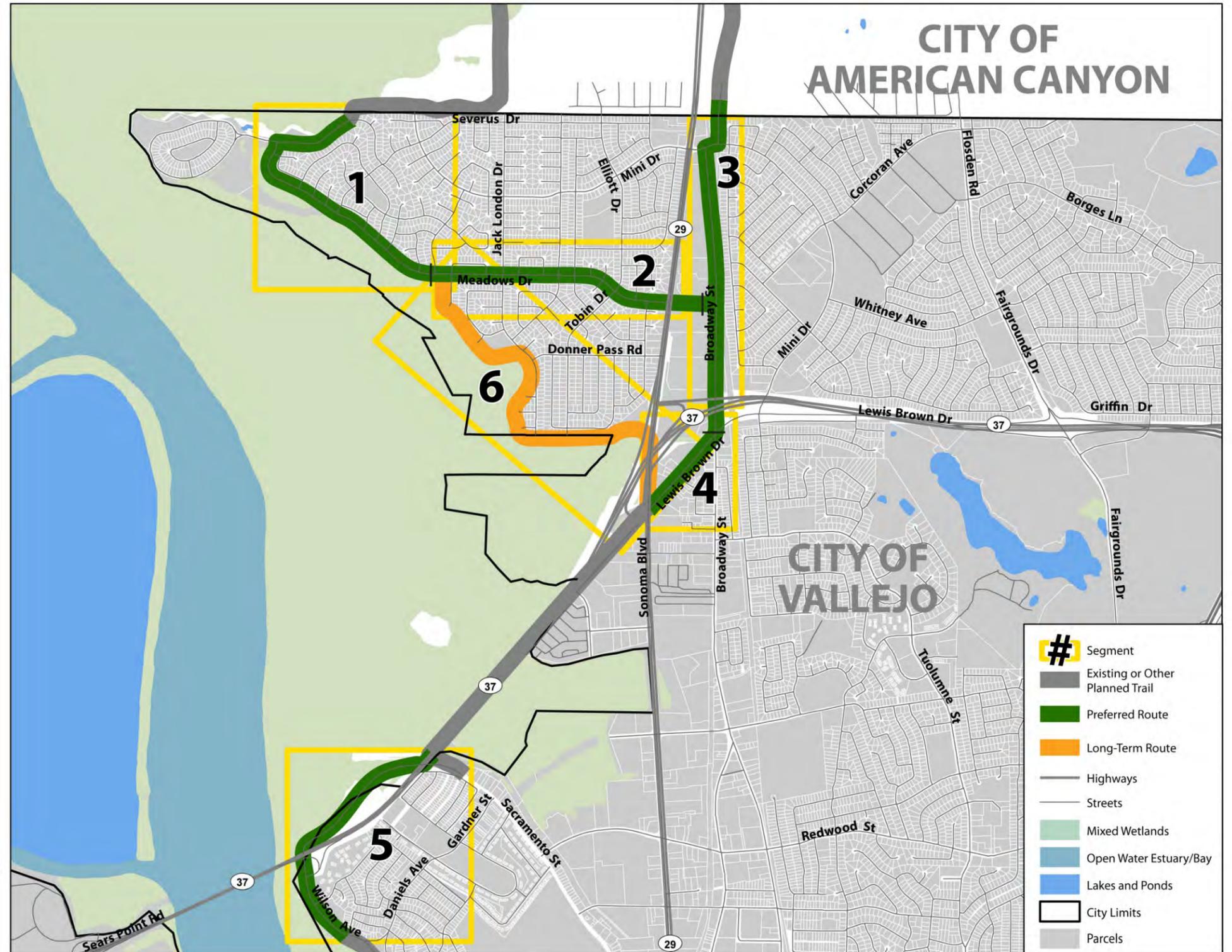


Figure 5-1: Preferred Alignment

## 5.1 Segment 1: Catalina Way to Sandpiper Drive

### Alignment

The alignment and design concept for this segment are shown in Figures 5-2 and 5-3 and the cross sections on this page. The figures correspond to sheets 5 and 6 of a larger-scale plan set that is provided separately (sheets 1 – 4 of the plan set are the title sheet, legend and cross sections).

### Catalina Way from American Canyon Bay Trail to Meadows Drive

A 12 foot wide Class I path on the north side of Catalina Way is the preferred alignment in this area. The existing roadway is 35 feet wide and does not afford space for a path. The design concept is to create a 12 foot wide path by removing 7 feet of existing ornamental landscaping along the north side of the existing 5 foot sidewalk. The eastern portion of this segment may require short retaining walls to create additional space without impacting adjacent wetland areas.

### Meadows Drive from Catalina Way to Sandpiper Drive

A two-way separated bikeway facility on the west side of Meadows Drive is the preferred alignment in this area. There is available width to construct the bikeway by reducing the number of travel lanes, as shown in the figures to the right.

### Transportation Considerations

The traffic volumes on Meadows Drive could be easily accommodated with two lanes, as this segment handles less than 5,000 daily trips. Meadows Drive is approximately 60' wide with four vehicular lanes, curbside parking, and curb and sidewalk on both sides.

The existing pavement is suitable for separated bikeway. Narrowing the road would provide traffic calming benefits to Meadows Drive, which has a 30-35 mph speed limit and is classified as a Major Collector by the City. There would be no change needed to the existing curb and sidewalk.

### Environmental Considerations

No potential wetlands appear to occur in this alignment. This alignment would occur in a densely developed residential area and expected impacts to biological resources would be minimal. Along Meadows Drive the alignment is entirely in the existing paved roadway. Along Catalina Drive, the proposed alignment involves removing a 5 foot band of ornamental landscaping along Bay wetland areas. If the ornamental trees and shrubs or grassy areas may be disturbed during work between February 1<sup>st</sup> and August 15<sup>th</sup>, preconstruction nesting bird surveys would need to be conducted to determine if nesting birds and their young are present. If active nests are found, an appropriate exclusion zone around the nest would need to be established until the young have fledged.

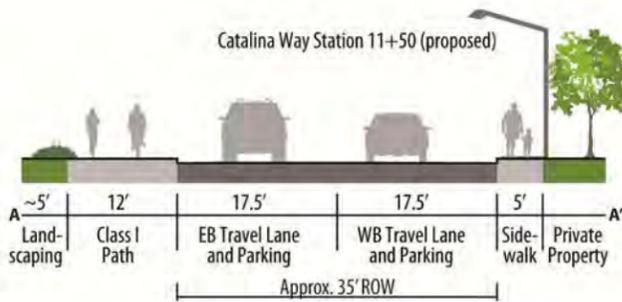
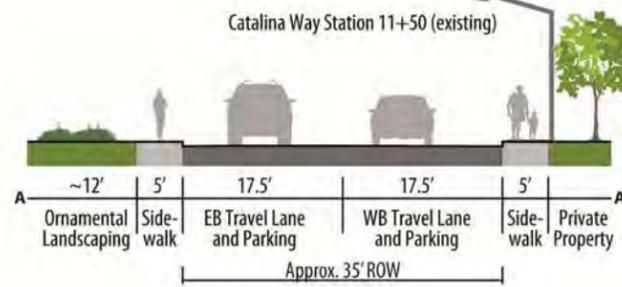
Rare plant surveys may also be required depending on the quality of the affected habitat. Mitigation measures for potential impacts to any rare plants, if found, would be developed in coordination with the resource agencies with permitting authority over the project.

Some sections would require fill or retaining walls to be constructed on slopes near jurisdictional wetlands. Depending on results of more formal environmental studies, construction work may be in or adjacent to wetland habitats that potentially support California clapper rail and California black

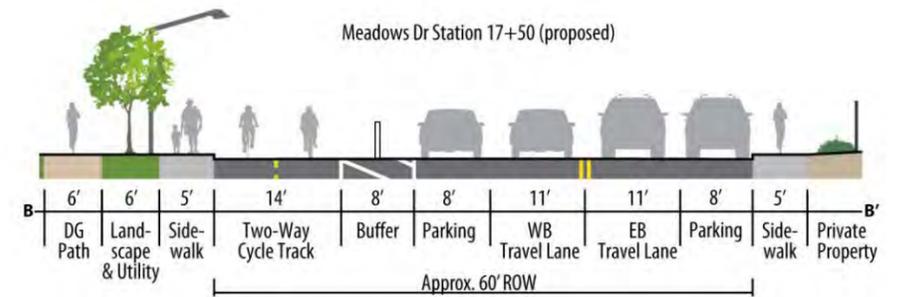
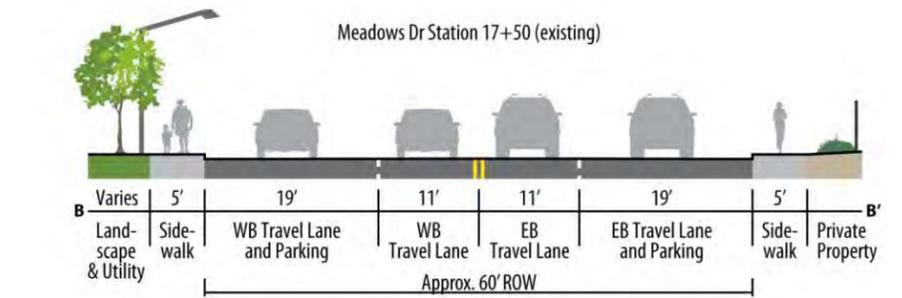
rail. The USFWS would need to be consulted to determine if work windows should be imposed to construct outside of these birds' nesting seasons to minimize potential adverse impacts to these species during their breeding periods. Mitigation measures to avoid or minimize impacts may need to be developed in coordination with natural resource agencies.

### Potential Design Configuration

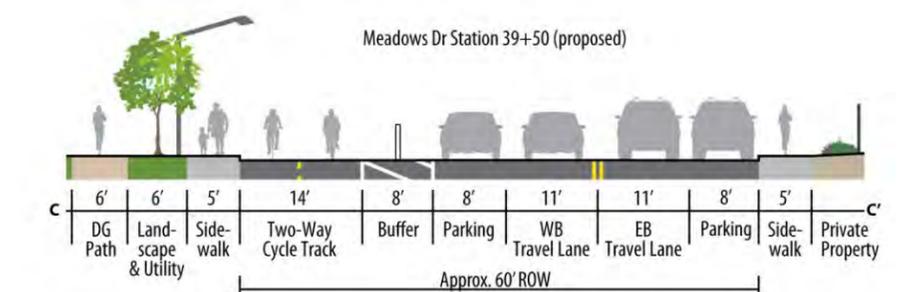
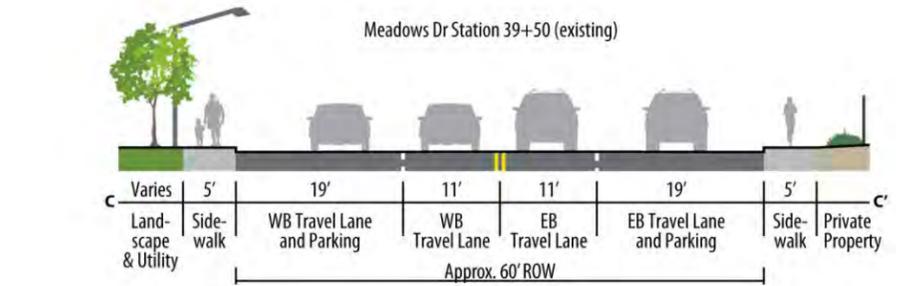
The figures below and to the right show the existing area cross section along with a potential roadway configuration. Maps showing the preferred alignment are included on the following pages, in **Figure 5-2** and **Figure 5-3**. The final design will require additional resident input and more detailed traffic and environmental analysis.



Section 5-A (see Sheet 5 of 13)



Section 5-B (see Sheet 5 of 13)



Section 6-C (see Sheet 6 of 13)



Figure 5-2: Segment 1 Detail Map A (plan set sheet 5 of 13)



Figure 5-3: Segment 1 Detail Map B (plan set sheet 6 of 13)

## 5.2 Segment 2: Meadows Drive East to Broadway Street

### Alignment

The alignment and design concept for this segment are shown in Figures 5-4 and 5-5 and the cross sections on this page. The figures correspond to sheets 6 and 7 of a larger-scale plan set that is provided separately.

### Meadows Drive from Sandpiper Drive to Sonoma Boulevard/SR 29

Class II buffered bike lanes are recommended at this location. There is available width to construct the bikeway by reducing the number of travel lanes from four to three.

The long-term preferred alignment for this section is outboard in the Baylands south of the Meadows residential area. The combination of the permit challenges, wetland environmental impacts and mitigations make this a long term recommendations.

### Meadows Drive from Sonoma Boulevard/SR 29 to Broadway Street

With the redevelopment of the former Walmart site, a separated pathway could be constructed through the parking lot bringing users to a potential signalized intersection at Broadway meeting the Vine Trail alignment on the east side of Broadway.

### Transportation Considerations

As with Segment 1, Meadows Drive has excess roadway capacity that could be accommodated with fewer vehicle travel lanes. This section has fronting residences on both sides of the street, with both on-street parking and driveway access. In a typical section, there are driveways every 30 to 60 feet.

Class II buffered bike lanes could be accommodated on Meadows Drive by narrowing the roadway to two travel lanes and a center turn lane. Curbside parking would remain on both sides. There would be a transition from one-way bicycle lanes to the two-way separated path at or near Sandpiper Drive.

Meadows Drive just west of Sonoma Boulevard has five vehicular lanes and is nearly 60' wide. East of Sonoma Boulevard, Meadows Drive is a commercial access road; it is approximately 65' wide with five vehicular lanes and a raised median.

Class II bike lanes could be provided on Meadow Drive by removing one westbound lane and shifting the vehicular lanes northward. The westbound Class II bike lane would run along the existing curb and sidewalk, whereas the eastbound bike lane would run between the vehicular through lane and right-turn lane.

The design of the crossing of Sonoma Boulevard is a challenge, particularly westbound. A bike lane should not be placed to the right of the through/right turn lane on Meadows Drive at the westbound approach if existing vehicular signal phasing is to be used. A mixing zone with dashed green markings is not appropriate with the through lane in this major intersection. An option may be to convert one left turn lane and through-right lane to left-through lane and right turn lane. The specific design requires traffic study analysis and verification and would need to be resolved during later more detailed design stages.

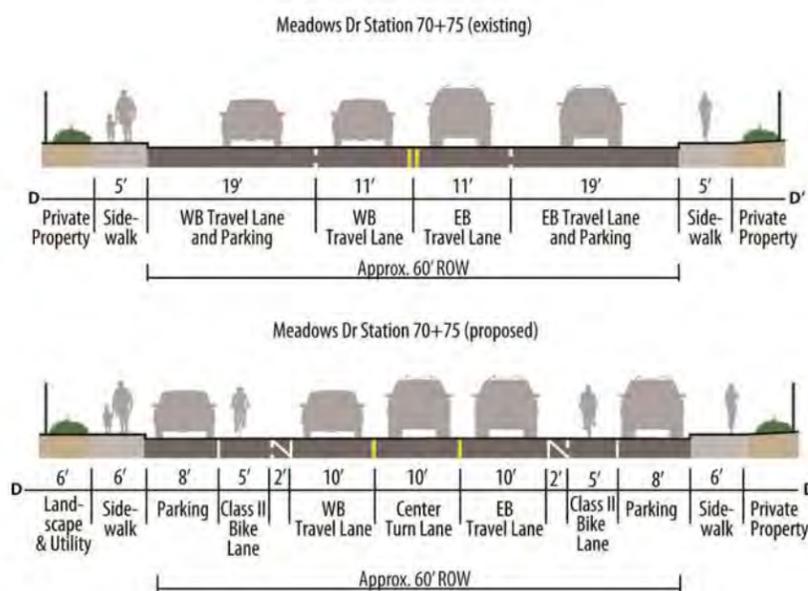
### Environmental Considerations

No potential wetlands appear to occur in this alignment. This alignment would occur in a residential area that is densely developed so it is expected impacts to biological resources would be minimal. However, if there are trees, shrubs or grassy areas that may be disturbed during work between February 1<sup>st</sup> and August 15<sup>th</sup>, preconstruction nesting bird surveys would need to be conducted to determine if

nesting birds and their young are present. If active nests are found, an appropriate exclusion zone around the nest would need to be established until the young have fledged.

### Potential Design Configuration

The figures to the right show the existing area cross section along with a potential roadway configuration. A map showing the preferred alignment is included on the following pages (**Figure 5-4** and **Figure 5-5**). The final design will require additional resident input and traffic analysis.



Section 7-D (see Sheet 7 of 13)



Figure 5-4: Segment 2 Detail Map A (plan set sheet 7 of 13)

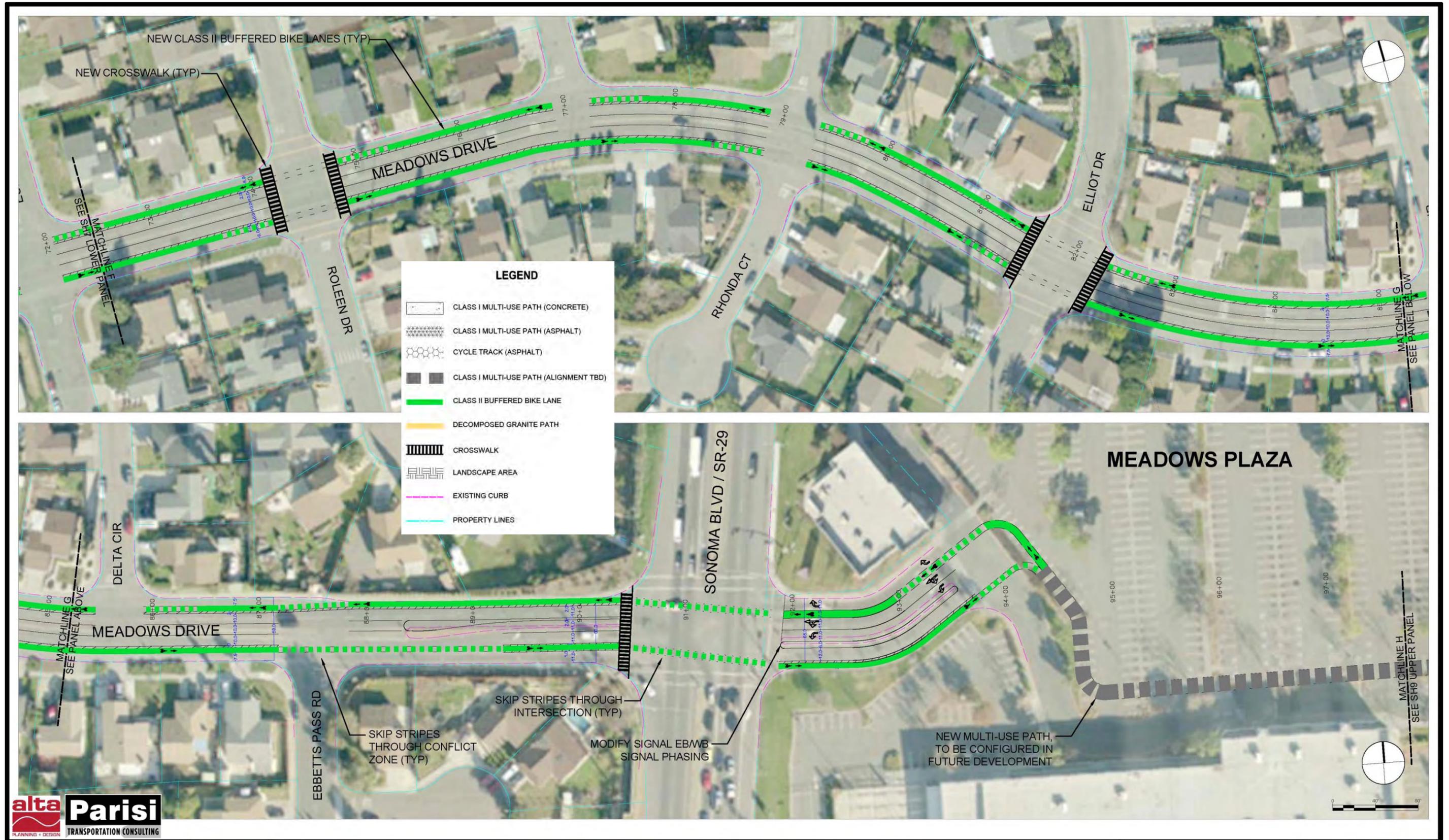


Figure 5-5: Segment 2 Detail Map B (plan set sheet 8 of 13)

### 5.3 Segment 3: Broadway Street

#### Alignment

The alignment and design concept for this segment are shown in Figures 5-6 and 5-7 and the cross sections on this page. The figures correspond to sheets 9 and 10 of a larger-scale plan set that is provided separately.

#### Broadway Street north of Mini Drive

A two-way separated facility on the west side of Broadway Street is the preferred alignment; it would connect directly to the section of Vine Trail in the Veterans Memorial Park.

#### Broadway Street south of Mini Drive

A two-way separated facility could be accommodated on the east side of Broadway to the potential signalized intersection at Meadows Plaza. At this signal, the trail would cross to the west side of Broadway where there is more available right-of-way, fewer conflicts with industrial land uses and reduces crossing exposure at Lewis Brown Drive.

#### Transportation Considerations

##### Broadway Street north of Mini Drive; Broadway south of Mini Drive

A separated two-way bicycle facility could be provided through a combination of lane narrowing and shoulder widening for both segments of Broadway, which is 30-40' wide.

##### Intersection: Broadway at Mini Drive

The north and south legs of Broadway form offset T-intersections at Mini Drive. The Union Pacific Railroad runs in between the two legs of Broadway, which are 200' apart. Mini Drive crosses the railroad at-grade immediately east of Broadway south. Mini Drive is approximately 60' wide here with five lanes, and curb and sidewalk on both sides.

Connecting the north and south legs of Broadway through Mini Drive is critical issue for this location. The Mini Drive crossing would ideally occur at the signalized Broadway south intersection. As such, the subsequent concepts assume that a separated bikeway between Broadway north and south would be on the north side of Mini Drive.

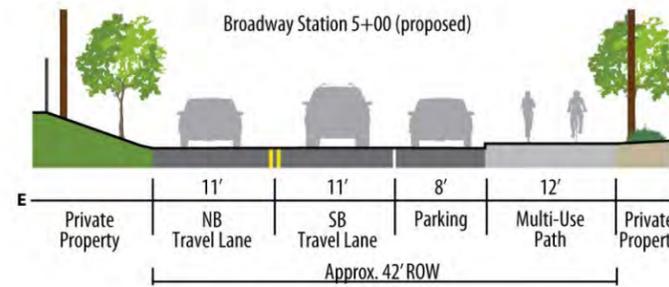
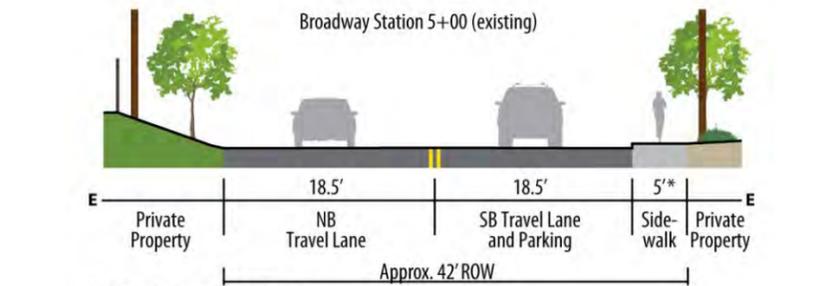
Mini Drive could be widened to the south to add a two-way bikeway and maintain the five-lane cross-section. This would require reconstructing the south side of Mini Drive, which includes curbs, sidewalks, curb ramps, signal poles, railroad crossing arms, and possible utilities.

#### Environmental Considerations

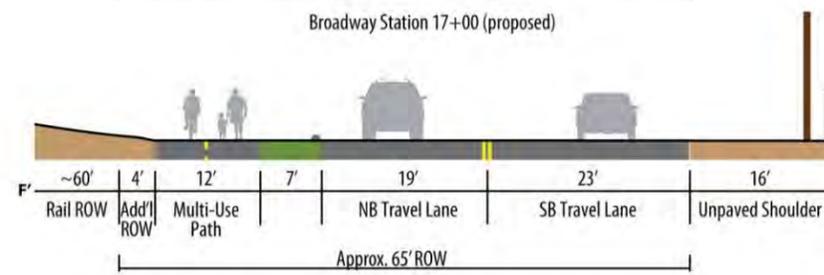
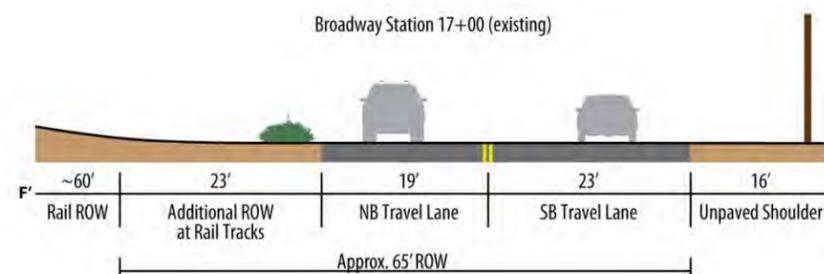
No potential wetlands appear to occur in this alignment. This alignment would occur in a mixed commercial and residential area that is densely developed so it is expected impacts to biological resources would be minimal. The proposed improvements would occur in the existing paved roadway or dirt shoulder.

#### Potential Design Configuration

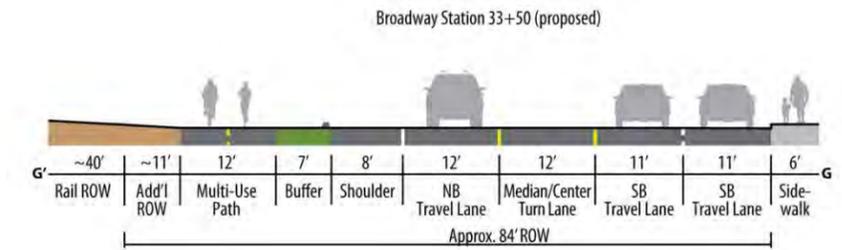
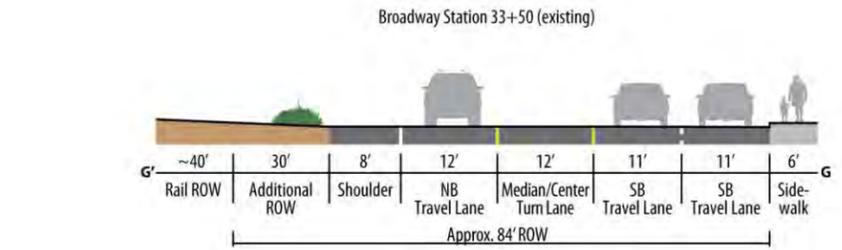
The figures to the right show the existing area cross section along with a potential roadway configuration. A map showing the preferred alignment is included on the following pages (Figure 5-6 and Figure 5-7). The final design will require additional resident input and more detailed traffic and environmental analysis as well as analysis of detailed right-of-way property data.



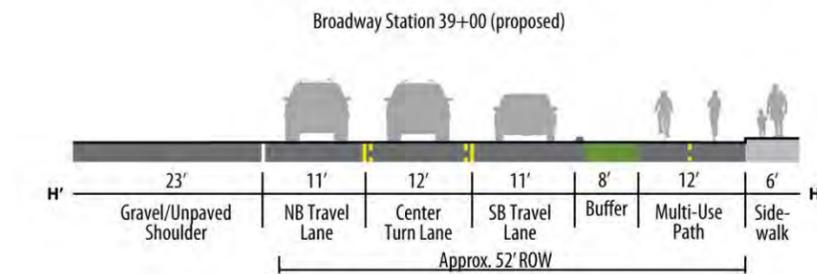
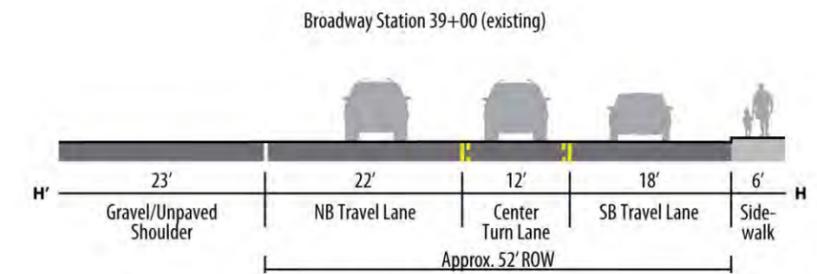
Section 9-E (see Sheet 9 of 13)



Section 9-F (see Sheet 9 of 13)



Section 10-G (see Sheet 10 of 13)



Section 11-H (see Sheet 11 of 13)

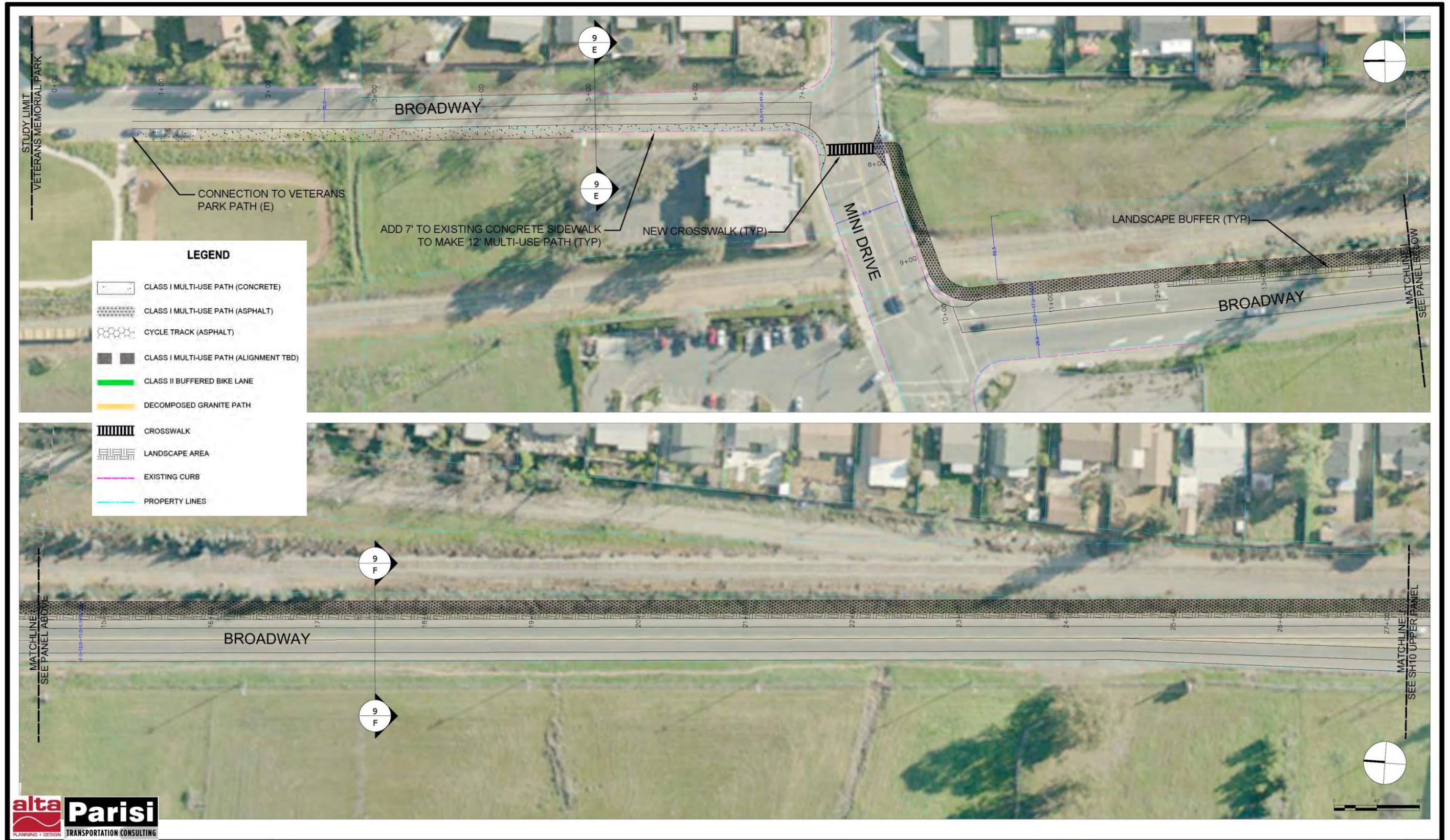


Figure 5-6: Segment 3 Detail Map A (plan set sheet 9 of 13)

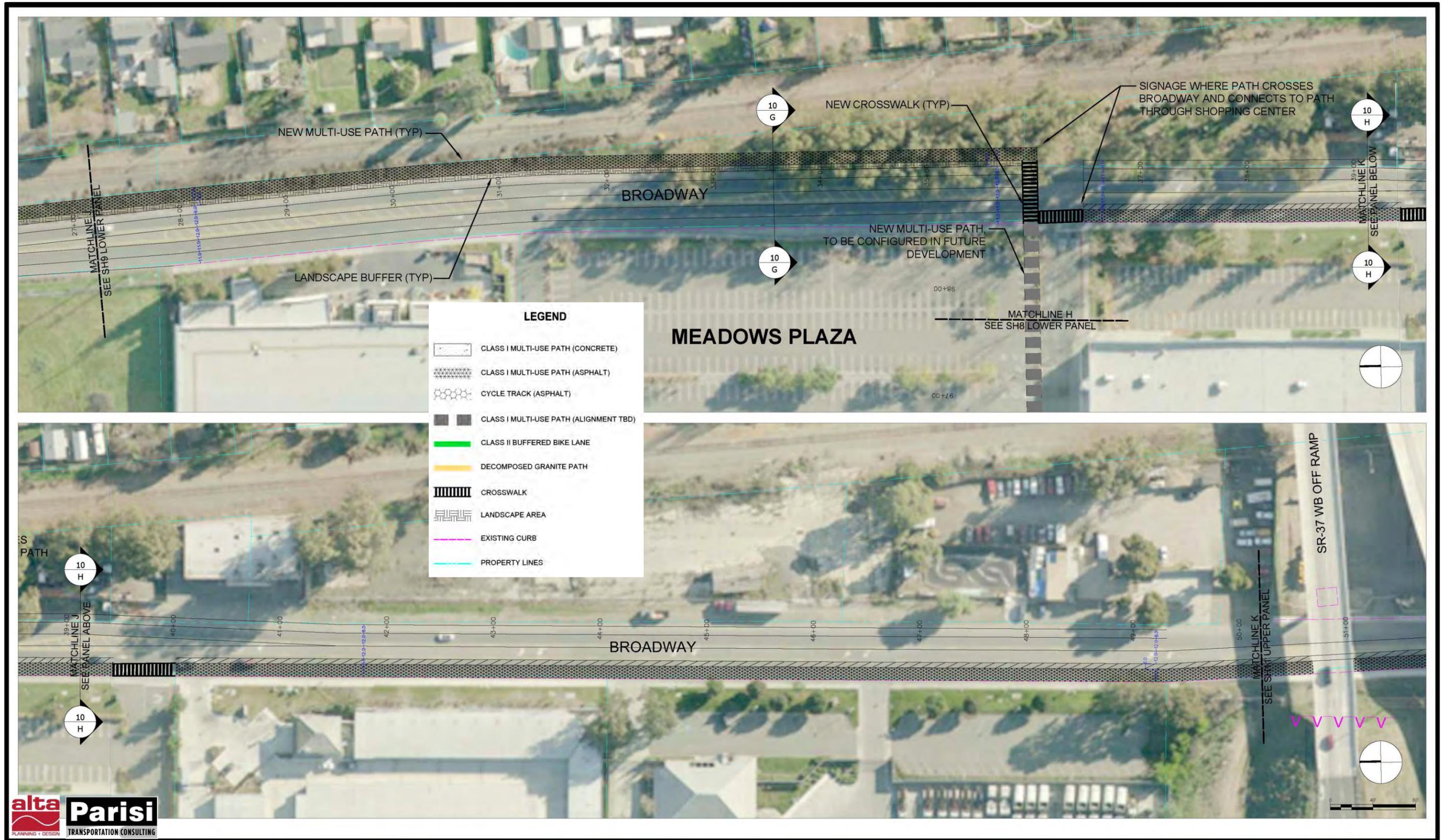


Figure 5-7: Segment 3 Detail Map B (plan set sheet 10 of 13)

## 5.4 Segment 4: Lewis Brown Drive to the White Slough Trail

### Alignment

The alignment and design concept for this segment are shown in Figure 5-8 and the cross sections on this page. The figure corresponds to sheet 11 of a larger-scale plan set that is provided separately.

### Lewis Brown Drive, between Sonoma Boulevard and Broadway:

A two-way separated facility on the north side of Lewis Brown Drive is the preferred alignment, given the available right-of-way and lower density of uses and driveways than the south side. Lewis Brown Drive would need to be reduced from a five-lane roadway to a three-lane roadway. There is also available right-of-way to provide Class II bike lanes in both directions with the proposed "road diet."

### Transportation Considerations

Lewis Brown Drive is on the former SR 37 alignment that operated prior to the SR 29/SR 37 grade-separated interchange. The roadway has nearly 80 feet of right-of-way and has largely retained its former highway cross-section with four through lanes, a center left-turn lane, and parking on both sides. Given that most traffic has diverted to SR 37 and the low density of uses fronting this street, the available roadway capacity exceeds traffic demand.

Connecting a two-way separated facility to the existing White Slough Trail would require traversing the Sonoma Boulevard / SR 37 eastbound off-ramp Lewis Brown Drive intersection. The wide approaches and skewed alignment results in several long crossings.

A dedicated signal phase could theoretically allow bicyclists to cross directly from the southwest corner (White Slough Trail) to the northeast corner (possible Lewis Brown Drive bikeway), and in the opposite direction if it was two phase. However, a new dedicated signal phase would adversely affect the traffic operations at the highly trafficked Sonoma Boulevard/SR 37 intersection. Traffic analysis to examine and refine the options should be a part of subsequent more detailed study.

Alternatively, at-grade crossings could be accommodated within the existing vehicular signal timings. Bicyclists would need to traverse two-legs of the intersection, and there would need to be improvements at each corner to provide a queuing area for bicycles. One option to examine during more detailed design stages is an actuated "No Right Turn on Red" sign at one or both corners.

### Environmental Considerations

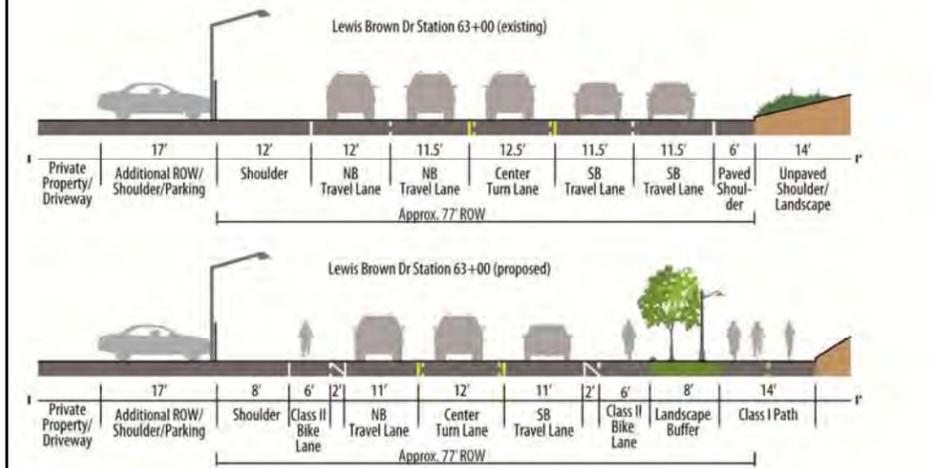
This proposed route would be constructed in commercial and industrial areas adjacent to coastal brackish marsh or freshwater marsh habitat. Coastal brackish marsh habitat provides potential habitat for a variety of special-status plant and animal species including the federal and state listed soft salty birds beak, California clapper rail, and salt marsh harvest mouse. Freshwater marsh habitat could provide habitat for the federally listed California red-legged frog and Pacific Pond turtle, which is a State Species of Special Concern. Potential impacts to these species need to be considered if there will be construction in or immediately adjacent to the wetland habitat. Depending on the results of more formal environmental studies, mitigation measures to avoid or minimize impacts may need to be developed in coordination with natural resource agencies including but not limited to the U. S. Army Corps of Engineers, U. S. Fish and Wildlife, California Department of Fish and Wildlife, and San Francisco Bay Regional Water Quality Control Board.

Mitigation measures for potential impacts to any rare plants if found would be developed in coordination with the resource agencies with permitting authority over the project.

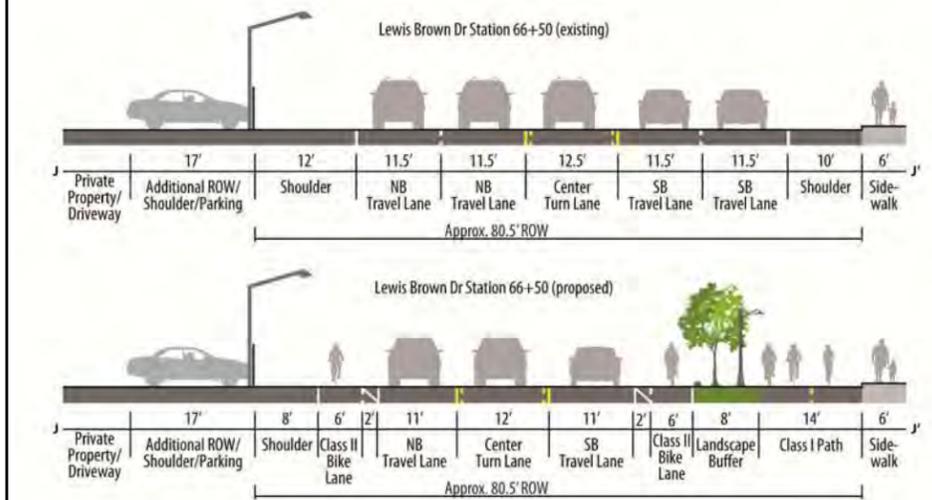
For work in upland habitats between February 1st and August 15th preconstruction nesting bird surveys would need to be conducted to avoid impacting tree and ground-nesting birds and their young. If active nests are found, an appropriate exclusion zone around the nest would be established until the young have fledged.

### Potential Design Configuration

The following figures show the existing area cross section along with a potential roadway configuration. A map showing the preferred alignment is included on the following page (Figure 5-8). The final design will require additional resident input and more detailed traffic and environmental analysis.



Section 11-I (see Sheet 11 of 13)



Section 11-J (see Sheet 11 of 13)

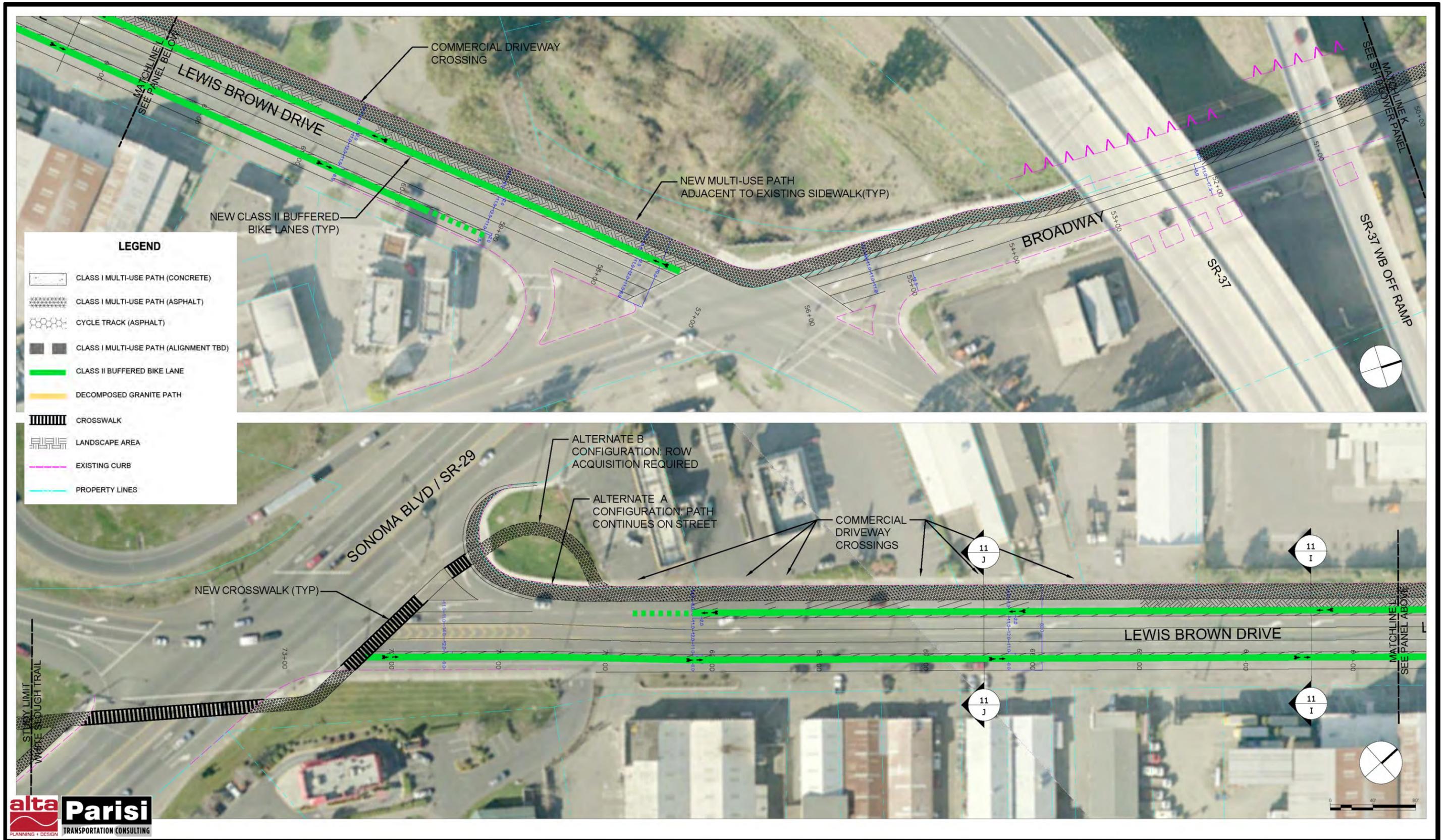


Figure 5-8: Segment 4 Detail Map (plan set sheet 11 of 13)

### 5.5 Segment 5: Existing White Slough Trail to Lighthouse Drive

#### Alignment

The alignment and design concept for this segment are shown in Figures 5-9 and 5-10 and the cross sections on this page. The figures correspond to sheets 12 and 13 of a larger-scale plan set that is provided separately.

The preferred alignment in this area includes use of the existing sidewalk and a new Class I path on the north-west side. At the Sacramento Street overcrossing of SR 37, the design concept is to create an 8 foot Class I path separated from vehicle traffic by a 4-ft shoulder and a 2 foot wide vertical barrier. Along Wilson Avenue to Lighthouse Drive, a 12 foot wide Class I path on the outboard side is the preferred alignment. This would include widening of the existing 5' concrete sidewalk from the SR 37 on/off ramps to Lighthouse Drive to 12' by adding 7' of concrete. To accommodate transition of bicyclists to/from the Class I path and the bike lanes that continue south, a new high-visibility crosswalk would be added at the north side of the Lighthouse/Wilson intersection, and pedestrian crossing signals and buttons would be added to the existing signal equipment.

#### Transportation Considerations

There appears to be available public right-of-way to construct the path. The existing Hwy 37 overcrossing has sufficient width to provide a Class I path provided Caltrans will accept a reduction from standard 8' shoulders to 4' shoulders, requiring a design exception. A short-term recommendation would be to use the existing sidewalk and bike lanes. Long-term, a bicycle and pedestrian overcrossing may be considered; however the cost for an overcrossing may be prohibitive.

The alignment would require reconfiguration of the SR 37 off ramps at Wilson Ave to provide a marked crossing on the north leg. Considerations for traffic operations need to be addressed.

A landing area on the northwest and connection to the proposed trail on the bay side would bring users to the waterfront activities and existing trail.

#### Environmental Considerations

No potential wetlands appear to occur in this alignment. This alignment would occur in a disturbed area adjacent to the roadway that has revegetated with mixed native and on-native shrubs and grasses. It is expected impacts to biological resources would be minimal. However, if there are shrubs or grassy areas that may be disturbed during work between February 1st and August 15th preconstruction nesting bird surveys would need to be conducted to determine if nesting birds and their young are present. If active nests are found, an appropriate exclusion zone around the nest would need to be established until the young have fledged.

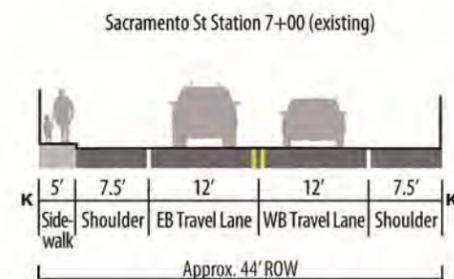
Rare plant surveys may also be required depending on the quality of the habitat to be affected. Mitigation measures for potential impacts to any rare plants if found would be developed in coordination with the resource agencies with permitting authority over the project.

At one potential location – the north side of the proposed crosswalk at the SR 37 ramps, improvements could encroach into a drainage ditch that could potentially qualify as a jurisdictional wetland. Some sections of the trail would require fill or retaining walls to be constructed on slopes near jurisdictional

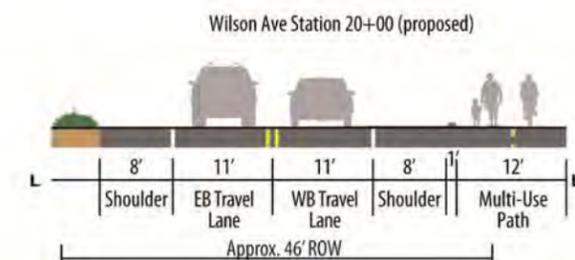
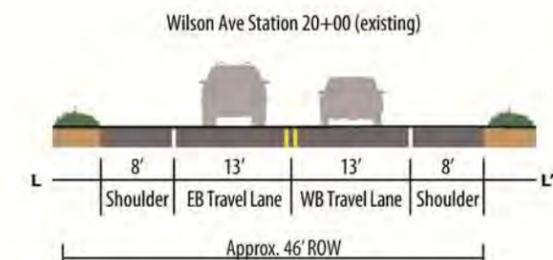
wetlands. Depending on the results of more formal environmental studies, construction work may be found to occur in or adjacent to wetland habitats that potentially support California clapper rail and California black rail, the USFWS would need to be consulted to determine if work windows should be imposed to construct outside of these birds' nesting seasons to minimize potential adverse impacts to these species during their breeding periods. Mitigation measures to avoid or minimize impacts may need to be developed in coordination with natural resource agencies including but not limited to the U. S. Army Corps of Engineers, U. S. Fish and Wildlife, California Department of Fish and Wildlife, and San Francisco Bay Regional Water Quality Control Board.

#### Potential Design Configuration

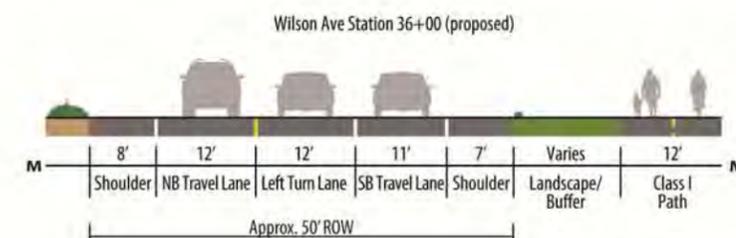
The figures to the right show the existing area cross section along with a potential roadway configuration. Maps on the following pages show the preferred alignment for this segment, in **Figure 5-9** and **Figure 5-10**. The final design will require additional resident input and more detailed traffic and environmental analysis.



Section 12-K (see Sheet 12 of 13)



Section 12-L (see Sheet 12 of 13)



Section 13-M (see Sheet 13 of 13)



Figure 5-9: Segment 5 Detail Map A (plan set sheet 12 of 13)



Figure 5-10: Segment 5 Detail Map B (plan set sheet 13 of 13)

## 5.6 Segment 6: Long-Term Alignment Baylands South of Meadows Residential Area to SR 29

This alignment (shown in orange on **Figure 5-11**) is the preferred long-term alignment for the Bay Trail. The trail would pass through upland or wetland areas that are part of the State Wildlife Refuge behind the existing homes. While this alignment would travel along the Bay and meet a number of the trail goals, it has a number of significant challenges and it not considered a possible near-term project. Challenges include:

- Impact to wetlands and potential sensitive species habitat, requiring technical studies, environmental permits, and agreement from the Wildlife Refuge managers, and potentially off-site mitigation.
- Construction of boardwalks to limit impacts on wetlands, and at least one bridge or boardwalk over a drainage channel, with associated construction and maintenance costs.
- Potential to raise safety and privacy issues with neighbors.
- Connection across SR 29 and/or SR 37 to the White Slough Trail is a major constraint. There are two potential options:
  1. The trail could be routed north to connect across SR 29 at the off-ramp from westbound SR 37 at the existing signal (see Fig. 5-12); however there is no crosswalk at this location due to the high-speed on-ramp from southbound SR 29 to westbound SR 37. Caltrans design standards would not allow a crosswalk at such a high-speed ramp, and in general Caltrans practice is to avoid pedestrian facilities in highway ramp areas.
  2. The trail could be routed south along the west side of SR 29, under the westbound on-ramp to SR 37 to eastbound on ramp to SR 37 (see Fig. 5-13). Here again, the route would need to cross a high speed on-ramp, with the same constraints discussed above. An alternative of constructing an under or over-crossing of the eastbound on-ramp loop and the westbound off-ramp to reach the existing end of the White Slough Trail was also considered,.
- Order-of-Magnitude Cost: \$\$\$\$ = more than \$2 million; includes cost for boardwalks; bridges; wetland studies, permits and mitigations; and a surface crossing of the ramp is a safe, acceptable solution can be found. If an overcrossing or tunnel is required to avoid a surface crossing of the high speed ramp, the additional cost would be in the range of \$3 - \$8 million, based on comparable projects.

The combination of the permit challenges, wetland environmental impacts, construction and maintenance costs, and likely neighbor concerns are factors against the short-term feasibility of this segment. However, it is the preferred long-term option.



Figure 5-11: Segment 6 Bay Trail South of Meadows Neighborhood



Figure 5-12: Segment 6 Bay Trail South of Meadows Neighborhood – Connection East or South



Figure 5-13: Segment 6 Bay Trail South of Meadows Neighborhood – Connection to White Slough Trail

## 6 Cost Estimates

This chapter presents the costs, phasing, implementation steps and funding strategy for recommended or potential trail projects.

### 6.1 Preliminary Cost Estimates

Planning-level cost estimates were prepared for the proposed trail improvements. The summary (**Table 6-1**) presents the estimated total cost for each trail segment. Detailed estimates are presented in **Appendix A**.

The cost estimates include planning, design, construction, and other anticipated implementation steps. The cost estimates required numerous assumptions about the details of construction and associated requirements. The estimate and assumptions reflect data available to the consultant team based on similar projects.

The estimates include cost “placeholders” for each stage of project implementation, based on factors of the construction cost, including:

- A contingency for the level of accuracy of the estimate is included at 30% of total construction. This includes construction overhead costs (mobilization, traffic control, SWPPP, and insurance).
- Design and other implementation costs allowances are included at the following percentages of construction cost:
  - Survey; boundary and topographic – 5%
  - Plans, specifications and estimates, including technical studies such as geotechnical or hazardous waste investigations – 25%
  - Environmental analysis and documentation and related permits – 15%
  - Mitigation (actual cost will be based on existing conditions and scope of proposed changes) – 2.5% up to 10% depending on exposure to wetlands
  - Construction engineering – 15%

### 6.2 Maintenance Cost

Maintenance cost will be a very important consideration for the City of Vallejo, which would be responsible for the facilities. Added maintenance will be relatively low because many of the alignments consist of re-stripping of existing paved areas that already must be maintained, but a higher standard of maintenance will be required to support these significant regional trail alignments and due to the additional signs and landscaping. **Table 6-2** provides a “placeholder” set of maintenance requirement and cost assumptions for the near-term segments.

Table 6-1: Cost Estimates by Segment

Description		Totals
<b>Segment 1: Bay Trail, Catalina Way and Meadows Drive from the American Canyon Trail to Sandpiper Drive</b>	Construction	\$884,500
Survey, design, environmental, admin and contingency	95.0%	\$840,600
	<b>Total</b>	<b>\$1,726,000</b>
<b>Segment 2: Meadows Drive from Sandpiper Drive to Sonoma Boulevard and across Meadows Plaza to</b>	Construction	\$40,400
Survey, design, environmental, admin and contingency	92.5%	\$37,700
	<b>Total</b>	<b>\$79,000</b>
<b>Segment 3: Broadway Street from existing path to Lewis Brown Drive</b>	Construction	\$795,425
Survey, design, environmental, admin and contingency	92.5%	\$736,100
	<b>Total</b>	<b>\$1,532,000</b>
<b>Segment 4: Lewis Brown Drive from Broadway Street to White Slough Trail</b>	Construction	\$481,500
Survey, design, environmental, admin and contingency	92.5%	\$445,700
	<b>Total</b>	<b>\$928,000</b>
<b>Segment 5: Sacramento-Wilson Avenue from White Slough Trail to Lighthouse Drive</b>	Construction	\$513,650
Survey, design, environmental, admin and contingency	100.0%	\$513,650
	<b>Total</b>	<b>\$1,028,000</b>
	<b>Total for all near-term segments</b>	<b>\$5,293,000</b>
<b>Segment 6 Long-term Alignment Baylands South of Meadows Residential Area to SR 29 with at-grade crossing of high speed ramp</b>		<b>\$2,000,000</b>
<b>Segment 6 Long-term Alignment Baylands South of Meadows Residential Area to SR 29 with grade-separated crossing of high speed ramp</b>		<b>\$5,000,000 - \$10,000,000</b>

Table 6-2: Maintenance Cost Estimates by Segment

Description	Unit	Annual Maintenance Unit Cost	Cost Notes	Quantity	Total Annual Maintenance Cost
<b>Segment 1: Bay Trail, Catalina Way and Meadows Drive from the American Canyon Trail to Sandpiper Drive</b>					
Class I Trail	miles	\$5,000.00	1, 2, 3	0.27	\$1,350
Cycle Track	miles	\$5,000.00	1, 2, 3	0.71	\$3,550
Informal DG Trail	miles	\$1,000.00	4	0.71	\$710
<b>Segment 2: Meadows Drive from Sandpiper Drive to Sonoma Boulevard and across Meadows Plaza to Broadway</b>					
Bike Lanes	miles	\$5,000.00	1, 2, 3	0.69	\$3,450
<b>Segment 3: Broadway Street from existing path to Lewis Brown Drive</b>					
Class I Trail	miles	\$5,000.00	1, 2, 3	0.52	\$2,600
Cycle Track	miles	\$5,000.00	1, 2, 3	0.54	\$2,700
Landscaping	square feet	\$1.00	5	21,350	\$21,350
<b>Segment 4: Lewis Brown Drive from Broadway Street to White Slough Trail</b>					
Class I Trail	miles	\$5,000.00	1, 2, 3	0.36	\$1,800
Landscaping	square feet	\$1.00	5	11,900	\$11,900
<b>Segment 5: Sacramento-Wilson Avenue from White Slough Trail to Lighthouse Drive</b>					
Class I Trail	miles	\$5,000.00	1, 2, 3	0.68	\$3,400
Landscaping	square feet	\$1.00	5	5,400	\$5,400
<b>Total for all near-term segments</b>					<b>\$58,210</b>

**Notes:**

Estimate based upon conceptual designs and is to be used for planning purposes only.

Maintenance cost items:

1. 2 x annual sweeping
2. Repaint pavement markings every 10 years
3. Repair damaged signs as required
4. Repair Decomposed Granite (DG) surface as required
5. Low-maintenance plantings; drip irrigation

## 7 Typical Project Implementation Steps

This chapter describes the typical implementation steps that may be required to take a Bay or Vine Trail project from the current concepts through construction. It also describes the permits and approvals that may be required for project implementation.

### 7.1 Funding - Grant Applications

Funding will be needed for detailed design, surveying, property or easement acquisition (if required), environmental documents, preparation of construction and permit documents, and for construction. Often the funding is phased, covering only a part of the implementation process. A basic map, description, photos, and cost estimate for the proposed project must be prepared, at a minimum, to support a grant application and to compete for public or private funding. The trail concepts and costs in this Study provide good starting material for preparing grant applications and project funding proposals. Funding for the improvements could come from a number of potential funding sources secured by STA, the City of Vallejo, Caltrans, the Bay Trail or Vine Trail organizations, and other partners.

### 7.2 Environmental Process

All projects are subject to the California Environmental Quality Act (CEQA). A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project." A project is an activity undertaken by a public agency or a private activity which must receive some discretionary approval (meaning that an agency has the authority to deny the requested permit or approval) which may cause either a direct physical change in the environment or a reasonably foreseeable indirect effect on the environment.

The environmental review required imposes both procedural and substantive requirements. At a minimum, an initial review of the project and its environmental effects must be conducted (Initial Study). Depending on the potential effects, a further, and more substantial, review may be conducted in the form of a Mitigated Negative Declaration or Environmental Impact Report (EIR). A project may not be approved as submitted if feasible alternatives or mitigation measures are necessary to substantially lessen the significant environmental effects of the project.

Projects that require federal approval, change access control on an access-controlled highway, or use federal funding are subject to the National Environmental Policy Act (NEPA). In this case most documents are prepared in such a manner to fulfill the requirements of both laws.

### 7.3 Base Data and Design

This process typically starts before the environmental documents are prepared. Typically the designs are developed at an approximately 30% level to provide the basis for environmental review. Once the environmental review process is completed, it can move through the more detailed stages of design and into construction. A general description of elements and steps is provided below.

#### **Site Survey - Base Maps and Information**

Detailed CAD base maps with right-of-way/property lines, topography (contour lines and/or spot elevations) and features such as roads, trees, buildings and fences must be prepared by a land surveyor or civil engineer covering the improvements and adjacent areas. The pertinent codes, policies, adjacent plans, utilities, and other background information must be analyzed to prepare specific design parameters for the project.

#### **Project Agreements - Right-of-Way Acquisition/Permission**

If acquisition or permission for use of property for the improvements is required, this will need to be secured, at least tentatively, before significant study or design work can begin, and typically must be finalized before preliminary design (when the feasible/desired alignment is defined) or at least before preparation of construction documents.

#### **Preliminary Design**

More detailed plans would be developed, with disciplines participating depending on the scope of improvements. These plans would have relatively accurate locations, dimensions, materials and features, to allow a correspondingly detailed preliminary cost estimate, but they would not have all the information required for bidding and constructing the project. The preliminary plans would be the basis for environmental documents and public and agency review of the project.

#### **Construction Documents**

The preliminary plan drawings and descriptions will need to be translated into detailed construction plans, specifications and estimate that can be used to obtain permits that require such detail, and for bidding by contractors.

## 7.4 Permitting and Approvals

Segments or combination of segments that are pursued as a project may involve obtaining special permits and agreements, depending on environmental setting, facility ownership, and jurisdiction. This section summarizes the major types of permits that may be required, and the basic process for each.

### **City of Vallejo Review and Approval**

Even if it is a City-sponsored project, review and approval of the plans by responsible City departments will be required, often including further public participation to refine the designs.

### **U.S. Army Corps of Engineers (USACE) Permit**

A Section 404 Permit application to the USACE for placement of fill, including consultation with the U.S. Fish and Wildlife Service, may be required to satisfy the requirements of Section 404(b)(1) of the Clean Water Act (CWA).

A Jurisdictional Delineation Report, or wetland delineation is part of the technical studies required in any location where there is potential for wetlands to occur. This maps and obtains USACE concurrence on jurisdictional "Waters of the U.S.," including wetlands (if present), and/or "Waters of the State".

### **Section 401 Water Quality Certification - Regional Water Quality Control Board (RWQCB)**

Many projects will be required to prepare a RWQCB CWA Section 401 Water Quality Certification (WQC) notification/application to the local RWQCB, which may include a Storm Water Pollution Prevention Plan (SWPPP). The issuance of the WQC is necessary prior to the issuance of an USACE CWA Section 404(b)(1) permit.

### **Streambed Alteration Agreement – California Department of Fish and Game (CDFG)**

A Section 1602 Lake or Streambed Notification/Application for a Streambed Alteration Agreement will need to be submitted to CDFG for any work that may impact a stream or related riparian habitat.

### **Encroachment Permit - Caltrans**

Where the project involves work or permanent improvements within the state highway right-of-way or county road right-of-way that would be built or maintained by others, an encroachment permit from Caltrans or the county will be required. This typically requires a maintenance agreement with either a public agency or a non-profit organization to ensure that the Bay or Vine Trail facilities in the highway right-of-way will be adequately maintained.

## 7.5 Contracting and Construction

When all permits and approvals are in place, and funding secured, the project can go to bid.

### **Bidding and Contracting**

Contract bid documents for the project must be prepared, and the project must be advertised for public bid. The bids must be analyzed, and the sponsoring agency must award a construction contract to the lowest responsible bidder.

### **Construction**

In addition to the work of the contractor, construction of a public project entails responsible agency and/or consultant staff to oversee the contractor and administer the project, including any grant-imposed procedures or paperwork.

## 8 Funding Sources

This chapter describes various sources of funding available to plan and construct bicycle facilities. The trail connector described in this feasibility study can be funded through multiple sources, and not all sources apply to all segments.

The following sections cover federal, state, regional, and local sources of funding, as well as some non-traditional funding sources that have been used by local agencies to fund bicycle projects.

### 8.1 Federal Sources

#### 8.1.1 Moving Ahead for Progress in the Twenty-First Century (MAP-21)

The largest source of federal funding for bicyclists was the US DOT's Federal-Aid Highway Program, which Congress reauthorized roughly every six years since the passage of the Federal-Aid Road Act of 1916. The latest act, Moving Ahead for Progress in the Twenty-First Century (MAP-21) was enacted in July 2012 for a 2-year period as Public Law 112-141. The Act replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), which was valid from August 2005 - June 2012. SAFETEA-LU contained dedicated programs including Transportation Enhancements, Safe Routes to School, and Recreational Trails, which were all commonly tapped sources of funding to make non-motorized improvements nationwide. MAP-21 combined these programs into a single source called 'Transportation Alternatives' programs (TAP). Reauthorization of the federal highway bill is anticipated; however, as of December 2014, the format and shape of the funding is unknown.

More information on TAP, including eligible activities, can be found below and at: <http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

In California (see Section 8.2.1 Active Transportation Program), federal monies are administered through the California Department of Transportation (Caltrans) and Metropolitan Planning Organizations (MPOs). Most, but not all, of these programs are oriented toward transportation versus recreation, with an emphasis on reducing auto trips and providing inter-modal connections. Federal funding is intended for capital improvements and safety and education programs, and projects must relate to the surface transportation system. Regional MPO money from MAP-21 is utilized in the One Bay Area Grant (OBAG) Program grants (see Section 8.3.1 One Bay Area Grant Program).

There are a number of programs identified within MAP-21 applicable to bicycle projects. These programs are discussed below.

More information: <http://www.fhwa.dot.gov/map21/summaryinfo.cfm>

#### Transportation Alternatives

Transportation Alternatives (TA) is a new funding source under MAP-21 that consolidates three formerly separate programs under SAFETEA-LU:

Transportation Enhancements (TE), Safe Routes to School (SR2S), and the Recreational Trails Program (RTP). These funds may be used for a variety of pedestrian, bicycle, and streetscape projects including sidewalks, bikeways, multi-use paths, and rail-trails. TA funds may also be used for selected education and encouragement programming such as Safe Routes to School, despite the fact that TA does not provide a guaranteed set-aside for this activity as SAFETEA-LU did. MAP-21 provides \$85 million nationally for the RTP. Complete eligibilities for TA include:

1. **Transportation Alternatives** as defined by Section 1103 (a)(29). This category includes the construction, planning, and design of a range of bicycle and pedestrian infrastructure including "on-road and off-road trail facilities for pedestrians, bicyclists, and other active forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990." Infrastructure projects and systems that provide "Safe Routes for Non-Drivers" is a new eligible activity.

For the complete list of eligible activities, visit:

[http://www.fhwa.dot.gov/environment/transportation\\_enhancements/legislation/map21.cfm](http://www.fhwa.dot.gov/environment/transportation_enhancements/legislation/map21.cfm)

2. **Recreational Trails.** TA funds may be used to develop and maintain recreational trails and trail-related facilities for both active and motorized recreational trail uses. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, and other active and motorized uses. These funds are available for both paved and unpaved trails, but may not be used to improve roads for general passenger vehicle use or to provide shoulders or sidewalks along roads.

Recreational Trails Program funds may be used for:

- Maintenance and restoration of existing trails
- Purchase and lease of trail construction and maintenance equipment
- Construction of new trails, including unpaved trails
- Acquisition or easements of property for trails
- State administrative costs related to this program (limited to seven percent of a state's funds)
- Operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds)

Under MAP-21, dedicated funding for the RTP continues at FY 2009 levels – roughly \$85 million annually. California will receive \$5,756,189 in RTP funds per year through FY2014.

More info:

[http://www.fhwa.dot.gov/environment/recreational\\_trails/funding/apportionments\\_obligations/recfunds\\_2009.cfm](http://www.fhwa.dot.gov/environment/recreational_trails/funding/apportionments_obligations/recfunds_2009.cfm)

3. **Safe Routes to School** In 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). This program consolidated the Federal and California Safe Routes to School programs, which are intended to achieve the same basic goal of increasing the number of children walking and bicycling to school by making it safer for them to do so. All projects must be within two miles of primary or middle schools (K-8).

The Safe Routes to School Program funds non-motorized facilities in conjunction with improving access to schools through the Caltrans Safe Routes to School Coordinator.

More info: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

Eligible projects may include:

- **Engineering improvements.** These physical improvements are designed to reduce potential bicycle and pedestrian conflicts with motor vehicles. Physical improvements may also reduce motor vehicle traffic volumes around schools, establish safer and more accessible crossings, or construct walkways, trails or bikeways. Eligible improvements include sidewalk improvements, traffic calming/speed reduction, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and secure bicycle parking facilities.
- **Education and Encouragement Efforts.** These programs are designed to teach children safe bicycling and walking skills while educating them about the health benefits, and environmental impacts. Projects and programs may include creation, distribution and implementation of educational materials; safety based field trips; interactive bicycle/pedestrian safety video games; and promotional events and activities (e.g., assemblies, bicycle rodeos, walking school buses).
- **Enforcement Efforts.** These programs aim to ensure that traffic laws near schools are obeyed. Law enforcement activities apply to cyclists, pedestrians and motor vehicles alike. Projects may include development of a crossing guard program, enforcement equipment, photo enforcement, and pedestrian sting operations.

4. **Planning, designing, or constructing roadways within the right-of-way of former Interstate routes or divided highways.** At the time of writing, detailed guidance from the Federal Highway Administration on this new eligible activity was not available.

Average annual funds available through TA over the life of MAP-21 equal \$814 million nationally, which is based on a 2% set-aside of total MAP-21 authorizations. Projected MAP-21 apportionments for California total \$3,546,492,430 for FY 2013 and \$3,576,886,247 for FY 2014 (<http://www.fhwa.dot.gov/MAP21/funding.cfm>). The 2% set-aside for TA funds in California will be about \$71,000,000 for the next two fiscal cycles. State DOTs may elect to transfer up to 50% of TA funds to other highway programs, so the amount listed above represents the maximum potential funding.

TA funds are typically allocated through MPOs and require a 20 percent local match.

#### **Surface Transportation Program (STP)**

The Surface Transportation Program (STP) in the San Francisco Bay Area is rolled into OBAG grants (see Section 8.3.1). A wide variety of bicycle and pedestrian improvements are eligible, including on-street bicycle facilities, off-street trails, sidewalks, crosswalks, bicycle and pedestrian signals, parking, and other ancillary facilities. Modification of sidewalks to comply with the requirements of the Americans with Disabilities Act (ADA) is also an eligible activity. Unlike most highway projects, STP-funded bicycle and pedestrian facilities may be located on local and collector roads which are not part of the Federal-aid Highway System. Fifty percent of each state's STP funds are suballocated geographically by population. These funds are funneled through Caltrans to the MPOs in the state. The remaining 50% may be spent in any area of the state.

#### **Highway Safety Improvement Program (HSIP)**

MAP-21 doubles the amount of funding available through the Highway Safety Improvement Program (HSIP) relative to SAFETEA-LU. HSIP provides \$2.4 billion nationally for projects and programs that help communities achieve significant reductions in traffic fatalities and serious injuries on all public roads, bikeways, and walkways. MAP-21 preserves the Railway-Highway Crossings Program within HSIP but discontinues the High-Risk Rural roads set-aside unless safety statistics demonstrate that fatalities are increasing on these roads HSIP is a data-driven funding program and eligible projects must be identified through analysis of crash experience, crash potential, crash rate, or other similar metrics. Infrastructure and non-infrastructure projects are eligible for HSIP funds. Bicycle and pedestrian safety improvements, enforcement activities, traffic calming projects, and crossing treatments for active transportation users in school zones are examples of eligible projects. All HSIP projects must be consistent with the state's Strategic Highway Safety Plan. As of the writing of

this Study (December 2014), the state is updating the Strategic Highway Safety Plan.

*Last updated in 2006, the California SHSP is located here:*

[http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSP\\_Final\\_Draft\\_Print\\_Version.pdf](http://www.dot.ca.gov/hq/traffops/survey/SHSP/SHSP_Final_Draft_Print_Version.pdf)

#### **Pilot Transit-Oriented Development Planning**

MAP-21 establishes a new pilot program to promote planning for Transit-Oriented Development. At the time of writing the details of this program are not fully clear, although the bill text states that the Secretary of Transportation may make grants available for the planning of projects that seek to "facilitate multimodal connectivity and accessibility," and "increase access to transit hubs for pedestrian and bicycle traffic."

*More info:* <http://www.dot.gov/tiger>

#### **8.1.2 Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and particulate matter which reduce transportation related emissions. These federal dollars can be used to build bicycle and pedestrian facilities that reduce travel by automobile. Purely recreational facilities are not eligible.

To be funded under this program, projects and programs must come from a transportation plan (or State (STIP) or Regional (RTIP) Transportation Improvement Program) that conforms to the SIP and must be consistent with the conformity provisions of Section 176 of the Clean Air Act.

CMAQ funding in the San Francisco Bay Area is included in the OBAG Program (see Section 8.3.1). Examples of eligible projects include enhancements to existing transit services, rideshare and vanpool programs, projects that encourage bicycle and pedestrian transportation options, traffic light synchronization projects that improve air quality, grade separation projects, and construction of high-occupancy vehicle (HOV) lanes.

#### **8.1.3 Partnership for Sustainable Communities**

Founded in 2009, the Partnership for Sustainable Communities is a joint project of the Environmental Protection Agency (EPA), the U.S. Department of Housing and Urban Development (HUD), and the U.S. Department of Transportation (USDOT). The partnership aims to "improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide." The Partnership is based on five Livability Principles, one of which explicitly addresses the need for bicycle and pedestrian infrastructure ("Provide more transportation choices: Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health").

The Partnership is not a formal agency with a regular annual grant program. Nevertheless, it is an important effort that has already led to some new grant opportunities (including the TIGER grants). The City of Vallejo should track Partnership communications and be prepared to respond proactively to announcements of new grant programs.

*More info:* <http://www.epa.gov/smartgrowth/partnership/>

#### **8.1.4 Federal Transit Act**

Section 25 of the 1964 Urban Mass Transportation Act states that: "For the purposes of this Act a project to provide access for bicycles to mass transportation facilities, to provide shelters and parking facilities for bicycles in and around mass transportation facilities, or to install racks or other equipment for transporting bicycles on mass transportation vehicles shall be deemed to be a construction project eligible for assistance under sections 3, 9 and 18 of this Act." The Federal share for such projects is 90 percent and the remaining 10 percent must come from sources other than Federal funds or fare box revenues. Typical funded projects have included bike lockers at transit stations and bike parking near major bus stops. To date, no projects to provide bikeways for quicker, safer or easier access to transit stations have been requested or funded.

### 8.1.5 TIGER Grants

The Transportation Investment Generating Economic Recovery, or TIGER, Discretionary Grant program of the U.S. Department of Transportation provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds of grants to fund projects that have a significant impact on the Nation, a region or a metropolitan area. A variety of project types have been awarded, including over \$153 million for 12 bicycle and pedestrian projects, including a grant for implementation of a portion of the Napa Valley Vine Trail.

### 8.1.6 Community Transformation Grants

Community Transformation Grants administered through the Center for Disease Control support community-level efforts to reduce chronic diseases such as heart disease, cancer, stroke, and diabetes. Active transportation infrastructure and programs that promote healthy lifestyles are a good fit for this program, particularly if the benefits of such improvements accrue to population groups experiencing the greatest burden of chronic disease.

More info: <http://www.cdc.gov/communitytransformation/>

## 8.2 State Sources

### 8.2.1 Active Transportation Program (ATP)

In 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP). This program is a consolidation of the Federal Transportation Alternatives Program (TAP), California's Bicycle Transportation Account (BTA), and Federal and California Safe Routes to School (SRTS) programs.

The ATP program is administered by Caltrans Division of Local Assistance, Office of Active Transportation and Special Programs.

The ATP program goals include:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for nonmotorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

As of this Plan (May 2014), the first call for projects is awarded. The Cycle 2 statewide call for projects is anticipated in Spring 2015.

The California Transportation Commission ATP Guidelines are available here: [http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014\\_03/03\\_4.12.pdf](http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_03/03_4.12.pdf)

Eligible bicycle, pedestrian and Safe Routes to School projects include:

- Infrastructure Projects: Capital improvements that will further program goals. This category typically includes planning, design, and construction.
- Non-Infrastructure Projects: Education, encouragement, enforcement, and planning activities that further program goals. The focus of this category is on pilot and start-up projects that can demonstrate funding for ongoing efforts.
- Infrastructure projects with non-infrastructure components

The minimum request for non-SRTS projects is \$250,000. There is no minimum for SRTS projects.

The local match requirement for non-SRTS projects is 11.47%. There is no local match requirement for projects benefiting a disadvantage community, stand along non-infrastructure projects and SRTS projects.

Annual funds will be approximately \$130 million for fiscal year 2013-2014. In the initial program, a minimum of \$24 million per year is available for SRTS projects, with at least \$7.2 million for non-infrastructure grants.

More info: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>

### 8.2.2 State Highway Account

Section 157.4 of the Streets and Highways Code requires Caltrans to set aside \$360,000 for the construction of non-motorized facilities that will be used in conjunction with the State highway system. The Office of Bicycle Facilities also administers the State Highway Account fund. Funding is divided into different project categories. Minor B projects (less than \$42,000) are funded by a lump sum allocation by the CTC and are used at the discretion of each Caltrans District office. Minor A projects (estimated to cost between \$42,000 and \$300,000) must be approved by the CTC. Major projects (more than \$300,000) must be included in the State Transportation Improvement Program and approved by the CTC. Funded projects have included fencing and bicycle warning signs related to rail corridors.

### 8.2.3 Climate Ready Grant Program - California State Coastal Conservancy

Climate Ready grants are intended to encourage local governments and non-governmental organizations to advance planning and implementation of on-the-ground actions that reduce greenhouse gas emissions and lessen the impacts of climate change on California's coastal communities. The grant program makes eligible "development of multi-use trails with clearly identified GHG reduction goals; (and) protecting and managing open space lands with clearly identified GHG reduction goals." A total of \$1,500,000 is available on a competitive basis, with a minimum award of \$50,000 and a maximum of \$200,000. The size of awarded grants will be based on each project's needs, its overall benefits, and the extent of competing demands for funds.

More info: <http://scc.ca.gov/2013/04/24/grant-opportunities/>

### 8.2.4 Office of Traffic Safety (OTS) Grants

Office of Traffic Safety grants are supported by Federal funding under the National Highway Safety Act. In California, the grants are administered by the Office of Traffic Safety.

Grants are used to establish new traffic safety programs, expand ongoing programs or address deficiencies in current programs. Bicycle safety is included in the list of traffic safety priority areas. Eligible grantees are governmental agencies, state colleges, state universities, local city and county government agencies, school districts, fire departments, and public emergency services providers. Grant funding cannot replace existing program expenditures, nor can traffic safety funds be used for program maintenance, research, rehabilitation, or construction. Grants are awarded on a competitive basis, and priority is given to agencies with the greatest need. Evaluation criteria to assess need include potential traffic safety impact, collision statistics and rankings, seriousness of problems, and performance on previous OTS grants.

The California application deadline is January of each year. There is no maximum cap to the amount requested, but all items in the proposal must be justified to meet the objectives of the proposal.

More info: <http://www.ots.ca.gov/>

## 8.3 Regional & Local Sources

### 8.3.1 One Bay Area Grant (OBAG) Program

This funding source managed by the Metropolitan Transportation Commission (MTC) establishes program commitments and policies for investing roughly \$800 million over the four-year period that includes fiscal years 2012/13 – 2015/16. The OBAG program is a new funding approach that integrates the region's federal transportation program with California's climate law (Senate Bill 375, Steinberg, 2008) and the Sustainable Communities Strategy. Funding distribution to the counties will consider progress toward achieving local land-use and housing policies based on specifically designated allocation areas and design policies (Complete Streets).

The OBAG program allows flexibility to invest in transportation categories such as Transportation for Livable Communities, bicycle and pedestrian improvements, local streets and roads preservation, and planning activities, while also providing specific funding opportunities for Safe Routes to School (SR2S) and Priority Conservation Areas.

More info: <http://www.mtc.ca.gov/funding/onebayarea/>

While the previous round of OBAG grants funded projects through FY 2015-16, there is the opportunity for MTC to issue a new call for OBAG applications after the 205-16 financial year.

### 8.3.2 San Francisco Bay Trail Project

The Bay Trail Project is a non-profit founded in 1990 that is governed by a 28-member volunteer board of directors. The Bay Trail Project is administered by a small paid staff under the auspices of the Association of Bay Area Governments (ABAG) at ABAG's offices in Oakland. The Bay Trail Project receives private donations and public grants, and in turn makes project grants for studies, design, and implementation, including part of the funding for the current study. More info: <http://www.baytrail.org/>

### 8.3.3 Napa Valley Vine Trail

The Napa Valley Vine Trail Coalition is a very active nonprofit that has secured private donations and public grant funding to implement other segments of the Vine Trail, and that provided part of the funding for the current study. More info: <http://vinetrail.org/>

### 8.3.4 Transportation Fund for Clean Air

In Solano County, the Bay Area Air Quality Management District administers the Bay Area Regional Transportation Fund for Clean Air program (TFCA). Funds are provided by a \$4 surcharge on motor vehicles registered in the Bay Area, which generates approximately \$22 million per year for the program. Projects can be submitted through two channels: the Regional Fund, which

administers approximately 60 percent of the TFCA revenue, and the County Program Manager Fund, which administers the remaining 40 percent. Eligible projects include bicycle facility improvements such as bikeways and bicycle parking.

More info: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/TFCA.aspx>

### 8.3.5 Developer Impact Fees

As a condition for development approval, municipalities can require developers to provide certain infrastructure improvements, which can include bikeway projects. These projects have commonly provided Class 2 facilities for portions of on street, previously planned routes. They can also be used to provide bicycle parking or shower and locker facilities. The type of facility that should be required to be built by developers should reflect the greatest need for the particular project and its local area. Legal challenges to these types of fees have resulted in the requirement to illustrate a clear nexus between the particular project and the mandated improvement and cost.

### 8.3.6 New Construction

Future road widening and construction projects are one means of providing on street bicycle facilities. To ensure that roadway construction projects provide bike lanes where needed, it is important that the review process includes input pertaining to consistency with the proposed system. In addition, California's 2008 Complete Streets Act and Caltrans's Deputy Directive 64 require that the needs of all roadway users be considered during "all phases of state highway projects, from planning to construction to maintenance and repair."

More info: [http://www.dot.ca.gov/hq/tpp/offices/ocp/complete\\_streets.html](http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html)

### 8.3.7 Restoration

Cable TV and telephone companies sometimes need new cable routes within public rights of way. Recently, this has most commonly occurred during expansion of fiber optic networks. Since these projects require a significant amount of advance planning and disruption of curb lanes, it may be possible to request reimbursement for affected bicycle facilities to mitigate construction impacts. In cases where cable routes cross undeveloped areas, it may be possible to provide for new bikeway facilities following completion of the cable trenching, such as sharing the use of maintenance roads.

## 8.4 Private Sources

Private funding sources can be acquired by applying through the advocacy groups such as the League of American Bicyclists and the Bikes Belong Coalition. Most of the private funding comes from foundations wanting to enhance and improve bicycle facilities and advocacy. Grant applications will typically be through the advocacy groups as they leverage funding from federal, state and private sources. Below are several examples of private funding opportunities available.

### 8.4.1 Bikes Belong Grant Program

The Bikes Belong Coalition of bicycle suppliers and retailers has awarded \$1.2 million and leveraged an additional \$470 million since its inception in 1999. The program funds corridor improvements, mountain bike trails, BMX parks, trails, and park access. It is funded by the Bikes Belong Employee Pro Purchase Program.

More info: <http://www.bikesbelong.org/grants/>

### 8.4.2 Bank of America Charitable Foundation, Inc.

The Bank of America Charitable Foundation is one of the largest in the nation. The primary grants program is called Neighborhood Excellence, which seeks to identify critical issues in local communities. Another program that applies to greenways is the Community Development Programs, and specifically the Program Related Investments. This program targets low and moderate income communities and serves to encourage entrepreneurial business development.

More info: <http://www.bankofamerica.com/foundation>

### 8.4.3 Robert Wood Johnson Foundation

The Robert Wood Johnson Foundation was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas:

- To assure that all Americans have access to basic health care at a reasonable cost
- To improve care and support for people with chronic health conditions
- To promote healthy communities and lifestyles
- To reduce the personal, social and economic harm caused by substance abuse: tobacco, alcohol, and illicit drugs

More info: <http://www.rwjf.org/applications/>

### 8.4.4 Community Action for a Renewed Environment (CARE)

CARE is a competitive grant program that offers an innovative way for a community to organize and take action to reduce toxic pollution in its local environment. Through CARE, a community creates a partnership that implements solutions to reduce releases of toxic pollutants and minimize people's exposure to them. By providing financial and technical assistance, EPA helps CARE communities get on the path to a renewed environment. Transportation and "smart-growth" types of projects are eligible. Grants range between \$90,000 and \$275,000.

More information: <http://www.epa.gov/care/>

### 8.4.5 Corporate Donations

Corporate donations are often received in the form of liquid investments (i.e. cash, stock, bonds) and in the form of land. Employers recognize that creating places to bike and walk is one way to build community and attract a quality work force. Bicycling and outdoor recreation businesses often support local projects and programs. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the given municipality. Donations are mainly received when a widely supported capital improvement program is implemented. Such donations can improve capital budgets and/or projects.

## 8.5 Other Sources

Local sales taxes, fees and permits may be implemented as new funding sources for bicycle projects. However, any of these potential sources would require a local election. Volunteer programs may be developed to substantially reduce the cost of implementing some routes, particularly multi use paths. For example, a local college design class may use such a multi-use route as a student project, working with a local landscape architectural or engineering firm. Work parties could be formed to help clear the right of way for the route. A local construction company may donate or discount services beyond what the volunteers can do. A challenge grant program with local businesses may be a good source of local funding, in which the businesses can “adopt” a route or segment of one to help construct and maintain it.

## Appendix A. Preliminary Cost Estimates

This Appendix presents preliminary cost estimates for the trail alignment. Planning-level cost estimates were prepared for the proposed trail improvements. **Table A-1** presents unit costs used in the estimates. The summary (**Table A-2: Cost Estimates by Segment**) presents the estimated total cost for each trail segment. Detailed estimates are presented in **Table A-3** through **Table A-7**.

The cost estimates include planning, design, construction, and other anticipated implementation steps. The cost estimates required numerous assumptions about the details of construction and associated requirements. The estimate and assumptions reflect data available to the consultant team based on similar projects.

The estimates include cost “placeholders” for each stage of project implementation, based on factors of the construction cost, including:

- A contingency for the level of accuracy of the estimate is included at 30% of total construction. This includes construction overhead costs (mobilization, traffic control, SWPPP, and insurance).
- Design and other implementation costs allowances are included at the following percentages of construction cost:
  - Survey; boundary and topographic – 5%
  - Plans, specifications and estimates, including technical studies such as geotechnical or hazardous waste investigations – 25%
  - Environmental analysis and documentation and related permits – 15%
  - Mitigation (actual cost will be based on existing conditions and scope of proposed changes) – 2.5% (for segments with improvements within the existing right-of-way) and 5% to 10% (for segments with improvements that are adjacent to wetlands)
  - Construction engineering – 15%

Table A-1 Unit Costs

No.	Description	Unit	Cost or %
<b>1</b>	<b>Mobilization</b>	LS	5.00%
<b>2</b>	<b>General Conditions, Bonds and Insurance</b>	LS	2.00%
<b>3</b>	<b>Erosion Control - includes all BMPs, SWPPP and Reporting</b>	LS	5.00%
<b>4</b>	<b>Traffic Control</b>	LS	10.00%
<b>5</b>	<b>Sitework, Demolition and Removal - includes all demolition, site preparation for all construction; relocation or re-setting of utilities; temporary construction fencing</b>		
5.1	Sawcut pavement	LF	\$5.00
5.2	Remove AC pavement	SF	\$0.25
5.3	Remove concrete pavement	SF	\$0.25
5.4	Tree Removal	EA	\$500.00
5.5	Relocate Existing Street Light	EA	\$8,000.00
5.6	Remove and Relocate Existing Mailboxes	EA	\$500.00
5.7	Remove Existing Storm Drain Culvert	EA	\$1,000.00
5.8	Remove and Relocate Existing Roadside Sign	EA	\$600.00
5.9	Remove Existing Striping (No Lead Present)	LF	\$1.00
<b>6</b>	<b>Earthwork</b>		
6.1	Clearing and Grubbing	SF	\$0.25
6.2	Excavation and Grading	CY	\$50.00
6.3	Embankment, Import Borrow	CY	\$30.00
6.4	Soil for new landscape areas	CY	\$10.00
<b>7</b>	<b>Concrete Work and Asphalt Paving - includes concrete curbs, 4" PCC sidewalk, Type I pedestrian ramps, concrete pads, Class I Trail</b>		
7.1	Construct curb & gutter	LF	\$100.00
7.2	Construct AC curb	LF	\$12.00
7.3	Construct 4" PCC sidewalk	SF	\$25.00
7.4	Construct AC Path	SF	\$7.00
7.5	Construct new inlet to existing storm drain	EA	\$2,000.00
7.6	Aggregate base and shoulder Rock	CY	\$50.00
7.7	Curb Ramp with truncated dome surface-Remove & Replace	EA	\$7,500.00
7.8	Curb extension- 6" vertical w/gutter	LF	\$25.00
7.9	Concrete block retaining wall- 3' high	LF	\$150.00
7.10	Construct shallow manhole	EA	\$6,000.00
7.11	Hot mix asphalt	SF	\$2.00
<b>8</b>	<b>Decomposed Granite - includes trails and surfaced areas with base rock, geotextile fabric, binder, and compaction</b>	SF	\$10.00
<b>9</b>	<b>Planting</b>		
9.1	24" box trees with root barriers, tree grates, and irrigation	EA	\$1,700.00
9.2	15 gallon trees with protective posts and root barriers, irrigation	EA	\$1,400.00
9.3	Landscaping (1 gallon shrubs, 15 gallon trees, irrigation)	SF	\$6.50
9.4	Irrigation meter/connection, backflow, and controller	EA	\$15,000.00
<b>10</b>	<b>Site Furnishings</b>		
10.1	Benches (bench, footings)	EA	\$1,000.00
10.2	Pedestrian light Type 1 (streetlamp style, placed near intersections)	EA	\$6,000.00
10.3	Pedestrian light Type 2 (minor pathway lighting)	EA	\$2,000.00
10.4	Chain link fence - 4' vinyl coated	LF	\$25.00
<b>11</b>	<b>Signs and Pavement Markings - includes painted traffic lines and markings on pavement, and traffic signage</b>		
11.1	High visibility crosswalk	EA	\$1,750.00
11.2	Repaint stop bars and markings	EA	\$800.00
11.3	Bike lane striping and signage	MI	\$10,000.00
11.4	Miscellaneous Class I trail striping, signage and bollards	MI	\$5,000.00
11.5	Cycletrack striping, signage, and flexible delineator posts	MI	\$80,000.00
11.6	Public street crossing	EA	\$5,000.00
11.7	Miscellaneous 4" thermoplastic stripe	LF	\$1.00
<b>12</b>	<b>Signal Work</b>		
12.1	Ped countdown signal (2) + Ped push button assemblies (2) – modification to existing signal	LS	\$50,000.00
<b>13</b>	<b>Right-of-Way Acquisition - includes Acquisition, Project Development Permits, Utility Relocation Assistance and Title &amp; Escrow</b>		
13.1	Right-of-Way	SF	\$2.50

Table A-2: Cost Estimates by Segment

PLANNING-LEVEL ESTIMATE OF PROBABLE CONSTRUCTION COST - December, 2014

REVIEWED BY: RA - Alta; HM - Creegan + D'Angelo PREPARED BY: JP - Alta

Note: Estimate based upon conceptual designs and is to be used for planning purposes only.

Description		Totals
<b>Segment 1: Bay Trail, Catalina Way and Meadows Drive from the American Canyon Trail to Sandpiper Drive</b>	Construction	\$884,500
Survey, design, environmental, admin and contingency	95.0%	\$840,600
	<b>Total</b>	<b>\$1,726,000</b>
<b>Segment 2: Meadows Drive from Sandpiper Drive to Sonoma Boulevard and across Meadows</b>	Construction	\$40,400
Survey, design, environmental, admin and contingency	92.5%	\$37,700
	<b>Total</b>	<b>\$79,000</b>
<b>Segment 3: Broadway Street from existing path to Lewis Brown Drive</b>	Construction	\$795,425
Survey, design, environmental, admin and contingency	92.5%	\$736,100
	<b>Total</b>	<b>\$1,532,000</b>
<b>Segment 4: Lewis Brown Drive from Broadway Street to White Slough Trail</b>	Construction	\$481,500
Survey, design, environmental, admin and contingency	92.5%	\$445,700
	<b>Total</b>	<b>\$928,000</b>
<b>Segment 5: Sacramento-Wilson Avenue from White Slough Trail to Lighthouse Drive</b>	Construction	\$513,650
Survey, design, environmental, admin and contingency	100.0%	\$513,650
	<b>Total</b>	<b>\$1,028,000</b>
<b>Total for all near-term segments</b>		<b>\$5,293,000</b>
<b>Segment 6 Long-term Alignment Baylands South of Meadows Residential Area to SR 29 with at-grade crossing of high speed ramp</b>		<b>\$2,000,000</b>
<b>Segment 6 Long-term Alignment Baylands South of Meadows Residential Area to SR 29 with grade-separated crossing of high speed ramp</b>		<b>\$5,000,000 - \$10,000,000</b>

Table A-3: Segment 1 Cost Estimates

Segment 1: Bay Trail, Catalina Way and Meadows Drive from the American Canyon Trail to Sandpiper Drive									
Catalina Way from American Canyon Bay Trail to Meadows Drive; Meadows Drive from Catalina Way to Sandpiper Drive									
PLANNING-LEVEL ESTIMATE OF PROBABLE CONSTRUCTION COST - December, 2014									
REVIEWED BY: RA - Alta; HM - Creegan + D'Angelo PREPARED BY: JP - Alta									
Note: Estimate based upon conceptual designs and is to be used for planning purposes only.									
	Multiplier	LF	QTY			COST		SUB TOTAL	
<b>1 Mobilization</b>			1	LS		5.00%		\$36,300	
<b>2 General Conditions, Bonds and Insurance</b>			1	LS		2.00%		\$14,500	
<b>3 Erosion Control - includes all BMPs, SWPPP and Reporting</b>			1	LS		5.00%		\$36,300	
<b>4 Traffic Control</b>			1	LS		10.00%		\$72,500	
<b>Sub-total</b>									<b>\$159,600</b>
<b>5 Sitework, Demolition and Removal - includes all demolition, site preparation for all construction; relocation or re-setting of utilities; temporary construction fencing</b>									
5.1 Relocate Existing Street Light			3	EA			\$8,000.00	\$24,000	
5.2 Remove and Relocate Existing Mailboxes			2	EA			\$500.00	\$1,000	
5.3 Remove and Relocate Existing Roadside Sign			1	EA			\$600.00	\$600	
5.4 Remove Existing Striping (No Lead Present)		3	3750	11250	LF		\$1.00	\$3,750	
<b>Sub-total</b>									<b>\$29,350</b>
<b>6 Earthwork</b>									
6.1 Clearing and Grubbing		6	3750	22,500	SF		\$0.25	\$5,625	
6.2 Soil for new landscape areas					CY		\$10.00	\$0	
<b>Sub-total</b>									<b>\$5,625</b>
<b>7 Concrete Work and Asphalt Paving - includes concrete curbs, 4" PCC sidewalk, Type I pedestrian ramps, concrete pads, Class I Trail</b>									
7.1 Construct 4" PCC sidewalk		7	1400	9800	SF		\$25.00	\$245,000	
7.2 Curb Ramp with truncated dome surface-Remove & Replace				1	EA		\$7,500.00	\$7,500	
7.3 Concrete block retaining wall- 3' high				570	LF		\$150.00	\$85,500	
<b>Sub-total</b>									<b>\$338,000</b>
<b>8 Decomposed Granite - includes trails and surfaced areas with base rock, geotextile fabric, binder, and compaction</b>									
		6	3750	22,500	SF		\$10.00	\$225,000	<b>\$225,000</b>
<b>9 Planting</b>									
9.1 Landscaping (1 gallon shrubs, 15 gallon trees, irrigation)		5	1400	7,000	SF		\$6.50	\$45,500	
9.2 Irrigation meter/connection, backflow, and controller				1	EA		\$15,000.00	\$15,000	
<b>Sub-total</b>									<b>\$60,500</b>
<b>10 Signs and Pavement Markings - includes painted traffic lines and markings on pavement, and traffic signage</b>									
10.1 High visibility crosswalk				2	EA		\$1,750.00	\$3,500	
10.2 Repaint stop bars and markings				1	EA		\$800.00	\$800	
10.3 Miscellaneous Class I trail striping, signage and bollards			1400	0.27	MI		\$5,000.00	\$1,400	
10.4 Cycletrack striping, signage, and flexible delineator posts			3750	0.71	MI		\$80,000.00	\$56,900	
10.5 Miscellaneous 4" thermoplastic stripe				3,750	LF		\$1.00	\$3,800	
<b>Sub-total</b>									<b>\$66,400</b>
<b>Total Construction</b>									<b>\$884,500</b>
							CONTINGENCY	30.0%	\$265,400
							SURVEYING	5.0%	\$44,300
							PLANS, SPECIFICATIONS AND ENGINEERING	25.0%	\$221,200
							ENVIRONMENTAL PERMITTING	15.0%	\$132,700
							MITIGATION	5.0%	\$44,300
							CONSTRUCTION ENGINEERING	15.0%	\$132,700
<b>Total Project</b>									<b>\$1,726,000</b>

Table A-4: Segment 2 Cost Estimates

Segment 2: Meadows Drive from Sandpiper Drive to Sonoma Boulevard and across Meadows Plaza to Broadway						
Meadows Drive from Sandpiper Drive to Sonoma Boulevard/Hwy 29 (shopping center portion assumed to be paid for by private redevelopment project)						
PLANNING-LEVEL ESTIMATE OF PROBABLE CONSTRUCTION COST - December, 2014						
REVIEWED BY: RA - Alta; HM - Creegan + D'Angelo PREPARED BY: JP - Alta						
Note: Estimate based upon conceptual designs and is to be used for planning purposes only.						
	Multiplier	LF	QTY		COST	SUB TOTAL
<b>1 Mobilization</b>			1	LS	5.00%	\$1,700
<b>2 General Conditions, Bonds and Insurance</b>			1	LS	2.00%	\$700
<b>3 Erosion Control - includes all BMPs, SWPPP and Reporting</b>			1	LS	5.00%	\$1,700
<b>4 Traffic Control</b>			1	LS	10.00%	\$3,300
<b>Sub-total</b>						<b>\$7,400</b>
<b>5 Sitework, Demolition and Removal - includes all demolition, site preparation for all construction; relocation or re-setting of utilities; temporary construction fencing</b>						
5.1 Remove Existing Striping (No Lead Present)			3650	LF	\$1.00	\$3,700
<b>Sub-total</b>						<b>\$3,700</b>
<b>6 Signs and Pavement Markings - includes painted traffic lines and markings on pavement, and traffic signage</b>						
6.1 High visibility crosswalk			3	EA	\$1,750.00	\$5,300
6.2 Repaint stop bars and markings			3	EA	\$800.00	\$2,400
6.3 Bike lane striping and signage		3650	0.69	MI	\$10,000.00	\$7,000
6.4 Miscellaneous 4" thermoplastic stripe	4	3650	14,600	LF	\$1.00	\$14,600
<b>Sub-total</b>						<b>\$29,300</b>
<b>Total Construction</b>						<b>\$40,400</b>
CONTINGENCY					30.0%	\$12,200
SURVEYING					5.0%	\$2,100
PLANS, SPECIFICATIONS AND ENGINEERING					25.0%	\$10,100
ENVIRONMENTAL PERMITTING					15.0%	\$6,100
MITIGATION					2.5%	\$1,100
CONSTRUCTION ENGINEERING					15.0%	\$6,100
<b>Total Project</b>						<b>\$79,000</b>

Table A-5: Segment 3 Cost Estimates

Segment 3: Broadway Street from existing path to Lewis Brown Drive						
Vine Trail in Veterans Memorial Park, South past Mini Drive to Lewis Brown Drive						
PLANNING-LEVEL ESTIMATE OF PROBABLE CONSTRUCTION COST - December, 2014						
REVIEWED BY: RA - Alta; HM - Creegan + D'Angelo PREPARED BY: JP - Alta						
Note: Estimate based upon conceptual designs and is to be used for planning purposes only.						
	Multiplier	LF	QTY		COST	SUB TOTAL
<b>1 Mobilization</b>			1	LS	5.00%	\$32,600
<b>2 General Conditions, Bonds and Insurance</b>			1	LS	2.00%	\$13,100
<b>3 Erosion Control - includes all BMPs, SWPPP and Reporting</b>			1	LS	5.00%	\$32,600
<b>4 Traffic Control</b>			1	LS	10.00%	\$65,200
<b>Sub-total</b>						<b>\$143,500</b>
<b>5 Sitework, Demolition and Removal - includes all demolition, site preparation for all construction; relocation or re-setting of utilities; temporary construction fencing</b>						
5.1 Sawcut pavement			2825	LF	\$5.00	\$14,200
5.2 Remove AC pavement	4	2400	9600	SF	\$0.25	\$2,400
5.3 Tree Removal			3	EA	\$500.00	\$1,500
5.4 Remove and Relocate Existing Roadside Sign			1	EA	\$600.00	\$600
5.5 Remove Existing Striping (No Lead Present)	4	3100	12400	LF	\$1.00	\$12,400
<b>Sub-total</b>						<b>\$31,100</b>
<b>6 Earthwork</b>						
6.1 Clearing and Grubbing	4	2600	10,400	SF	\$0.25	\$2,600
6.2 Excavation and Grading			193	CY	\$50.00	\$9,700
6.3 Soil for new landscape areas			193	CY	\$10.00	\$2,000
<b>Sub-total</b>						<b>\$14,300</b>
<b>7 Concrete Work and Asphalt Paving - includes concrete curbs, 4" PCC sidewalk, Type I pedestrian ramps, concrete pads, Class I Trail</b>						
7.1 Construct 4" PCC sidewalk			7125	SF	\$25.00	\$178,125
7.2 Construct AC Path	12	2400	28800	SF	\$7.00	\$201,600
7.3 Curb Ramp with truncated dome surface-Remove & Replace			3	EA	\$7,500.00	\$22,500
<b>Sub-total</b>						<b>\$402,225</b>
<b>8 Planting</b>						
8.1 Landscaping (1 gallon shrubs, 15 gallon trees, irrigation)			21,350	SF	\$6.50	\$138,800
8.2 Irrigation meter/connection, backflow, and controller			1	EA	\$15,000.00	\$15,000
<b>Sub-total</b>						<b>\$153,800</b>
<b>9 Signs and Pavement Markings - includes painted traffic lines and markings on pavement, and traffic signage</b>						
9.1 High visibility crosswalk			2	EA	\$1,750.00	\$3,500
9.2 Miscellaneous Class I trail striping, signage and		3175	0.60	MI	\$5,000.00	\$3,100
9.3 Cycletrack striping, signage, and flexible delineator		2150	0.41	MI	\$80,000.00	\$32,600
9.4 Miscellaneous 4" thermoplastic stripe	4	2825	11,300	LF	\$1.00	\$11,300
<b>Sub-total</b>						<b>\$50,500</b>
<b>Total Construction</b>						<b>\$795,425</b>
CONTINGENCY					30.0%	\$238,700
SURVEYING					5.0%	\$39,800
PLANS, SPECIFICATIONS AND ENGINEERING					25.0%	\$198,900
ENVIRONMENTAL PERMITTING					15.0%	\$119,400
MITIGATION					2.5%	\$19,900
CONSTRUCTION ENGINEERING					15.0%	\$119,400
<b>Total Project</b>						<b>\$1,532,000</b>

Table A-6: Segment 4 Cost Estimates

Segment 4: Lewis Brown Drive from Broadway Street to White Slough Trail						
Lewis Brown Drive, between Sonoma Boulevard and Broadway						
PLANNING-LEVEL ESTIMATE OF PROBABLE CONSTRUCTION COST - December, 2014						
REVIEWED BY: RA - Alta; HM - Creegan + D'Angelo PREPARED BY: JP - Alta						
Note: Estimate based upon conceptual designs and is to be used for planning purposes only.						
	Multiplier	LF	QTY		COST	SUB TOTAL
<b>1 Mobilization</b>			1	LS	5.00%	\$19,000
<b>2 General Conditions, Bonds and Insurance</b>			1	LS	2.00%	\$7,600
<b>3 Erosion Control - includes all BMPs, SWPPP and Reporting</b>			1	LS	5.00%	\$19,000
<b>4 Traffic Control</b>			1	LS	10.00%	\$38,000
<b>Sub-total</b>						<b>\$ 83,600</b>
<b>5 Sitework, Demolition and Removal - includes all demolition, site preparation for all construction; relocation or re-setting of utilities; temporary construction fencing</b>						
5.1 Sawcut pavement			1700	LF	\$5.00	\$8,500
5.2 Remove AC pavement	9	1700	15300	SF	\$0.25	\$3,900
5.3 Remove Existing Striping (No Lead Present)	5	1700	8500	LF	\$1.00	\$8,500
<b>Sub-total</b>						<b>\$ 20,900</b>
<b>6 Earthwork</b>						
6.1 Clearing and Grubbing	9	1700	15300	SF	\$0.25	\$3,900
6.2 Excavation and Grading			283	CY	\$50.00	\$14,200
<b>Sub-total</b>						<b>\$ 18,100</b>
<b>7 Concrete Work and Asphalt Paving - includes concrete curbs, 4" PCC sidewalk, Type I pedestrian ramps, concrete pads, Class I Trail</b>						
7.1 Construct AC Path	14	1700	23800	SF	\$7.00	\$166,600
7.2 Curb Ramp with truncated dome surface-Remove & Replace			5	EA	\$7,500.00	\$37,500
<b>Sub-total</b>						<b>\$204,100</b>
<b>9 Planting</b>						
9.1 Landscaping (1 gallon shrubs, 15 gallon trees, irrigation)	7	1700	11,900	SF	\$6.50	\$77,400
9.2 Irrigation meter/connection, backflow, and controller			1	EA	\$15,000.00	\$15,000
<b>Sub-total</b>						<b>\$92,400</b>
<b>10 Site Furnishings</b>						
10.1 Pedestrian light Type 2 (minor pathway lighting)	100	1700	17	EA	\$2,000.00	\$34,000
<b>Sub-total</b>						<b>\$34,000</b>
<b>11 Signs and Pavement Markings - includes painted</b>						
11.1 High visibility crosswalk			2	EA	\$1,750.00	\$3,500
11.2 Miscellaneous Class I trail striping, signage and bollards		1880	0.36	MI	\$5,000.00	\$1,800
11.3 Miscellaneous 4" thermoplastic stripe	3	1700	5,100	LF	\$1.00	\$5,100
<b>Sub-total</b>						<b>\$10,400</b>
<b>13 Right-of-Way Acquisition - includes Acquisition,</b>						
13.1 Right-of-Way			7200	SF	\$2.50	\$18,000
<b>Sub-total</b>						<b>\$18,000</b>
<b>Total Construction</b>						<b>\$481,500</b>
					CONTINGENCY 30.0%	\$144,500
					SURVEYING 5.0%	\$24,100
					PLANS, SPECIFICATIONS AND ENGINEERING 25.0%	\$120,400
					ENVIRONMENTAL PERMITTING 15.0%	\$72,300
					MITIGATION 2.5%	\$12,100
					CONSTRUCTION ENGINEERING 15.0%	\$72,300
<b>Total Project</b>						<b>\$928,000</b>

Table A-7: Segment 5 Cost Estimates

Segment 5: Sacramento-Wilson Avenue from White Slough Trail to Lighthouse Drive						
Sacramento Street from White Slough trail to Highway 37 Ramps; Wilson Avenue from Highway 37 to Sims Avenue						
PLANNING-LEVEL ESTIMATE OF PROBABLE CONSTRUCTION COST - December, 2014						
REVIEWED BY: RA - Alta; HM - Creegan + D'Angelo PREPARED BY: JP - Alta						
Note: Estimate based upon conceptual designs and is to be used for planning purposes only.						
	Multiplier	LF	QTY		COST	SUB TOTAL
<b>1 Mobilization</b>			1	LS	5.00%	\$21,100
<b>2 General Conditions, Bonds and Insurance</b>			1	LS	2.00%	\$8,500
<b>3 Erosion Control - includes all BMPs, SWPPP and Reporting</b>			1	LS	5.00%	\$21,100
<b>4 Traffic Control</b>			1	LS	10.00%	\$42,100
<b>Sub-total</b>						<b>\$92,800</b>
<b>5 Sitework, Demolition and Removal - includes all demolition, site preparation for all construction; relocation or re-setting of utilities; temporary construction fencing</b>						
5.1 Sawcut pavement			1800	LF	\$5.00	\$9,000
5.2 Remove AC pavement	3	1800	5400	SF	\$0.25	\$1,400
5.3 Relocate Existing Street Light			1	EA	\$8,000.00	\$8,000
5.4 Remove and Relocate Existing Roadside Sign			4	EA	\$600.00	\$2,400
5.5 Remove Existing Striping (No Lead Present)	4	3600	14400	LF	\$1.00	\$14,400
<b>Sub-total</b>						<b>\$35,200</b>
<b>6 Concrete Work and Asphalt Paving - includes concrete curbs, 4" PCC sidewalk, Type I pedestrian ramps, concrete pads, Class I Trail</b>						
6.1 Construct AC curb			1450	LF	\$12.00	\$17,400
6.2 Construct 4" PCC sidewalk	7	450	3150	SF	\$25.00	\$78,750
6.3 Construct AC Path	12	1800	21600	SF	\$7.00	\$151,200
6.4 Curb Ramp with truncated dome surface-Remove & Replace			2	EA	\$7,500.00	\$15,000
<b>Sub-total</b>						<b>\$262,350</b>
<b>7 Planting</b>						
7.1 Landscaping (1 gallon shrubs, 15 gallon trees, irrigation)	3	1800	5,400	SF	\$6.50	\$35,100
7.2 Irrigation meter/connection, backflow, and controller			1	EA	\$15,000.00	\$15,000
<b>Sub-total</b>						<b>\$50,100</b>
<b>8 Signal Work</b>						
8.1 Ped countdown signal (2) + Ped push button assemblies			1	LF	\$25.00	\$25,000
<b>Sub-total</b>						<b>\$50,000</b>
<b>9 Signs and Pavement Markings - includes painted traffic lines and markings on pavement, and traffic signage</b>						
9.1 High visibility crosswalk			3	EA	\$1,750.00	\$5,300
9.2 Miscellaneous Class I trail striping, signage and bollards		3600	0.68	MI	\$5,000.00	\$3,500
9.3 Miscellaneous 4" thermoplastic stripe	4	3600	14,400	LF	\$1.00	\$14,400
<b>Sub-total</b>						<b>\$23,200</b>
<b>Total Construction</b>						<b>\$513,650</b>
					CONTINGENCY 30.0%	\$154,095
					SURVEYING 5.0%	\$25,683
					PLANS, SPECIFICATIONS AND ENGINEERING 25.0%	\$128,413
					ENVIRONMENTAL PERMITTING 15.0%	\$77,048
					MITIGATION 10.0%	\$51,365
					CONSTRUCTION ENGINEERING 15.0%	\$77,048
<b>Total Project</b>						<b>TOTAL \$1,028,000</b>



DATE: January 16, 2015  
TO: STA TAC  
FROM: Andrew Hart, Associate Planner  
RE: Active Transportation Program (ATP) Update - Discussion of Potential Candidate Projects

---

**Background:**

In September 2013, Governor Gerry Brown 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

Cycle 1 of ATP saw over 750 applications statewide with over \$1 billion of funding requested. The state funded 126 projects, totaling over \$350 million. Eighty-nine percent of these projects benefited disadvantaged communities. STA's Safe Routes to School application (\$388,000) was the only project from Solano County to receive statewide funding.

Cycle 1 also saw 127 applications submitted to MTC for the regional pot of funds. This total includes projects that received statewide funding. MTC funded 10 projects, totaling \$30.7 million. STA's SR2S applications were also scored to receive Regional ATP funds, but were already funded through the State ATP program. None of the MTC-funded projects were in Solano County.

**Discussion:**

It is anticipated that \$120M is available annually for Fiscal Year (FY) 2016-17, 2017-18, and 2018-19 (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)

The Metropolitan Transportation Commission (MTC) has chosen to make the regional Call for Projects concurrent with the statewide Call for Projects which is March 26, 2015. The deadline for both regional and statewide applications will be May 29, 2015.

Cycle 2 of ATP will differ in some minor ways from Cycle 1, including:

- The funding is eligible for all phases (environmental, design, and construction)

- No local match is required for any projects, though extra points may be awarded if match is available
- Disadvantaged Communities criteria are likely to change. A possible result is to stay consistent with the Disadvantaged Communities threshold used by Cap and Trade.

STA intends to work with potential local project sponsors over the next few months to identify those projects that appear to have the best possibility of qualifying for ATP funds, and supporting those agencies in their development of ATP applications. This will likely include additional SR2S projects, those located in or supporting Priority Development Areas and/or Priority Conservation Areas, and those located in designated areas of disadvantaged communities.

**Fiscal Impact:**

No impact to the STA Budget at this time.

**Recommendation:**

Informational.



DATE: January 16, 2015  
TO: STA TAC  
FROM: Anthony Adams, Project Assistant  
RE: Project Delivery Update

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**Background:**

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) coordinates obligations and allocations of state and federal funds between local project sponsors, Caltrans, and the Metropolitan Transportation Commission (MTC). To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and reminds the TAC about project delivery deadlines.

The STA recently changed its project delivery policies to include a quarterly project delivery update. This update is intended to be a more comprehensive update including a breakdown of current projects by member agency and the current project status. A quarterly milestone report for Q1 Fiscal Year (FY) 2014-15 will be provided next month.

**Discussion:**

The final date to send a request for authorization to Caltrans for FY 2014-15 projects is February 28th. Project sponsors who are not able to make this date should request to have their projects pushed back to later fiscal years.

The City of Vallejo requested to move their construction phase obligation date for their SR2S project back to FY 2015-16, as they will not be able to obtain approval by the obligation deadline. Upon discussing with MTC, there are not funds in FY 2015-16, and they were moved to FY 2016-17 to accommodate this request. Project may be available for advancement if funds become available sooner.

A brief summary of projects for the current fiscal year and the next fiscal year can be found below.

There are a total of fourteen (14) projects within Solano County that are scheduled for obligation in **FY 2014-15**, either in PE, ROW, or CON phases.

- Seven (7) OBAG projects, including:
  - Three (3) Local Streets & Roads (LS&R) projects
  - Two (2) Safe Routes to School Projects (SR2S)
- Three (3) HSIP funded projects
- One (1) Active Transportation Program (ATP)
- One (1) RM2 funded project
- One (1) TDA funded project
- One (1) Caltrans funded project (Ramp Meters)

### Inactive Obligations

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. The inactive projects list previously had six (6) listings countywide, currently there are currently 11 inactive projects in the County of Solano on the Caltrans list.

Projects placed on the Inactive Projects list will have all of their funds made unavailable and those funds cannot be re-obligated to another project. It is important to close out projects whenever they are done, so that any remaining funds can be programmed to other projects in need of further funding. Please see Attachment A for Inactive Project list.

More information can be found on Caltrans Local Assistance website:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

### **Fiscal Impact:**

None.

### **Recommendation:**

Informational.

Attachments:

- A. Inactive Projects List

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

Status	Agency/District Action Required	County	Agency	Description	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
Inactive	Invoice under review by Caltrans. Monitor for progress.	SOL	Vallejo	SACRAMENTO STREET OH IN THE CITY OF VALLEJO, SEISMIC RETROFIT - REPLACE BRIDGE	800,000.00	708,240.00	142,642.17	565,597.83
Inactive	Submit invoice to District by 02/20/2015	SOL	Solano Transportation Authority	WITHIN SOLANO COUNTY, PUBLIC TRANSPORTATION SYSTEM, SOLANO TRANSIT AMBASSADOR PROGRAM	282,391.00	250,000.00	0	250,000.00
Future	Submit invoice to District by 05/20/2015	SOL	Benicia	EAST SECOND STREET, BETWEEN LAKE HERMAN AND MILITARY., PAVEMENT REHABILITATION	582,217.00	495,000.00	0	495,000.00
Future	Final Invoice under review by Caltrans. Monitor for progress.	SOL	Benicia	AROUND R SEMPLE E.S., BENICIA MIDDLE S., M. TURNER E.S., SRTS IMPROVEMENTS, SIDEWALKS, BEACONS, CROSSWALKS	112,619.00	99,701.60	0	99,701.60
Future	Submit invoice to District by 05/20/2015	SOL	Suisun City	WALTERS RD. AND PINTAIL DRIVE INTERSECTION, NEW TRAFFIC SIGNAL, ADA RAMPS, PAVEMENT MARKINGS,	79,900.00	71,900.00	0	71,900.00
Future	Submit invoice to District by 05/20/2015	SOL	Suisun City	WALTERS RD: BETWEEN PETERSEN RD AND BELLA VISTA.; ROAD REHABILITATION	408,874.00	356,000.00	0	356,000.00
Future	Records indicate project is in Final Voucher. District to verify.	SOL	Vacaville	ULATIS CREEK FROM ULATIS DR TO LEISURE TOWN ROAD, CLASS 1 BIKE PATH	895,418.00	792,003.00	788,437.13	3,565.87
Future	Submit invoice to District by 05/20/2015	SOL	Caltrans	WB I-80 TO SR12 CONNECTOR, INTERCHANGE RECONSTRUCTION (TC)	52,215,503.00	999,962.00	0	999,962.00
Future	Submit invoice to District by 05/20/2015	SOL	Solano Transportation Authority	VARIOUS CITIES WITHIN SOLANO COUNTY, PLANNING ASSISTANCE - PDAS & PCAS	1,781,318.00	1,577,000.00	0	1,577,000.00
Future	Submit invoice to District by 05/20/2015	SOL	Solano Transportation Authority	VARIOUS LOCATIONS WITHIN SOLANO COUNTY, SAFE RTE TO SCHOOL PLANNING AND EDUCATION (TC)	1,256,000.00	1,256,000.00	0	1,256,000.00
Future	Submit invoice to District by 05/20/2015	SOL	Solano Transportation Authority	VARIOUS LOCAL AGENCIES WITHIN SOLANO COUNTY (NON-INFRASTRUCTURE), PRIORITY CONSERVATION AREAS PROGRAM	84,995.00	75,000.00	0	75,000.00

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DATE: January 16, 2015  
TO: STA TAC  
FROM: Jayne Bauer, Marketing & Legislative Program Manager  
RE: SolanoExpress Marketing Plan Update

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**Background:**

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Intercity Transit program.

**SolanoExpress:**

With the assistance of Regional Measure 2 (RM2) Marketing funds from MTC, the STA Board authorized the launch of a comprehensive marketing program for the SolanoExpress services in FY 2012-13. STA staff has worked with Solano County Transit (SolTrans) and Fairfield and Suisun Transit (FAST) to develop and implement this program. The goals of the marketing effort for SolanoExpress intercity transit services in FY 2012-13 were to:

1. Promote SolanoExpress services as positive alternatives to driving alone for commuting and other trip purposes
2. Increase awareness of SolanoExpress services
3. Increase ridership on SolanoExpress routes and the farebox recovery rate

**Discussion:**

A Project Team consisting of staff from STA, FAST and SolTrans guided the efforts of the 2012-13 SolanoExpress Marketing plan and campaign. The Team coordinated the activities with the consultant and brought updates to Consortium, TAC and STA Board meetings. A SolanoExpress Marketing Subcommittee of the STA Board reviewed and approved the marketing plan. Presentations were made to the STA Board and the SolTrans Board for comments and final approvals. A Scope of Work (Attachment A) outlines the tasks to be completed and products delivered by the consultant.

Additional work was scoped out for FY 2013-14 (design, production and installation of decals on 19 SolanoExpress FAST buses, additional local print ads, promotional items, and upgrade of the SolanoExpress website). An updated table of all the elements completed and in progress (Attachment B) is included for your information. Some items were not completed due to change in scope on other items.

An overview of audience statistics on the SolanoExpress website during the online/print marketing campaign showed an increase by approximately fourfold at its peak.

STA staff is preparing for the FY 2014-15 marketing efforts for SolanoExpress, and has developed the following list to finalize and implement:

1. FAST bus decals
2. Include branding of SolanoExpress on SolTrans website (replacing Multi-Zone term) and printed bus schedules
3. Rider appreciation promotions (“Buy One Get One” free)
4. Door hanger promotion for Vine Express Route 21 (Napa to Fairfield/Suisun City) February 2014

Tasks to complete that have been paid for:

5. Installation of bus stop signs
6. Installation of bus schedule frames and schedules

Staff is seeking input from the Transit Consortium on the elements of the FY 2014-15 SolanoExpress marketing campaign in order to formulate a plan and a budget going forward.

**Fiscal Impact:**

\$150,000 is available for marketing SolanoExpress in FY 2014-15. Funds come from State Transit Assistance Fund (STAF) dedicated by the STA.

**Recommendation:**

Informational.

Attachments:

- A. SolanoExpress Transit Marketing Scope of Work for FY 2012-13
- B. SolanoExpress Marketing Elements Update

## Scope of Work

### SolanoExpress Transit Marketing Services FY 2012-13

#### Marketing Objective

The objective of the SolanoExpress Marketing Program is to build upon the past marketing strategies and apply them specifically to promote seven intercity transit services as a system as well as individually:

- SolanoExpress SolTrans Rt. 78
- SolanoExpress SolTrans Rt. 80
- SolanoExpress SolTrans Rt. 85
- SolanoExpress FAST Rt. 20
- SolanoExpress FAST Rt. 30
- SolanoExpress FAST Rt. 40
- SolanoExpress FAST Rt. 90

An approved Marketing Plan will guide the implementation of the SolanoExpress Transit Marketing Campaign for FY 2012-13. In addition to the Plan, the final product will include the design, creation, media placement and printing of various marketing collateral as outlined:

#### Marketing Plan

Develop a marketing plan to include an ongoing campaign that incorporates a wide range of marketing strategies that will effectively promote, increase awareness and ridership, and implement branding of SolanoExpress services to key audiences:

- Existing core riders
- Existing occasional riders
- General public/non-riders

#### Marketing Collateral

Create and produce marketing products that may include the following:

- a) Ad placement for print publications/media
- b) Design/scripting/placement of internet ads
- c) Fare Incentive flyers and electronic media ads
- d) Outline of recommended SolanoExpress Website Updates
- e) Bus shelter posters
- f) SolanoExpress Decals for Bus Stop Signs
- g) Bus Stop Sign Schedules Frames
- h) Printed Brochures/Posters/Promotional Collateral
- i) Ads for internal and external bus placement

## SolanoExpress Marketing Campaign Elements

**Completed items:****I. Online (fall 2013)**

- Google Ad Network
  - 1,020,000 estimated impressions
- Facebook
  - 2,040,000 estimated impressions
- Pandora
  - 1,194,000 estimated impressions
- Bay Area Newsgroup Online
  - 350,500 estimated impressions
- TOTAL impressions 17,719,807
- TOTAL site visits 15,504

**II. Radio**

- KUIC
  - 430,200 impressions

**III. Print**

- *Benicia Herald*
  - ¼ page full-color ad
- *Vacaville Reporter*
  - ¼ page full-color ad
- *Vallejo Times Herald*
  - ¼ page full-color ad
- *UC Davis Aggie*
  - Campaign geared toward UC Davis students, faculty and staff
  - ¼ page full-color ad
- Direct Mail Incentive
  - Postcard mailed to approx. 12,000 households in target neighborhoods for free ride voucher (mailed to online registrants)
  - 67 FAST vouchers mailed
  - 72 SolTrans vouchers mailed
- Bus Tails
  - 23" x 23" displays mounted on FAST and SolTrans Express buses.

**IV. Initial redesign of Website****V. Transit Connections Brochure**

- Final product delivered September 2014

## **Remaining items:**

### **VI. Bus Schedules and Frames**

- Frames and schedule templates provided to FAST and SolTrans – installation of schedules and mounting of frames currently in progress

### **VII. Art Poster**

- Poster is currently undergoing final design – completion anticipated March 2015

### **VIII. Redesigned Web Site**

- Anticipated February 2015

### **IX. Bus Decals**

- FAST decals to apply to sides of bus

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DATE: January 21, 2015  
TO: STA TAC  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 10, 2014, the STA Board approved its 2015 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2015.

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

**Discussion:**

STA staff and state legislative advocates (Matt Robinson and Josh Shaw of Shaw/Yoder/Antwih, Inc.) met on January 20<sup>th</sup> with staff members of our four state legislators (Senator Lois Wolk, Assembly Member Jim Frazier, Assembly Member Susan Bonilla, Assembly Member Bill Dodd). Staff provided an overview about STA and our priority transportation projects and funding concerns to lay the foundation for the STA Board to follow up with a meeting with each of the legislative members in their district offices.

The 2015-2016 state legislative has just begun, and a matrix of initial bills includes a short list of proposed legislation that staff and STA's lobbyist will monitor as bills begin going through committees. There are several bills relative to implementation of AB 32, the California Global Warming Solutions Act of 2006, which propose changes to compliance mechanisms, the scoping plan, exemptions and emission limits. Senate Bill (SB) 9 (Beall) was introduced to modify the purpose of the Greenhouse Gas Reduction Fund in the Transit and Intercity Rail Capital Program to make operational investments ineligible, replacing that with large capital improvements exceeding \$100 million. Since this modification would eliminate STA's potential projects from eligibility, staff will monitor developments of SB 9. The language of the bill (Attachment D) and a fact sheet (Attachment E) are included for your reference.

STA's federal legislative advocate (Susan Lent of Akin Gump) is working with STA staff to refine the STA's strategy objectives for advocacy with our federal legislators (Congressman John Garamendi, Congressman Mike Thompson, agency staff and Congressional committee members.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA Legislative Matrix
- D. Senate Bill 9 (Beall)
- E. Senate Bill 9 Fact Sheet



**SHAW/YODER/ANTWIH, inc.**  
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

January 14, 2015

**TO:** Board of Directors, Solano Transportation Authority

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

**RE: STATE LEGISLATIVE UPDATE – January 2015**

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***Legislative Update***

On January 5, the Legislature reconvened to begin the 2015-16 Legislative Session, after being sworn in on December 1. In the Assembly, there are 26 new members (14 Democrats & 12 Republicans) and in the Senate, there are 11 new members (8 Democrats & 3 Republicans). There will be three additional special elections slated to occur in March to fill seats vacated by members of the Senate moving on to Congress (DeSaulnier (D-Concord), Knight (R-Palmdale), & Walters (R-Laguna Niguel)). The special election for these seats should not result in any changes to the partisan make-up of the Senate.

December 1 also marked the beginning of bill introductions. As of this report, 145 bills have been introduced by both houses of the Legislature. February 27 is the last day for bills to be introduced in the first year of the two-year session. The Governor will deliver his inaugural address & be sworn in on January 5, and will release his proposed FY 2015-16 Budget on January 9.

On January 1, 930 new laws took effect covering a myriad of issues ranging from the state beginning to issue driver's licenses to people living in California without documentation to a requirement for local agencies to create groundwater management plans to regulate groundwater use to SolTrans' ability to receive park and ride lot property transfers from Caltrans.

***Update on Cap and Trade***

The guidelines for the Affordable Housing and Sustainable Communities (AHSC) Program are scheduled to be adopted by the Strategic Growth Council (Council) on January 20. Prior to adoption, the Council is expected to release a revised draft for public review in early January. The Council received \$130 million for the AHSC Program in FY 2014-15 (20 percent of all Cap and Trade revenues beginning in FY 2015-16). The Council has proposed funding two specific project-types – Transit Oriented Development (TOD) Projects and Integrated Connectivity Projects – with applicants applying for funding in either program based on the size of the locality and the frequency of transit service. Public agencies, including joint powers authorities, may apply for funding under the Program. TOD Projects must include an affordable housing development. Eligible capital uses under the AHSC Program include: housing development; housing-related infrastructure; transportation infrastructure; and green infrastructure. The Program has

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 1415 L Street, Suite 1000  
 Sacramento, CA 95814

a disadvantaged community benefit-target of 50 percent and no less than half of the funding in the Program must be spent on affordable housing.

***Bills of Interest***

**AB 4 (Linder) Vehicle Weight Fees**

This bill would prohibit vehicle weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund. This bill would sunset on January 1, 2020.

**SB 32 (Pavley) Extension of Global Warming Solutions Act of 2006 (AB 32)**

Under AB 32, ARB adopted a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and was authorized to adopt regulations to achieve the GHG reduction-target, including a market-based compliance mechanism (Cap and Trade). This bill would require ARB to approve a GHG limit equivalent to 80% below the 1990 level to be achieved by 2050 and would authorize the continued use of the regulatory process to ensure the target is met.

M E M O R A N D U M

December 18, 2014

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

During the month of December we assisted Solano Transportation Authority with refining their legislative priorities. We also monitored developments with the transportation appropriations legislation as well as with the Department of Transportation.

**Fiscal Year 2014 Appropriations**

On December 16, the President signed into law *The Consolidated and Further Continuing Appropriations Act, 2015* (H.R. 83). The Act funds all branches and departments of the federal government through fiscal year 2015 with the exception of the Department of Homeland Security. It only funds the Department of Homeland Security through February 27 as a way of limiting the Obama Administration's ability to implement the President's recent Executive Order on immigration.

The Act provides \$1.014 trillion in discretionary spending in compliance with the bipartisan Murray-Ryan budget agreement. The Act makes \$41 billion available for highway programs and \$8.5 billion available for transit formula grants, which is consistent with fiscal year 2014 funding. The Act also includes \$500 million for Transportation Infrastructure Generating Economic Returns (TIGER) grants. The House appropriations bill proposed to make transit projects ineligible for TIGER grants, but the final bill retained the broader eligibility.

The Act includes \$1.6 billion for rail programs, including \$10 million for the Federal Railroad Administration to make grants for railroad grade crossing and track improvements on routes that transport energy products. No funding is provided for high speed rail projects.

**Transit Benefits**

On December 16, the Senate enacted a package of tax extenders that included a provision that allows commuters to exclude from federal taxes up to \$245 per month in transit benefits, putting transit benefits on parity with parking benefits. The House passed the extenders bill on December 3. The President is expected to sign the legislation. The extenders are effective only for calendar year 2014 unless Congress passes another law next year to further extend the tax

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<December 18, 2014>  
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credits. Other tax benefits in the extenders' package include the excise tax credit for alternative fuels.

### **Surface Transportation Reauthorization**

As the 113<sup>th</sup> Congress was preparing to adjourn, Transportation Secretary Anthony Foxx urged action on reauthorization of the surface transportation bill early in the next Congress to avert a slowdown of transportation projects. Secretary Foxx said that the Administration would again propose a \$302 billion four-year authorization, including a new trust fund for rail investment and more than \$1 billion in funding annually for TIGER grants.

Both House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) and the next Chairman of the Senate Environment and Public Works Committee, Sen. James Inhofe (R-OK), have said that they will make the reauthorization a priority, next year. Sen. Inhofe has spoken in support of "a longer and more expensive bill" which would include additional funding to make up for an annual shortfall of \$15 billion a year in infrastructure investment. He stated that this cannot be accomplished with the Highway Trust Fund in the state it is today, but did not offer a recommendation for sustainable funding.

Four House Members are gathering signatories to a letter to the House Leadership requesting quick action in the next Congress on a multi-year surface transportation reauthorization that will include a sustainable funding source. House Ways and Means Committee Members, Tom Reed (R-NY) and Bill Pascrell (D-NJ), joined House Transportation and Infrastructure Committee Members, Reid Ribble (R-WI) and Daniel Lipinski (D-IL), in asking for a bill that will provide certainty to the states and end the series of short-term authorizations and bail-outs to the Highway Trust Fund. Democrat and Republican aides say they've secured roughly 80 signatures as well as the support of dozens of industry and advocacy groups.

### **Recently Introduced Legislation**

On December 11, Rep. John Delaney (D-MD) introduced *The Infrastructure and Global Tax Competitiveness Act* (H.R. 5857), a bill which would impose a mandatory deemed repatriation tax (8.75 percent) on corporate earnings currently held overseas and use the repatriated revenue to increase infrastructure investment. The revenue would fund a six-year reauthorization at increased levels and capitalize the American Infrastructure Fund (AIF). The AIF would provide funding to State and local governments for transportation, water, energy, education and communications projects. The bill was referred to the House Ways and Means Committee with subsequent referral to the House Transportation and Infrastructure Committee.

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Rep. Jared Huffman (D-CA) introduced a bill (H.R. 5873) on December 11 that would repeal the gas tax and establish a carbon tax on highway fuels paid at the fuel production level. The bill was referred to the House Ways and Means Committee with subsequent referral to the House Transportation and Infrastructure Committee.

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## STA 2015 Tracked Legislation

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 2</a> <a href="#">Alejo D</a></p> <p>Community revitalization authority.</p>	<p>ASSEMBLY PRINT 12/2/2014 - From printer. May be heard in committee January 1.</p>	<p>The Community Redevelopment Law authorizes the establishment of redevelopment agencies in communities to address the effects of blight, as defined by means of redevelopment projects financed by the issuance of bonds serviced by tax increment revenues derived from the project area. Existing law dissolved redevelopment agencies and community development agencies, as of February 1, 2012, and provides for the designation of successor agencies to wind down the affairs of the dissolved agencies and to fulfill the enforceable obligations of those agencies. Existing law also provides for various economic development programs that foster community sustainability and community and economic development initiatives throughout the state. This bill would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization authority within a community revitalization and investment area, as defined, to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.</p>	
<p><a href="#">AB 4</a> <a href="#">Linder R</a></p> <p>Vehicle weight fees: transportation bond debt service.</p>	<p>ASSEMBLY PRINT 12/2/2014 - From printer. May be heard in committee January 1.</p>	<p>Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified. This bill, notwithstanding these provisions or any other law, until January 1, 2020, would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.</p>	
<p><a href="#">AB 21</a> <a href="#">Perea D</a></p> <p>California Global Warming Solutions Act of 2006: emissions limit: scoping plan.</p>	<p>ASSEMBLY PRINT 12/2/2014 - From printer. May be heard in committee January 1.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020, equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to make recommendations to the Governor and the Legislature on how to continue the reduction of greenhouse gas emissions beyond 2020. This bill would require the state board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">AB 23</a> <a href="#">Patterson R</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>ASSEMBLY PRINT 12/2/2014 - From printer. May be heard in committee January 1.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	
<p><a href="#">AB 33</a> <a href="#">Quirk D</a></p> <p>California Global Warming Solutions Act of 2006: scoping plan.</p>	<p>ASSEMBLY PRINT 12/2/2014 - From printer. May be heard in committee January 1.</p>	<p>The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit, as defined, to be achieved by 2020 equivalent to the statewide greenhouse gas emissions levels in 1990. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information. The bill would provide that the specified information is intended to assist in establishing state policy and does not change any statute, regulation, or regulatory decision.</p>	
<p><a href="#">SB 1</a> <a href="#">Gaines R</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>SENATE PRINT 12/2/2014 - From printer. May be acted upon on or after January 1.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open, public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism. The bill would require all participating categories of persons or entities to have a compliance obligation beginning January 1, 2025. This bill contains other related provisions.</p>	

Bill ID/Topic	Location	Summary	Position
<p><a href="#">SB 5</a> <a href="#">Vidak R</a></p> <p>California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.</p>	<p>SENATE PRINT 12/2/2014 - From printer. May be acted upon on or after January 1.</p>	<p>The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. The act authorizes the state board to include the use of market-based compliance mechanisms. Existing state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020. This bill contains other related provisions.</p>	
<p><a href="#">SB 9</a> <a href="#">Beall D</a></p> <p>Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.</p>	<p>SENATE PRINT 12/2/2014 - From printer. May be acted upon on or after January 1.</p>	<p>Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures. This bill contains other existing laws.</p>	
<p><a href="#">SB 16</a> <a href="#">Beall D</a></p> <p>Department of Transportation.</p>	<p>SENATE PRINT 12/2/2014 - From printer. May be acted upon on or after January 1.</p>	<p>Existing law provides that the Department of Transportation has full possession and control of the state highway system. This bill would state the intent of the Legislature that the department identify savings from implementing efficiencies in its existing programs and direct those resources into expanded activities for road repair and litter cleanup.</p>	

Bill ID/Topic	Location	Summary	Position
<a href="#">SB 32</a> <a href="#">Pavley D</a>  California Global Warming Solutions Act of 2006: emissions limit.	SENATE PRINT 12/2/2014 - From printer. May be acted upon on or after January 1.	The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emissions reductions. This bill would require the state board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.	
<a href="#">SB 39</a> <a href="#">Pavley D</a>  Vehicles: high-occupancy vehicle lanes.	SENATE PRINT 12/2/2014 - From printer. May be acted upon on or after January 1.	Existing federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other existing laws.	

**SENATE BILL****No. 9**

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**Introduced by Senator Beall**December 1, 2014

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An act to amend Sections 75220, 75221, and 75222 of, and to add Sections 75223, 75224, and 75225 to, the Public Resources Code, relating to transportation.

## LEGISLATIVE COUNSEL'S DIGEST

SB 9, as introduced, Beall. Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.

Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions, to be deposited in the Greenhouse Gas Reduction Fund.

Existing law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. Existing law provides that the purpose of the program is to fund capital improvements and operational investments to modernize California's rail systems to achieve certain policy objectives, including the reduction of greenhouse gas emissions and the expansion and integration of rail services. Existing law requires the Transportation Agency to administer the program, with grants to be awarded by the California Transportation Commission.

This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding

\$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require the Transportation Agency to develop, by July 1, 2016, an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent estimates to be made every other year for additional 5-year periods, and would require the agency to adopt 5-year programs of projects consistent with those estimates. The bill would require the agency to make a multiyear funding commitment for a project proposed to be funded over more than one fiscal year, and would authorize the California Transportation Commission to approve a letter of no prejudice that allow an applicant to expend its own funds on a project in the adopted program of projects, subject to future reimbursement from program funds for eligible expenditures.

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 75220 of the Public Resources Code is  
 2 amended to read:  
 3 75220. (a) The Transit and Intercity Rail Capital Program is  
 4 hereby created to fund *large, transformative* capital improvements  
 5 ~~and operational investments~~ *with a total cost exceeding one*  
 6 *hundred million dollars (\$1,000,000)* that will reduce greenhouse  
 7 ~~gas emissions;~~ *emissions and* modernize California’s intercity,  
 8 commuter, and urban rail systems to achieve all of the following  
 9 policy objectives:  
 10 (1) Reduce greenhouse gas emissions.  
 11 (2) Expand and improve rail service to increase ridership.  
 12 (3) Integrate the rail service of the state’s various rail operators,  
 13 including integration with the high-speed rail system.  
 14 (4) Improve rail safety.  
 15 (b) The Transportation Agency shall evaluate applications for  
 16 funding under the program consistent with the criteria set forth in  
 17 this chapter and prepare a list of projects recommended for funding.  
 18 The list may be revised at any time.

1 (c) The California Transportation Commission shall award  
2 grants to applicants pursuant to the list prepared by the  
3 Transportation Agency.

4 SEC. 2. Section 75221 of the Public Resources Code is  
5 amended to read:

6 75221. (a) Projects eligible for funding under the program  
7 include, but are not limited to, all of the following:

8 (1) Rail capital projects, including acquisition of rail cars and  
9 locomotives, that expand, enhance, and improve existing rail  
10 systems and connectivity to existing and future rail systems,  
11 including the high-speed rail system.

12 (2) Intercity and commuter rail projects that increase service  
13 levels, improve reliability, and decrease travel times.

14 (3) Rail integration implementation, including integrated  
15 ticketing and scheduling systems, shared-use corridors, related  
16 planning efforts, and other service integration initiatives.

17 (4) Bus rapid transit and other bus transit investments to increase  
18 ridership and reduce greenhouse gas emissions.

19 (b) In order to be eligible for funding under the program, a  
20 project shall demonstrate that it will achieve a reduction in  
21 greenhouse gas emissions. *In prioritizing and recommending*  
22 *projects for funding, the Transportation Agency shall consider the*  
23 *extent to which a project reduces greenhouse gas emissions.*

24 (c) The program shall have a programmatic goal of providing  
25 at least 25 percent of available funding to projects benefiting  
26 disadvantaged communities, consistent with the objectives of  
27 Chapter 830 of the Statutes of 2012.

28 (d) In evaluating grant applications for funding, the  
29 Transportation Agency shall consider ~~both~~ *all* of the following:

30 (1) The cobenefits of projects that support implementation of  
31 sustainable communities strategies through one or more of the  
32 following:

33 (A) Reducing auto vehicles miles traveled *and the number of*  
34 *auto trips* through growth in rail ridership.

35 (B) Promoting housing development in the vicinity of rail  
36 stations.

37 (C) Expanding existing rail and public transit systems.

38 (D) *Enhancing the connectivity, integration, and coordination*  
39 *of the state's various regional and local transit systems.*

40 (E) *Providing a direct connection to the high-speed rail system.*

- 1     ~~(D)~~
- 2     (F) Implementing clean vehicle technology.
- 3     ~~(E)~~
- 4     (G) Promoting active transportation.
- 5     ~~(F)~~
- 6     (H) Improving public health.
- 7     (2) The project priorities developed through the collaboration
- 8     of two or more rail operators and any memoranda of understanding
- 9     between state agencies and local or regional rail operators.
- 10    (3) Geographic equity.
- 11    (4) Consistency with ~~the~~ adopted sustainable communities
- 12    ~~strategies and the recommendations of regional agencies~~ *strategies.*
- 13    (5) *The extent to which a project has supplemental funding*
- 14    *committed to it from other nonstate sources.*
- 15    (6) *The extent to which the project will increase ridership.*
- 16    (e) Eligible applicants under the program shall be public
- 17    agencies, including joint powers agencies, that operate existing or
- 18    planned regularly scheduled intercity or commuter passenger rail
- 19    service or urban rail transit service. An eligible applicant may
- 20    partner with transit operators that do not operate rail service on
- 21    projects to integrate ticketing and scheduling with bus or ferry
- 22    service.
- 23    (f) A recipient of funds under the program may combine funding
- 24    from the program with other funding, including, but not limited
- 25    to, the State Transportation Improvement Program, the Low Carbon
- 26    Transit Operations Program, the State Air Resources Board clean
- 27    vehicle program, and state transportation bond funds.
- 28    SEC. 3. Section 75222 of the Public Resources Code is
- 29    amended to read:
- 30    75222. (a) Applications for grants under the program shall be
- 31    submitted to the Transportation Agency for evaluation in
- 32    accordance with procedures and program guidelines adopted by
- 33    the agency. *An eligible applicant may submit an application to the*
- 34    *agency to fund a project over multiple fiscal years. The agency*
- 35    *may make multiyear funding commitments for projects that are*
- 36    *proposed to be funded from the program over a period of more*
- 37    *than one fiscal year.*
- 38    ~~(b) The Transportation Agency shall conduct at least two public~~
- 39    ~~workshops on draft program guidelines containing selection criteria~~
- 40    ~~prior to adoption and shall post the draft guidelines on the agency's~~

1 ~~Internet Web site at least 30 days prior to the first public workshop.~~  
2 ~~Concurrent with the posting, the agency shall transmit the draft~~  
3 ~~guidelines to the fiscal committees and to the appropriate policy~~  
4 ~~committees of the Legislature.~~

5 ~~(e) Chapter 3.5 (commencing with Section 11340) of Part 1 of~~  
6 ~~Division 3 of Title 2 of the Government Code does not apply to~~  
7 ~~the development and adoption of procedures and program~~  
8 ~~guidelines for the program pursuant to this section.~~

9 *(b) The application shall define the project purpose, intended*  
10 *scope, proposed cost, intended funding sources, and schedule for*  
11 *project completion.*

12 *(c) The application shall specify the phases of work for which*  
13 *an eligible applicant is seeking an allocation of funds from the*  
14 *program, as appropriate:*

15 *(1) Studies, environmental review, and permits.*

16 *(2) Preparation of project plans and specifications.*

17 *(3) Right-of-way acquisition.*

18 *(4) Construction or procurement.*

19 *(d) The application shall identify the sources and timing of all*  
20 *funds required to undertake and complete any phase of a project*  
21 *for which an eligible applicant is seeking an allocation of funds*  
22 *from the program. The application shall also describe intended*  
23 *sources and timing of funds to complete any subsequent phases of*  
24 *the project, through construction or procurement.*

25 SEC. 4. Section 75223 is added to the Public Resources Code,  
26 to read:

27 75223. (a) The Transportation Agency shall conduct at least  
28 two public workshops on draft program guidelines containing  
29 selection criteria prior to adoption and shall post the draft  
30 guidelines on the agency's Internet Web site at least 30 days prior  
31 to the first public workshop. Concurrent with the posting, the  
32 agency shall transmit the draft guidelines to the fiscal committees  
33 and the appropriate policy committees of the Legislature.

34 (b) Chapter 3.5 (commencing with Section 11340) of Part 1 of  
35 Division 3 of Title 2 of the Government Code does not apply to  
36 the development and adoption of procedures and program  
37 guidelines for the program pursuant to this section.

38 SEC. 5. Section 75224 is added to the Public Resources Code,  
39 to read:

1 75224. (a) No later than July 1, 2016, the Transportation  
 2 Agency shall develop an initial five-year estimate of revenues, in  
 3 annual increments, reasonably expected to be available to the  
 4 program from the Greenhouse Gas Reduction Fund, and adopt an  
 5 initial program of projects, which shall cover a period of five fiscal  
 6 years.

7 (b) The Transportation Agency shall adopt each subsequent  
 8 program of projects not later than April 1 of each even-numbered  
 9 year based on a five-year estimate of revenues, in annual  
 10 increments. Each subsequent program shall cover a period of five  
 11 fiscal years, beginning July 1 of the year of adoption, and shall be  
 12 a statement of intent by the Transportation Agency for the  
 13 allocation and expenditure of funds during those five fiscal years.

14 (c) The Transportation Agency shall enter into and execute a  
 15 multiyear funding agreement with an eligible applicant for a project  
 16 that is proposed to be funded from the program over a period of  
 17 more than one fiscal year. The agreement shall include a proposed  
 18 schedule of the amount of funds expected to be provided based on  
 19 the year funds are anticipated to be available, and may be for a  
 20 period that extends beyond the five fiscal years covered by the  
 21 program of projects.

22 SEC. 6. Section 75225 is added to the Public Resources Code,  
 23 to read:

24 75225. (a) A lead applicant agency may apply to the  
 25 commission for a letter of no prejudice for a project or for any  
 26 component of a project included in the five-year program of  
 27 projects adopted by the Transportation Agency. If approved by  
 28 the commission, the letter of no prejudice shall allow the lead  
 29 applicant agency to expend its own funds for the project or any  
 30 component of the project and to be eligible for future  
 31 reimbursement from funds available for the program from the  
 32 Greenhouse Gas Reduction Fund.

33 (b) The amount expended under subdivision (a) shall be  
 34 reimbursed by the state from funds available for the program from  
 35 the Greenhouse Gas Reduction Fund if all of the following  
 36 conditions are met:

37 (1) The project or project component for which the letter of no  
 38 prejudice was requested has commenced, and the regional or local  
 39 expenditures have been incurred.

1 (2) The expenditures made by the lead applicant agency are  
2 eligible for reimbursement in accordance with applicable laws and  
3 procedures. In the event expenditures made by the lead applicant  
4 agency are determined to be ineligible, the state has no obligation  
5 to reimburse those expenditures.

6 (3) The lead applicant agency complies with all legal  
7 requirements for the project, including the requirements of the  
8 California Environmental Quality Act (Division 13 (commencing  
9 with Section 21000)).

10 (4) There are funds in the Greenhouse Gas Reduction Fund  
11 designated for the program that are sufficient to make the  
12 reimbursement payment.

13 (c) The lead applicant agency and the commission shall enter  
14 into an agreement governing reimbursement as described in this  
15 section. The timing and final amount of reimbursement is  
16 dependent on the terms of the agreement and the availability of  
17 funds in the Greenhouse Gas Reduction Fund for the program.

18 (d) The commission, in consultation with intercity, commuter,  
19 urban rail, and other public transit entities, may develop guidelines  
20 to implement this section.

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**ISSUE**

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Transportation funding available under the State’s Transit and Intercity Rail Capital Program should be invested in projects that maximize reductions in greenhouse gas (GHG) emissions to ensure California meets its climate goals set forth by AB 32.

**BACKGROUND**

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The California Global Warming Solutions Act of 2006 (AB 32) authorizes the California Air Resources Board to create a market mechanism to help reach the state’s GHG emissions reduction goals as stated in AB 32.

With this authorization, CARB created the cap-and-trade auction revenue program. In this program, CARB auctions off emission credits to covered entities that must comply with a cap on GHG emissions. California receives the revenue derived from the auctions, and is directed to spend these funds on GHG emission reduction projects.

Last year, SB 862, established the Transit and Intercity Rail Capital Program to be administered by the California State Transit Agency (CalSTA). This competitive program was created within the Cap and Trade framework to fund transit projects, which are critical to reaching California’s environmental and economic goals for the future.

**THIS BILL**

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SB 9 seeks to address a major issue facing the legislature this year - how to ensure CalSTA effectively grants funding to transportation projects that will result in significant reductions of GHG emissions.

More specifically, this bill addresses this question by doing the following:

- Clarifies that the program will be for large, transformative capital projects that will reduce greenhouse gas emissions.
- Adds co-benefits and other factors that CalSTA must consider when evaluating grant applications.
- Specifies that a project sponsor can submit a grant application to fund a project over

multiple fiscal years, and that CalSTA can make multi-year funding commitments for such projects.

- Clarifies that funding from this program can be used for project development work, as well as for construction.
- Requires CalSTA to do a multi-year programming process and authorizes CalSTA to enter into multi-year funding agreements with project sponsors.
- Allows for the use of Letters of No Prejudice (LONPs) so that project sponsors can advance their projects with local money and then get reimbursed with state dollars when they become available, which is a common industry tool used at both the federal and state levels.

SB 9 will ensure that Cap and Trade funding is invested responsibly in projects that maximize GHG reductions and meet the goals of AB 32.

**STATUS/VOTES**

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Introduced December 1, 2014

**SUPPORT**

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**OPPOSITION**

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**FOR MORE INFORMATION**

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**Staff Contact:** Alicia Priego  
[Alicia.Priego@sen.ca.gov](mailto:Alicia.Priego@sen.ca.gov) (916) 651-4015



DATE: January 28, 2015  
TO: STA TAC  
FROM: Judy Kowalsky, Accounting Technician  
RE: Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program  
First Quarter Report

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**Background:**

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

**Discussion:**

STA has unallocated AVA funds, not claimed by the local agencies, carried over from FY 2014-15 in the amount of \$32,163.32. These funds are available for local agencies to claim, in addition to the FY 2014-15 funding allocations, based on the DMV funding formula.

For the First Quarter of FY 2014-15, STA received the allocation from the State Controller's Office in the total amount of \$97,379.11 and has deducted \$2,921.37 for administrative costs. The total remaining AVA fund balance after the first quarter disbursement to the member agencies is \$42,319.32. This amount includes the carryover funds from FY 2013-14 and will be disbursed in the second quarter utilizing the funding formula.

The Cities of Fairfield and Vallejo have been particularly active during the first quarter in abating vehicles.

The City of Rio Vista continues to have no report of abated vehicles for the quarter.

Attachment A is a matrix summarizing the AVA Program activities through the First Quarter FY 2014-15 and is compared to the total FY 2013-14 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program.

**Fiscal Impact:**

None

**Recommendation:**

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2014-15 and FY 2013-14

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for  
FY 2014-15 and FY 2013-14**

Member Agency	FY 2014-15 (Q1)				FY 2013-14		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	67	1,966	29	18%	375	8,832	\$24
City of Dixon	76	6,960	92	57%	134	13,968	\$104
City of Fairfield	516	15,567	30	30%	1,726	69,146	\$40
City of Rio Vista	0	0.00	0	0%	0	0	\$0
City of Suisun	37	6,202	168	23%	161	44,035	\$274
City of Vacaville	10	9,763	976	14%	74	47,821	\$646
City of Vallejo	449	42,023	94	30%	1,514	320,462	\$211
Solano County Unincorporated area	20	1,821	91	39%	51	5,848	\$115
<b>Total</b>	<b>1,175</b>	<b>\$84,302</b>	<b>\$72</b>	<b>29%</b>	<b>4,035</b>	<b>\$510,113</b>	<b>\$126</b>

The total remaining AVA fund available after the first quarter disbursement to member agencies is \$42,319.32. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the second quarter FY 2014-15.



DATE: January 20, 2015  
 TO: STA TAC  
 FROM: Drew 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	APPLICATION DEADLINE
<b>Regional<sup>1</sup></b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First-Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	<b>\$67,000</b>	No Deadline
6.	Lifeline Transportation Program Cycle 4*	<b>\$3,710,402</b>	Prop 1B: Jan 15, 2015 See details for other dates
<b>State</b>			
1.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	<b>~\$100-150 million</b> federally	Announcement Anticipated Spring 2015
<b>Federal</b>			

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

<sup>1</sup> Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$15 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm">http://www.arb.ca.gov/mspr/og/aqip/cvpr.htm</a>
<b>Lifeline Transportation Program Cycle 4</b>	Liz Niedziela Transportation Program Manager (707)399-3217 <a href="mailto:eniedziela@sta-snci.com">eniedziela@sta-snci.com</a>	Prop1B - January 15, 2015 STAF – March 3, 2015 JARC March 3, 2015	\$3,710,402	The 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. The Lifeline Transportation Program aims to fund projects that result in improved mobility for low-income residents of Solano County.	N/A	

<sup>1</sup> Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants</b>						
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>TDA Article 3</b>	Cheryl Chi Metropolitan Planning Commission <b>(510) 817-5939</b> cchi@mtc.ca.gov	No deadline	Approx. <b>\$67,000</b>	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	

\*New Funding Opportunity

\*\*STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or [ahart@sta-snci.com](mailto:ahart@sta-snci.com) for assistance with finding more information about any of the funding opportunities listed in this report

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>State Grants</b>						
<b>Highway Safety Improvement Program (HSIP): High Risk Rural Roads*</b>	Slyvia Fung California Department of Transportation (Caltrans) (510) 286-5226 <a href="mailto:slyvia.fung@dot.ca.gov">slyvia.fung@dot.ca.gov</a>	Announcement Anticipated Spring of 2015	Approx. <b>\$100-150 M</b> 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.  <a href="http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm">http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm</a>	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.



DATE: January 20, 2015  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Draft Meeting Minutes for STA Advisory Committees

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Attached is the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

Attachments:

- A. Paratransit Coordinating Council (PCC) Meeting of November 20, 2014
- B. Bicycle Advisory Committee (BAC) Meeting DRAFT Minutes of January 8, 2015
- C. STA Board Highlights for Meeting of January 14, 2015 (This will be provided under separate cover.)

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**PCC**  
**SOLANO PARATRANSIT COORDINATING COUNCIL**  
**AGENDA**

**Draft Minutes for the meeting of**  
**November 20, 2014**

**1. CALL TO ORDER**

Edith Thomas called the meeting to order at 1:05 p.m. at the JFK Library in Vallejo.

**Voting Members Present: *In Alphabetical Order by Last Name***

Richard Burnett	MTC PAC Representative
Kenneth Grover	Transit User
Judy Nash	Public Agency – Education
Edith Thomas	Chair, Social Service Provider
James Williams	Member-at-Large

**Voting Members Not Present: *In Alphabetical Order by Last Name***

Lyall Abbott	Member-at-Large
Curtis Cole	Public Agency - Solano County Health and Social Services
Emily Flynn	Social Service Provider - Independent Living Resources
Kyrre Helmersen	Vice-Chair, Transit User
Anne Payne	Social Service Provider - Area Agency on Aging
Ernest Rogers	Transit User

**Also Present: *In Alphabetical Order by Last Name***

Sheila Ernst	STA, PCC Committee Clerk
Tiffany Gephart	STA
Kristina Holden	STA
Ebony Ingram	Milestones
TJ Kumar	North Bay Transit
Doug Langille	Consultant - SolTrans
Liz Niedziela	STA
Elizabeth Romero	Solano County Transit/SolTrans
Cynthia Tanksley	Transit User
Debbie Whitbeck	City of Fairfield/FAST

**2. APPROVAL OF AGENDA**

On a motion by James Williams and a second by Judy Nash, the PCC unanimously approved the November 20, 2014 Agenda. (5 Ayes, 6 Absent)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**4. COMMENTS FROM STAFF AND REPRESENTATIVES FROM THE PARATRANSIT COORDINATING COUNCIL**

Tiffany Gephart announced the November launch of Clipper for Solano and Napa county transit operators including FAST, SolTrans, Vacaville City Coach and the Vine.

## **PRESENTATIONS**

- (1) Elizabeth Romero from SolTrans and Doug Langille, SolTrans Consultant, provided a presentation on **Proposed SolTrans Regional Paratransit Policy** and asked for comments. (Attachment A)

Cynthia Tanksley commented that she rides paratransit Monday through Thursday to get to Napa Valley College. She stated that in order to arrive by 8 a.m., she must call one week in advance to be picked up at 6:15 a.m. She felt that sometimes she is late making her connections because of the number of other paratransit users being picked up along the way and that dispatch did not take into consideration the distance between each passenger.

Cynthia Tanksley commented that if there is a change in the pick-up window of more than 15 minutes, someone is supposed to call but that does not happen.

Kenneth Grover's Personal Care Attendant stated that Kenneth was scheduled to be picked up at 12:30 and was not picked up until 12:50. He also commented that when scheduling a trip he was told that he needed to call seven days in advance or he would not be scheduled.

Cynthia Tanksley requested that SolTrans post more PCC fliers throughout SolTrans buses. She stated that the flier was posted in front of the bus by the steps, but she does not use the steps. Cynthia Tanksley mentioned that by the end of the month, Vallejo runs out of intercity taxi scrip and that sometimes she has to wait until the next month to collect taxi scrip.

Kenneth Grover's Personal Care Attendant felt that Vallejo and Benicia bus drivers reacted negatively to electric wheelchairs. He commented that a bus driver grumbled and commented that the wheelchair would cause them to be late.

James Williams suggested that each taxi service provide their own ADA accessible vehicles through the 5310 grant.

James Williams suggested bus drivers utilize a radio system to communicate arrival times between buses.

Cynthia Tanksley suggested adding Clipper to the Paratransit service and asked if there is a possibility of a monthly bus pass.

- (2) Elizabeth Romero provided a presentation on the **SolTrans Fixed Route Service Improvements for 2015**. (Attachment B)

## **5. CONSENT CALENDAR**

### **A. Minutes of the PCC Meeting of September 18, 2014**

#### Recommendation:

Approve PCC minutes of September 18, 2014.

On a motion by Richard Burnett and second Kenneth Grover, the PCC unanimously approved Consent Calendar Item A. (5 Ayes, 6 Absent)

## **6. ACTION ITEMS**

### **A. 5310 Mobility Management Grant Application**

Liz Niedziela provided a brief summary on the status of the Mobility Management Grant Application. She stated that the STA is planning to submit two 5310 grant applications. One application is for the continued operation of the Solano Mobility Call Center and the second will be submitted on behalf SolTrans to develop the Countywide Travel Training Program. She stated that the applications are due December 1, 2014.

Recommendation:

Authorize the PCC Chair to write a letter of support to Caltrans for Solano Transportation Authority (STA) 5310 grant applications.

On a motion by Richard Burnett and second James Williams, the PCC unanimously approved the recommendation. (5 Ayes, 6 Absent)

**7. INFORMATIONAL ITEMS (Discussion)**

**A. Mobility Management Program Update**

Tiffany Gephart provided an update on the Mobility Management Program. She stated the Trainee Outreach brochure is being finalized and will be handed out at the next PCC meeting. She stated that the transit training videos for FAST, SolTrans, Dixon Redit-Ride, and the Rio Vista Delta Breeze are under review. She stated that the videos will be featured on the new mobility website in 2015, the STA website and the Solano County's transit operator websites. She stated that she will bring a draft Rider's Guide to the next meeting.

**B. Mobility Management Outreach**

This item was not discussed due to time constraints.

**C. Lifeline and 5310 Grant Program Update**

This item was not discussed due to time constraints.

**D. PCC Membership Status**

This item was not discussed due to time constraints.

**8. FUTURE AGENDA ITEMS AND COUNCIL COMMENTS**

- SolTrans Paratransit Policy
- CTSA Update

**9. TRANSIT OPERATOR UPDATES**

Fairfield and Suisun Transit:

Debbie Whitbeck provided an update on holiday promotions.

**10. ADJOURNMENT**

The meeting adjourned at 3:00 p.m. The next meeting of the PCC is scheduled to meet at **1:00 p.m. on Thursday, January 15, at Suisun City Hall in the Council Chambers, located at 701 Civic Center Blvd., Suisun City, 94585.**

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**BICYCLE ADVISORY COMMITTEE (BAC)**  
**DRAFT** Minutes for the Meeting of  
 January 8, 2015

**ITEM**

**MEMBER/STAFF PERSON**

**1. CALL TO ORDER/SELF INTRODUCTIONS**

The regular meeting of the STA’s Bicycle Advisory Committee (BAC) was called to order by Mike Segala at approximately 6:34 p.m. at the STA in Conference Room 1.

**BAC Members Present:**

City of Benicia  
 City of Dixon  
 City of Fairfield  
 City of Rio Vista  
 County of Solano  
 City of Suisun City  
 City of Vacaville  
 City of Vallejo  
 Member At Large

*Italics Indicate Absents*  
 Nancy Lund, Vice Chair  
 James Fisk  
 David Pyle  
 Derek Nelson  
 Mike Segala, Chair  
 Lori Wilson  
 Ray Posey  
 Mick Weninger  
 Barbara Wood

**Others Present:**

Solano County  
 Napa Valley Vine Trail  
 Parisi  
 Parisi

Nick Burton  
 Phillip Sales  
 David Parisi  
 Andrew Lee

**STA Staff Present**

STA  
 STA  
 STA

Drew Hart  
 Sarah Fitzgerald  
 Zoe Zaldivar

**2. CONFIRM QUORUM**

Quorum was confirmed.

Mike Segala, Chair

**3. APPROVAL OF THE AGENDA**

Nick Burton, Solano County, made a request to present first, as he had to depart earlier than anticipated. 7A was moved to the top of the Agenda. It was also requested to re-instate the Committee Comments & Future Agenda Topics. With a motion from Barbara Wood, and seconded by Nancy Lund, the agenda was unanimously approved. (9Ayes, 0 Nays)

Mike Segala, Chair

**STA BAC MEMBERS**

<b>Ray Posey</b> City of Vacaville	<b>Michael Segala</b> Chair County of Solano	<b>Nancy Lund</b> Vice Chair City of Benicia	<b>Jim Fisk</b> City of Dixon	<b>David Pyle</b> City of Fairfield	<b>Derek Nelson</b> City of Rio Vista	<b>Lori Wilson</b> City of Suisun City	<b>Mick Weninger</b> City of Vallejo	<b>Barbara Wood</b> Member-At- Large
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4. **OPPORTUNITY FOR PUBLIC COMMENT** Mike Segala, Chair  
None.
5. **CONSENT CALENDAR** Mike Segala, Chair  
**A. Minutes of the BAC of November 6, 2014** Zoe Zaldivar, STA  
 On a motion by Barbara Wood and a second by Lori Wilson, the STA BAC unanimously approved the meeting minutes of November 6<sup>th</sup>, 2014. (9 Ayes, 0 Nays)
6. **ACTION NON-FINANCIAL**  
**Bay Trail – Vine Study** Drew Hart, STA  
 Drew Hart, STA, introduced Philip Sales, from Napa Valley Vine Trail. Mr. Hart also followed up by introducing David Parisi and Andrew Lee from Parisi Consultants. Mr. Hart indicated the purpose of the overview by these gentlemen is to bring forward a recommendation to the STA Board to approve the Bay Trail Vine Trail Feasibility and Engineering Study. It is the hope that in recommending and reaching out more aggressively for funding that it may be acquired.
- David Parisi and Andrew Lee, Parisi, presented a Power Point which highlighted the goals in creating bike pathways that would allow riders ages five to 80 to safely enjoy the trails without any worry. Phillip Sales, Napa Valley Vine Trail provided back up and any information as was inquired of, both for BAC and by Parisi.
- Lori Wilson left at 7:15 pm, Quorum still confirmed.
- On a motion by David Pyle, and a second by Nancy Lund, the BAC unanimously approved the recommendation to recommend to the STA Board to approve the Bay Trail Vine Trial Feasibility study and Engineering Study. (8 Ayes, 1 Absent)
7. **INFORMATION – DISCUSSION/STAFF UPDATES**  
**A. Pleasants Valley Road** Nick Burton, Solano County  
 Nick Burton, Solano County, spoke with the California native plant society who asked if there will be a botanist on hand for this project. They also inquired if there will be guidelines to assist and keep as many trees as possible. Mr. Burton informed the BAC that they do have an arborist on staff, and that they will be assisting in determining which alignment is best, and will prevent as many trees as possible from being removed. He also assured BAC that they would be able to show proof as to why certain trees were removed and how they were able to keep others.
- Ray Posey, City of Vacaville, was surprised that there is no Tree Ordinance, especially with the Pleasants Valley debacle of 15-20 years ago.
- B. ATP Strategy** Drew Hart, STA  
 Drew Hart, STA, provided an update on Active Transportation Program (ATP) beginning with a definition of the acronym. Mr. Hart also presented information on the previous results, and how to be more competitive for the upcoming round. Mr. Hart also informed BAC that the applications would be due in May, giving a short time to develop and implement a competitive plan which would require group work.

- C. Eco Counter Status Drew Hart, STA  
Drew Hart, STA, informed the BAC that Eco Counter has been approved. Mr. Hart informed the BAC that they are now waiting on MTC to approve the purchase and Eco Counter will at that time send the shipment.  
Nancy Lund, City of Benicia, inquired when MTC might be approving the purchase.

Mr. Hart replied that the expected time frame would be about a month. Eco Counter would make a rush order and from the approval date, the Counters could be expected in about two to three weeks.

- D. Membership Terms Drew Hart, STA  
Mike Segala, Solano County, requested that Membership terms be attached to the packets in some way in order to better remind the members of when they need to reapply.

8. **COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS** GROUP  
Mike Segala, Solano County, asked for two to three of the BAC meetings to be held jointly with PAC throughout the year.

Mick Weninger, was able to identify the source of the sign which had been a big discussion at the previous meeting, as property of Caltrans.

Nancy Lund, City of Benicia, would like to be informed and updated as to how the process of the County Signage. Ms. Lund spoke with the Public Works Director and was inquiring on the signs, as she was sure they had already received some signs, and where are they being allocated.

Drew Hart, STA, was able to respond immediately and informed the BAC that some signs are in storage in Suisun City. They are currently in the process of coming to an agreement with the Cities and County on where the signs are going to go, and how often they will be replaced. They would like to create a standard to follow, including the type of material ordered.

Mike Segala, Solano County, passed along an inquiry of a gentleman who was having difficulties registering his bicycle to show that it is his, as he was stopped by officers before who question the legitimacy of his ownership as it is a County bike that was given to him. BAC members discussed whether having an ordinance would assist in getting the program of registering bicycles up and running more backbone.

9. **ADJOURNMENT** Mike Segala, Chair  
The BAC meeting adjourned at 8:23 p.m.  
The next regularly scheduled BAC meeting is scheduled for **Thursday, March 5, 2015 at 6:30 p.m.**

**2015 BAC MEETING SCHEDULE**

**\*Please mark your calendars for these dates\***

**January, 8, 2015**

**March 5, 2015**

**May 7, 2015**

**July 2, 2015**

**September 3, 2015**

**November 5, 2015**

**Questions?** Please contact STA staff, Drew Hart, (707) 399-3214, [ahart@sta-snci.com](mailto:ahart@sta-snci.com)

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DATE: January 21, 2015  
TO: STA TAC  
FROM: Johanna Masiolat, Clerk of the Board  
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2015

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**Discussion:**

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2015 that may be of interest to the STA TAC.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2015



**STA BOARD AND ADVISORY  
COMMITTEE MEETING SCHEDULE  
CALENDAR YEAR 2015**

**SUMMARY:**  
 STA Board: Meets 2<sup>nd</sup> Wednesday of Every Month  
 Consortium/TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every *Odd* Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every *Even* Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every *Odd* Month  
 SR2S-AC: Meets Quarterly (Begins Feb.) on the 3<sup>rd</sup> Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 8	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 11	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 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., February 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Thurs., March 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., March 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., April 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., May 16	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 27	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
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 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
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
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., August 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
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
November TBD	6:00 p.m.	STA's 17 <sup>th</sup> Annual Awards	TBD - Benicia	Confirmed
Thurs., November 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 18	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., November 17	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 18	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 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., December 15	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed