

**TECHNICAL ADVISORY COMMITTEE (TAC)  
 AGENDA**

**1:30 p.m., Wednesday, March 25, 2015**

**Solano Transportation Authority**

**One Harbor Center, Suite 130**

**Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>1. CALL TO ORDER</b>	Daryl Halls, Chair
<b>2. APPROVAL OF AGENDA</b>	
<b>3. OPPORTUNITY FOR PUBLIC COMMENT</b> (1:35 -1:40 p.m.)	
<b>4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES</b> (1:35 –1:40 p.m.)	
<b>5. CONSENT CALENDAR</b> <u>Recommendation:</u> Approve the following consent items in one motion. (1:40 – 1:45 p.m.)	
<b>A. Minutes of the TAC Meeting of February 25, 2015</b> <u>Recommendation:</u> Approve TAC Meeting Minutes of February 25, 2015. <b>Pg. 5</b>	Johanna Masielat
<b>B. Lifeline Advisory Committee Recommendation for Lifeline Funding</b> <u>Recommendation:</u> Forward a recommendation to the STA Board to approve the Lifeline Advisory Committee’s Funding Recommendations for allocation of Solano Lifeline Funding for Fiscal Year (FY) 2014-15 through FY 2016-17 as specified in Attachment A. <b>Pg. 11</b>	Liz Niedziela

**TAC MEMBERS**

Graham Wadsworth	Joe Leach	George Hicks	Dave Melilli	Dan Kasperson	Steve Hartwig	David Kleinschmidt	Matt Tuggle
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

**C. SolanoExpress Intercity Transit Consortium 2015 Work Plan**

Liz Niedziela

Recommendation:

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2015 Work Plan as shown in Attachment B.

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**6. ACTION FINANCIAL ITEMS**

**A. Fiscal Year (FY) 2015-16 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds**

Drew Hart

Recommendation:

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

1. \$220,000 from FY 2015-16 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Authorize the Executive Director to issue a call for projects for the remaining balance of FY 2015-16 TFCA Program Manager Funds in the amount of \$108,076.

(1:45 – 1:50 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 regarding the draft STA Sound Wall Retrofit Policy.

(1:50 – 2:00 p.m.)

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**B. State Route (SR) 12 East Gap Closure Project**

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to Authorize the Chair to forward a letter to Caltrans to:

1. Complete the SR 12 Gap Closure Project Study Report to be completed by June 2015; and
2. Support funding for the SR 12 Gap Closure Project in the 2016 SHOPP for rehabilitation including constructing standard cross-section of 8 foot shoulders and 12 foot lanes.

(2:00 – 2:10 p.m.)

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**C. Solano Rail Facilities Plan Update**

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to authorize release for review and comment the draft 2015 Solano Rail Facilities Plan provided as Attachment A.

(2:10 – 2:25 p.m.)

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**D. Active Transportation Program (ATP) Update - Discussion of Potential Candidate Projects**

Drew Hart

Recommendation:

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

1. Authorize the Executive Director to sign letters of support for the following ATP applicants:
  - i. Vallejo – Bay Trail/Vine Trail
  - i. Suisun City – McCoy Creek Trail
  - ii. Fairfield – East Tabor Avenue
  - iii. Solano County – Farm to Market
  - iv. Fairfield – Transportation Center Gateway
  - v. Rio Vista – Active Transportation Plan
2. Authorize the STA Executive Director to apply to the Active Transportation Program (ATP) for a Safe Routes to School grant consisting of non-infrastructure programs and infrastructure projects in the cities of Benicia, Rio Vista, and Vallejo.

(2:25 – 2:35 p.m.)

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**E. Legislative Update**

Jayne Bauer

Recommendation:

Recommend the STA Board take the following position:

- Assembly Bill (AB) 194 (Frazier) - authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane;  
*Support in concept*

(2:35 – 2:40 p.m.)

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**8. INFORMATIONAL ITEMS – DISCUSSION**

**A. I-80 Express Lanes Projects Status**

Janet Adams

(2:40 – 2:45 p.m.)

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**B. Regional Transportation Impact Fee (RTIF) - FY 2014-15 2nd Quarter Revenue Update**

Robert Guerrero

(2:45 – 2:50 p.m.)

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**C. Pedestrian and Bicycle Priority Project List Update**

Drew Hart and  
Ryan Dodge

(2:50 – 2:55 p.m.)

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**D. Automated Bicycle and Pedestrian Counters**

Ryan Dodge

(2:55 – 3:00 p.m.)

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## INFORMATIONAL ITEMS – NO DISCUSSION

- E. **Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report** Pg. 87 Drew Hart
- F. **Summary of Funding Opportunities** Pg. 89 Drew Hart
- G. **Draft Meeting Minutes of STA Board & Advisory Committees** Pg. 93 Johanna Masiclat
- H. **STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015** Pg. 103 Johanna Masiclat

## 9. UPCOMING TAC AGENDA ITEMS

### April 2015

- A. Discussion of Allocation Formula for Future Local Roads Funds – Anthony Adams
- B. Discussion of Update of Countywide Traffic Safety Plan – Anthony Adams
- C. Status of I-80 Ramp Metering Implementation – Robert Guerrero
- D. Discussion of Arterials, Highways and Freeways Element of CTP – Robert Macaulay
- E. Adopt 2015 SolanoExpress Marketing Plan – Jayne Bauer
- F. I-80/I-680/SR 12 Interchange/Green Valley Update – Janet Adams
- G. Status of Overall Work Plan for FY 2014-15 and FY 2015-16 – Daryl Halls

### May 2015

- A. Summary of Local CTP Priorities
- B. Update on Five PDA Planning Grants
- C. SolanoExpress Intermodal Projects Update – Benicia & Curtola Projects
- D. Draft Overall Work Plan for FY 2015-16 and FY 2016-17
- E. Transit Corridor Study – Phase 2 Update
- F. Future Bridge Toll Priorities

### June 2015

- A. Adopt STA's Overall Work Plan for FY 2015-16 and FY 2016-17
- B. Discussion of 2016 STIP Priorities

## 10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, April 29, 2015.**



**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**February 25, 2015**

**1. CALL TO ORDER**

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

**TAC Members**

**Present:** Graham Wadsworth City of Benicia  
Joe Leach City of Dixon  
Dave Melilli City of Rio Vista  
Dan Kasperson City of Suisun City  
Steve Hartwig City of Vacaville  
David Kleinschmidt City of Vallejo  
*(Arrived at the meeting at 1:40 p.m.)*  
Matt Tuggle Solano County

**TAC Members**

**Absent:** George Hicks City of Fairfield

**STA Staff**

**Present:** *(In Alphabetical Order by Last Name)*  
Anthony Adams STA  
Karin Bloesch STA  
Ryan Dodge STA  
Robert Guerrero STA  
Daryl Halls STA  
Judy Leaks STA  
Johanna Masielat STA  
Liz Niedziela STA

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

Nick Burton County of Solano  
John McKenzie Caltrans District 4  
Robert Powell Resident, City of Vallejo

**2. APPROVAL OF THE AGENDA**

By consensus, the STA TAC approved the agenda. (6 Ayes, 2 Absent – Cities of Fairfield and Vallejo)

**3. OPPORTUNITY FOR PUBLIC COMMENT**

Robert Powell, Member of the Public and Vallejo Resident, addressed the lack of bicycle connections in the county.

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

*David Kleinschmidt, City of Vallejo, arrived at the meeting.*

**Presentation: Yolo-Solano Air Quality Management District (YSAQMD)**

Jim Antoine, YSAQMD, provided an overview of upcoming YSAQMD Clean Air Call for Projects.

**Solano Pothole Report Update – State Funding**

Anthony Adams provided an update on the potential impact of proposed state funding cuts on local Streets and Roads by Agency.

**Safe Routes to School (SR2S) Program Update**

Karin Bloesch provided an update on STA’s SR2S Program.

Nick Burton provided a report from the Project Delivery Working Group:

1. Caltrans’ Revisions to Chapter 10 (Local Assistance Procedures Manual)  
Nick Burton raised concerns on how to seek input from Caltrans on contracts and contract amendments.
2. HSIP Cycle 7 Call for Projects is now available - \$10M maximum per agency/project.
3. Federal guidelines are requiring goal setting for pavement quality. They are suggesting the use of the International Roughness Index (IRI). Member agencies currently use PCI; implementation of the program is unclear. Anthony Adams noted that MTC released the 2014 draft PCI scores – member agencies are encouraged to look over them and to contact MTC for any changes.

Robert Guerrero reported that the total Regional Transportation Impact Fee (RTIF) revenue collected was an estimated \$780,000 through the second quarter of FY 2014-15.

**5. CONSENT CALENDAR**

On a motion by Dan Kasperson, and a second by Steve Hartwig, the STA TAC approved Consent Calendar Item A. (7 Ayes, 1 Absent (City of Fairfield))

**A. Minutes of the TAC Meeting of January 28, 2015**

Recommendation:

Approve TAC Meeting Minutes of January 28, 2015.

**6. ACTION FINANCIAL ITEMS**

**A. None.**

## 7. ACTION NON-FINANCIAL ITEMS

### A. STA Sound Wall Retrofit Policy

Robert Guerrero reviewed the STA's proposed version of a Soundwall Policy which he defined in two phases:

1. *Phase 1: Initial Screening Process*

This Phase defines how requests are submitted and the procedures needed to initially justify constructing a Soundwall.

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

This phase requires more detailed studies to determine the feasibility and eligibility of the Soundwall.

He added that in addition to the analysis, the local jurisdiction is responsible for having an inclusive public forum to solicit input from residents affected by the new Soundwall facility and will then need to certify by resolution of support with specific language outlined for the STA to consider the Soundwall as part of future STIP allocation.

Recommendation:

Forward a recommendation to the STA Board to approve the STA Soundwall Retrofit Policy as supported by the Solano Highway Partnership (SoHip) and as outlined in Attachment A.

On a motion by Joe Leach, and a second by Dave Melilli, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent (City of Fairfield))

### B. Legislative Update

Robert Macaulay outlined the two (2) bills listed below and recommended to forward to the STA Board to take a “watch” position.

After discussion, the STA TAC recommended to “support” instead of “watch” Assembly Bill (AB) 4 (Linder).

Recommendation:

Forward a recommendation to the STA Board to take the following positions:

- Assembly Bill (AB) 4 (Linder) - Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund; ~~*Watch-Support*~~
- Assembly Bill (AB) 227 (Alejo) – Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Deb Service Fund and extending P3 authorization; *Watch*

On a motion by Dave Melilli, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation as amended shown above in ~~*strikethrough bold italics*~~. (7 Ayes, 1 Absent (City of Fairfield))

## 8. INFORMATIONAL – DISCUSSION

### A. State Active Transportation Program (ATP) Update - Discussion of Potential Candidate Projects

Robert Macaulay commented that the STA began to work with potential local project sponsors 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. He noted that Solano County agencies met in January and February to discuss a project list based on the Safe Routes to School Plan (2013), Safe Routes to Transit Plan (2011) and the Solano Countywide Bicycle and Pedestrian Transportation Plans (2012). He added that the 30+ projects were narrowed down to 6 likely applications coming out of Solano County in which some contain multiple projects bundled together to strengthen competitiveness. The list of applications include Safe Routes to School, Safe Routes to Transit, Active Transportation Plan development, and San Francisco Bay Trail and Napa Valley Vine Trail gap fills.

### B. Transit and Ridesharing Element of the Comprehensive Transportation Plan (CTP)

Robert Macaulay outlined the multiple tasks needed to be completed to update to the State of the System Report and the Goal Gap Analysis, which evaluates the difference between where the system is (State of the System) and where it is desired to be (Goals). He also noted that during March and April of 2015, STA staff will be conducting its first round of public outreach meetings on the CTP, covering the Transit and Rideshare Element and the Arterials, Highways and Freeways Element. He also mentioned that work will focus on incorporating the various components of the Transit and Rideshare Element including the updated Solano Rail Plan, the Transit Corridor Study, the Mobility Management Plan, the Seniors and People with Disabilities Plan, Ridesharing and Ferry Services in May 2015.

### C. Regional Transportation Plan Update - Call for Projects

Robert Macaulay noted that the STA is currently meeting with the 7 cities and the county to review and identify projects that fit within the fund estimate and most effectively advance the county's transportation priorities as a part of the Solano Comprehensive Transportation Plan (CTP) update. He also noted that agencies will have some time to update their CTP project list and priorities before the July 2015 Call for Projects.

In addition, Robert Macaulay noted that MTC will ask each CMA to act as the local administrator of the Call for Projects for their respective County which means that all projects proposed by local jurisdictions will be submitted to the CMA, and the CMA will then submit a final project list to MTC.

### D. Federal Procurement Process - Contract Provisions

Anthony Adams noted that Caltrans recently conducted audits on several Solano member agencies and found discrepancies in following federal procurement guidelines. STA was informed by Sylvia Fung, Chief of Caltrans district 4 division of local assistance, that since STA is technically the lead on some of these projects, STA is ultimately responsible for any findings. As a result, Caltrans is requiring STA to take a more active role in contract management and oversight when involved in projects where money is "flowing through" STA and going to a member agency. STA is in the process of developing federal procurement guidelines that must be included in future federal funding agreements and contracts.

STA staff will be contacting and working with member agencies to amend current funding agreements over the next month. Categories that will be focused on include: selection of consultant, adequate financial management system, invoicing, and contract close-out procedures. Additionally, Caltrans indicated STA will be expected to oversee all aspects of the A&E procurement, contracting, and invoicing review process.

**E. Quarterly Project Delivery Report**

Anthony Adams provided an update to projects that will be obligated in Fiscal Year (FY) 2014-15. He noted that the City of Dixon has not provided an update for this quarter on the status of their West A Street Paving Project. He also mentioned that another change during this quarter includes the City of Vallejo's Wardlaw Elementary SR2S project moving its construction phase from FY 2014-15 to FY 2016-17. In summary, he noted that with Vallejo's project schedule change, the total projects that are scheduled for obligation in FY 2014-15 drops from fourteen (14) to thirteen (13). He also provided a brief update to the Inactive Project list stating that Projects that have not sent in invoices in the past 6 months are added to the list with a total of 8 inactive projects in Solano County this month, with 4 of them coming from the STA, 2 from Suisun City, 1 from Benicia, and 1 from Caltrans.

**NO DISCUSSION ITEMS**

**F. Yolo-Solano Air Quality Management District (YSAQMD) Call for Projects**

**G. Solano County Pothole Report Update - Focus on State Gas Tax Funding**

**H. Local Transportation Development Act (TDA) and Members Contributions for Fiscal Year (FY) 2015-16**

**I. MTC Vital Signs Website**

**J. Summary of Funding Opportunities**

**K. Draft Meeting Minutes of STA Board & Advisory Committees**

**L. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015**

**9. FUTURE STA TAC AGENDA ITEMS**

A summary of the agenda items for March, April, and May 2015 were presented.

**10. ADJOURNMENT**

The meeting was adjourned at 2:55 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, March 25, 2015.**

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DATE: March 11, 2015  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager  
RE: Recommendation for Lifeline Funding

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**Background:**

The Metropolitan Transportation Commission's (MTC) Lifeline Transportation Funding Program is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through locally developed Community Based Transportation Plans. Each community's needs are unique and will therefore require different solutions to address local circumstances. In Solano and other counties, these funds have been used to fund Welfare to Work and Community Based Transportation Planning (CBTP) priority projects. Between 2004 and 2012, CBTP Plans were completed in Dixon, East Fairfield, Fairfield/Suisun City, Vacaville and Vallejo.

MTC has delegated the management of the Lifeline Program to the Congestion Management Agencies, including the STA for Solano County. The STA selects the Solano Lifeline projects for funding and submits these projects to MTC for approval. The STA will be administering the program with an estimated amount of \$3.3 million of Lifeline Funds provided by the MTC for Solano County over the next one to three years depending on the funding source.

STA staff released a call for projects for the Lifeline Program in October 2014. The Lifeline Program for Solano County is administered through the STA which is responsible for soliciting applications and conducting a project selection process. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Solano County as identified in Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. The estimated amount of available Lifeline funding is reflected as follows:

\$ 1,973,907:	State Transit Assistance Funds (STAF) over three years
\$ 899,217:	Proposition 1B funds for one year
\$ 1,111,109:	Job Access Reverse Commute (JARC) over three years with carryover
<b>\$ 3,984,233</b>	<b>TOTAL</b>

The Lifeline Projects must be selected through an open, competitive process with the following exceptions:

- (1) 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 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 Program reporting requirements.
- (2) For 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).

The STA Board approved the Prop 1B Lifeline Program in February 2015. Prop 1B funding allocation was made to SolTrans for the replacement of three local buses in the amount of \$890,796 and to the City of Dixon for the local match for one replacement bus in the amount of \$8,421.

**Discussion:**

Applications for State Transit Assistance Funds (STAF) and Job Access Reverse Commute (JARC) funds were due to STA by March 3, 2015. A Lifeline Advisory Committee, appointed by the STA Board, is responsible for evaluating and making recommendations for prioritizing funding for the Lifeline projects. Members of the STA's Lifeline Committee are Cookie Powell, Judy Nash, Richard Burnett, Gerry Raycraft, and Nathan Newell. The Lifeline Committee reviewed the project applications and had an opportunity to ask questions of the applicants before developing a consensus recommendation to the STA Board (Attachment A). Since MTC recommended the STAF funds be awarded at 95%, the Lifeline Advisory Committee ranked the recommended projects in a priority order of which projects to be funded first. Projects were evaluated and ranked based on project need and their consistency with the priorities of the Community Based Transportation Plan or other plans with an outreach component to the low-income population.

The Lifeline Committee ranked the Intercity Taxi Scrip Program as top priority followed by East Tabor Ave Sidewalk Gap Closure, SolanoExpress Route 85 and SolTrans Local Route 1. The Lifeline Committee recommended funding for Faith in Action as a contingency if additional New Freedom Funds are not awarded during the 2015 in order to bridge the funding gap to keep the volunteer driver program operating.

The JARC funding was based on the urbanized area (UZA) and the funding was allocated to FAST and SolTrans. For FAST, JARC projects included Saturday service for SolanoExpress Route 30, SolanoExpress Route 20, and their local taxi scrip program. The Lifeline Committee recommended funding for FAST's local taxi scrip program if FAST does not cut the program's service hours as mentioned in the grant application. For SolTrans, sustaining local Route 2 that serves Solano Community College in Vallejo was recommended for funding.

**Fiscal Impact:**

The Lifeline Funding will assist in sustaining services, purchasing buses, mobility management programs and creating an accessible path to school. An estimated \$3.08 million in Lifeline funds (STAF and JARC) is recommended for allocation by the Lifeline Advisory Committee.

**Recommendation:**

Forward a recommendation to the STA Board to approve the Lifeline Advisory Committee's Funding Recommendations for allocation of Solano Lifeline Funding for Fiscal Year (FY) 2014-15 through FY 2016-17 as specified in Attachment A.

Attachment:

- A. Lifeline Advisory Committee Recommendations for Lifeline Funding 2015

Solano County Lifeline Advisory Committee Funding Recommendation

ATTACHMENT A

		STAF						
		2014	2015	2016				
Agency	Rank	Requested Funding	Available Funds			Lifeline Committee Recommendation		
		\$ 668,858	\$ 674,934	\$ 630,115	\$ 1,973,907		<b>Available Funds</b>	
STA	1	Solano County Intercity Taxi Scrip Program	\$200,000	\$ 100,000	\$ 100,000	\$ 200,000	Ranked #1 and recommended funding	
FAST	2	East Tabor Ave Sidewalk Gap Closure	\$ 1,360,000	\$ 160,000		\$ 160,000	Recommended funding for first year. Committee felt other funding sources could be identified in future year. FAST staff presentation mentioned that first year funding would be able to move the project forward by demonstrating a local match commitment.	
SolTrans	3	Sustaining Route 85	\$ 975,000	\$ 244,161	\$ 272,467	\$ 277,558	\$ 794,186	Ranked #3 and recommended reduced funding
SolTrans	4	Sustaining Route 1	\$ 925,000	\$ 244,162	\$ 247,467	\$ 252,557	\$ 744,186	Ranked #4 and recommended reduced funding
FIA	5	Volunteer Driver Program 60 Years	\$ 246,035	\$ 20,535	\$ 55,000		\$ 75,535	Committee recommends funding the first year and 1/2 of the second year due to the funding lost of 5310 during that period. Committee feel confident 5310 funding will be obtained in future years and does not want to tie up funds as a bridge. Committee still want the funds to be on a contingency bases just in case Caltrans released unexpected funding.
FAST		FF/VV Intermodal Station FF Linear Park & Ped Infrastructure Access	\$ 1,750,000					Not recommended for funding. It was too speculative and low income not served.
		<b>\$5,456,035</b>	<b>\$ 668,858</b>	<b>\$ 674,934</b>	<b>\$ 630,115</b>	<b>\$ 1,973,907</b>		

		JARC						
		2014	2015	2016	Total			
Agency	Rank	Requested Funding	Available Funds			Lifeline Committee Recommendation		
		\$ 551,442	\$ 277,612	\$ 282,054	\$ 1,111,108		<b>Available Funds</b>	
FAST		Sustaining Route 30 Saturday Service	\$ 84,060	\$ 28,020	\$ 28,020	\$ 28,020	\$ 84,060	Recommended funding
FAST		ADA Local Taxi Scrip Program	\$ 300,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 300,000	Support program sustainability and controlling cost. Does not support FAST service cut. Will support funding if services are continued as is (24/7).
SolTrans		Sustaining Route 2 (SCC-Vallejo)	\$ 560,389	\$ 278,121	\$ 140,014	\$ 142,254	\$ 560,389	Recommended funding
Vacaville		Sustaining FAST Route 20	\$ 166,659	\$ 82,713	\$ 41,640	\$ 42,306	\$ 166,659	Lifeline Committee recommends Route 20 since it has the highest low income riders at 75.6 % with an income of less than \$35,000 a year.
Pending STA Board approval on April 15, 2015		<b>\$ 1,111,108</b>					<b>\$ 1,111,108</b>	

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DATE: March 13, 2015  
TO: STA TAC  
FROM: Liz Niedziela, Transit Program Manager  
RE: SolanoExpress Intercity Transit Consortium 2015 Draft Work Plan

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**Background:**

On an annual basis, the SolanoExpress Intercity Transit Consortium reviews and updates its annual Work Plan. In 2014, there was a number of key local and regional transit planning activities and projects that the Consortium was involved with, ranging from transit service and funding to planning and marketing.

**Discussion:**

STA staff presented the SolanoExpress Intercity Transit Consortium Draft Work Plan 2015 for the Consortium's review (Attachment A) at the Consortium meeting in February. In the 2015 Draft Work Plan, several completed items have been removed and new projects have been added. STA staff requested comments no later than March 11th in order to prepare the 2015 Draft Work Plan for the March 24<sup>th</sup> Consortium meeting. STA staff received no comments and is presenting the SolanoExpress Intercity Transit Consortium 2015 Draft Work Plan as shown in Attachment B for approval.

**Fiscal Impact:**

None.

**Recommendation:**

Forward a recommendation to the STA Board to approve the SolanoExpress Intercity Transit Consortium 2015 Work Plan as shown in Attachment B.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2015 Draft Work Plan showing changes
- B. SolanoExpress Intercity Transit Consortium 2015 Draft Work Plan

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2015 SolanoExpress Intercity Transit Consortium  
Draft Work Plan

(February 2015)

**Transit Service:**

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of ~~new~~ intercity ADA paratransit services Phase I and identify funding opportunities for Phase II
- ~~Implement Early Delivery of Clipper~~

**Transit Planning and Coordination**

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study – Phase 2
- ~~Conduct a Intercity Ridership Survey as per the Intercity Funding Agreement~~
- Conduct a Update Countywide Coordinated SRTP
- Transit Coordination
  - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
  - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
  - ✓ Enhanced Transit Coordination of Capital Planning
  - ✓ Enhanced Coordination of Transit Service Planning; and
  - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
  - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- ~~Complete a Solano Transit Sustainability Plan of All Operators~~
- Conduct a CNG Feasibility Study for SolTrans and Benicia and assist with Dixon's Study
- ~~Complete a Countywide Mobility Management Plan~~
- Provide ~~and update survey and~~ input into Comprehensive Transportation Plan update including other studies
- Participate in the implementation of MTC's Transit Rideshare Element of Transit Connectivity Study, specifically the Transit Element
- ~~Monitor and coordinate with the new transit entity, SolTrans~~
- Implement coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement and monitor Seniors and People with Disabilities Priorities

~~The highlighted sections are new items added to the list~~

- ✓ Intercity Taxi Script Phase II
- ✓ Mobility Management Plan
- ✓ Countywide In person ADA Eligibility
- ✓ Travel Training/Ambassador Program
- ✓ Older Driver Safety Program information system
- ✓ Coordination with Dialysis Centers
- ✓ One Stop Transportation Call Center and Website

- Coordinate in the Development of STA's Consolidated Transportation Services Agency
- Coordinate with Solano Community College in the development and establishment of a new student fee for transit.

## Funding

- ~~Finalize the FY 2012 2013 Intercity Transit Funding Agreement~~
- Monitor the implementation of the Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311, Lifeline and other funding opportunities and work with STA to set priorities for capital and operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- Work with Solano County to identify priorities for future County TDA funds to be dedicated to transit.
- Develop and Update the funding strategy plan for SolanoExpress Bus Replacements as needed
- Prioritize Review status of projects for the transit component for the Regional Transportation Impact Fee (RTIF)
- Develop Funding List to assist in funding transit priorities projects
  - ✓ Federal Section 5311
  - ✓ Lifeline Funding
  - ✓ STAF (Population Based)
  - ✓ STAF Regional
  - ✓ Prop 1B (Population Based)
  - ✓ TDA Solano County

## Marketing of Transit Services and Programs

- Participate in the updating of SolanoExpress marketing.
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.

The highlighted sections are new items added to the list

2015 SolanoExpress Intercity Transit Consortium  
Draft Work Plan

(March 2015)

**Transit Service:**

- Evaluation of intercity transit services performance; prioritize, and implement intercity transit service changes.
- Monitor SolanoExpress intercity transit services
- Monitor facilities development that support SolanoExpress intercity transit services
- Discuss local transit issues and be mindful of harmonizing local and intercity transit needs
- Implement Lifeline project priorities.
- Identify and facilitate joint agency transit projects
- Monitor implementation of new intercity ADA paratransit services Phase I and identify funding opportunities for Phase II

**Transit Planning and Coordination**

- Update I-80/I-680/I-780/Hwy 12 Transit Corridor Study – Phase 2
- Update Countywide Coordinated SRTP
- Transit Coordination
  - ✓ Different Fare Structure and Discounts/Standard Fare Structure/Fare Reconciliation;
  - ✓ Separate ADA Contractors, Eligibility and Rules/Joint Contracting/Eligibility Determination of ADA Paratransit;
  - ✓ Enhanced Transit Coordination of Capital Planning
  - ✓ Enhanced Coordination of Transit Service Planning; and
  - ✓ An analysis of transit connectivity to the Colleges in Solano County. The Colleges would include Touro University, Maritime Academy, and the three Solano Community Colleges in Solano County (Fairfield, Vacaville, and Vallejo).
  - ✓ Integrate bus/rail scheduling software to facilitate schedule coordination and customer travel planning. Establish a regional schedule change calendar.
- Provide input into Comprehensive Transportation Plan update including other studies
- Participate in the implementation of MTC's Transit Rideshare Element of Transit Connectivity Study, specifically the Transit Element
- Implement coordination strategies following completion of Transit Sustainability and Transit Corridor Studies
- Monitor MTC's Regional Transit Sustainability Project
- Provide input into other county and regional transit planning efforts
- Update countywide transit capital inventory
- Implement and monitor Seniors and People with Disabilities Priorities
  - ✓ Intercity Taxi Script Phase II
  - ✓ Mobility Management Plan
  - ✓ Countywide In person ADA Eligibility
  - ✓ Travel Training/Ambassador Program
  - ✓ Older Driver Safety Program information system
  - ✓ Coordination with Dialysis Centers
  - ✓ One Stop Transportation Call Center and Website

- Coordinate in the Development of STA's Consolidated Transportation Services Agency
- Coordinate with Solano Community College in the development and establishment of a new student fee for transit.

### **Funding**

- Monitor the implementation of the Intercity Transit Funding Agreement
- Maximize Regional Measure (RM) 2, Prop 1B, 5310, 5311, Lifeline and other funding opportunities and work with STA to set priorities for capital and operating
- Implement and monitor Lifeline Funding Program
- Monitor and provide input into legislation to ensure adequate levels of transit funding
- Monitor and provide input into regional policy development to ensure adequate levels of transit funding.
- Update TDA matrix
- 
- Develop and Update the funding strategy plan for SolanoExpress Bus Replacements as needed
- Review status of projects for the transit component for the Regional Transportation Impact Fee (RTIF)
- Develop Funding List to assist in funding transit priorities projects
  - ✓ Federal Section 5311
  - ✓ Lifeline Funding
  - ✓ STAF (Population Based)
  - ✓ STAF Regional
  - ✓ Prop 1B (Population Based)

### **Marketing of Transit Services and Programs**

- Participate in the updating of SolanoExpress marketing.
- Plan, prioritize, and implement marketing support for intercity transit services including display of intercity route schedule information at key bus stops.
- Coordinate and participate in countywide and regional transit marketing activities.
- Update, print, and distribute SolanoExpress brochure, wall maps, website and other materials.



DATE: March 12, 2015  
TO: STA TAC  
FROM: Andrew Hart, Associate Planner  
RE: Fiscal Year (FY) 2015-16 Transportation Fund for Clean Air (TFCA) 40%  
Program Manager Funds

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**Background:**

The Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds are administered by each Bay Area county Congestion Management Agency (CMA). Eligible TFCA projects are those that reduce air pollution from motor vehicles. Examples include clean air vehicle infrastructure, vanpools, clean air vehicles, shuttle bus services, bicycle projects, and alternative modes promotional/educational projects.

Funding for the TFCA program is provided by a \$4 vehicle registration fee, with 60% of the funds generated applied toward the TFCA Regional Program and the remainder toward the county 40% Program Manager Program. The BAAQMD, in coordination with the CMA's, establishes TFCA policies for both programs annually. The estimated TFCA Program Manager Funds available for Solano County in FY 2015-16 is \$328,076.

Southwestern portions of Solano County located in the Bay Area Air Basin are eligible to apply for these funds. This area includes the cities of Benicia, Fairfield, Suisun City, and Vallejo. The Yolo Solano Air Quality Management District provides similar funding (i.e. Clean Air Program Funds through a different process) for the remaining cities of Dixon, Rio Vista and Vacaville and the unincorporated County within the Yolo-Solano Air Basin.

**Discussion:**

Over the past few years, the STA Board has committed BAAQMD TFCA funds to match funds provided by Eastern Solano Congestion Mitigation Air Quality (ECMAQ) Improvement Program for the Solano Napa Commuter Information (SNCI) Program. The TFCA clean air funding is a logical local match for federal ECMAQ funding. SNCI's Rideshare and Incentives is a cost effective and successful program in terms of air emission benefits as calculated through the BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion and improve the quality of life in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations (27 new vanpools in FY 2013-14), bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Commute Challenge).

Similar to last year, STA staff is recommending the continued allocation of \$220,000 for the SNCI program from this year's TFCA program to continue matching funding provided by ECMAQ.

STA staff is also recommending a call for eligible clean air projects for the remaining balance of \$108,076. All eligible projects must meet a cost-effectiveness calculation of \$90,000/ton of emission reductions and must be committed to providing monitoring reports twice a year. Past projects funded through the TFCA program included Class I and II bike paths, climate or clean air education materials, and Safe Routes to School Projects. STA staff intends to identify projects and programs in western Solano County that align well with the goals of the BAAQMD and STA to encourage applications to be submitted.

**Fiscal Impact:**

Solano County is estimated to have \$328,076 available for TFCA Program Manager funds in FY 2015-16. STA staff is recommending \$220,000 for SNCI's program as match for ECMAQ funds. The SNCI program will not be able to operate at its current level if the \$220,000 is not approved. A call for projects is recommended for the remaining balance of \$108,076.

**Recommendation:**

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

1. \$220,000 from FY 2015-16 TFCA Program Manager Funds for the Solano Napa Commuter Information Program; and
2. Authorize the Executive Director to issue a call for projects for the remaining balance of FY 2015-16 TFCA Program Manager Funds in the amount of \$108,076.



DATE: March 17, 2015  
TO: STA TAC  
FROM: Robert Guerrero, Senior Project Manager  
RE: STA Sound Wall Retrofit Policy

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**Background**

Sound walls located adjacent to highway corridors are 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 Sound Wall 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 Retrofit Projects are eligible for STIP funds, the STA Board has not identified it as a priority 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.

The STA was 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 recommended a Sound Wall Policy that is similar to ACCMA's.

**Discussion:**

Attached is STA staff's proposed version of a Sound Wall Policy utilizing ACCMA's as a model with a proposed revision defined below (Attachment A). 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 STA's summary flow chart which illustrates each step outlined in the proposed policy.

This Item was reviewed and approved at the February 25, 2015 TAC meeting and was subsequently reviewed by the STA Board on March 11, 2015. The STA Board directed STA staff to work with the TAC to include additional text that emphasizes Sound Wall Retrofit Projects are a low priority for STIP funding. The STA Board members generally agreed that STIP funding should be concentrated on regionally significant countywide priority projects. As directed, STA Staff proposes the following language to be included at the beginning of Sound Wall Retrofit Project Policies:

*"Sound Wall Retrofit Projects are eligible projects for the State Transportation Improvement Program (STIP); however, given the local nature of this type of projects and the limited STIP funds available to Solano County, it is deemed the lowest priority for STIP funding. As such, Sound Wall Retrofit projects will not be considered until all other STIP priority projects are completed.*

*The Policies set forth below defines steps necessary for the STA Board to begin to consider a specific Sound Wall Retrofit Project. It does not guarantee that the project receive funding or preclude a local agency from using local funds to complete the project."*

STA staff is seeking input on the additional text from the TAC before bringing it back to the STA Board for further consideration.

**Fiscal Impact:**

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

**Recommendation:**

Forward a recommendation to the STA Board regarding the draft STA Sound Wall Retrofit Policy.

Attachments:

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

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

**NOTICE BEFORE PROCEEDING**

**Sound Wall Retrofit Projects are eligible projects for the State Transportation Improvement Program (STIP); however, given the local nature of this type of projects and the limited STIP funds available to Solano County, it is deemed the lowest priority for STIP funding. As such, Sound Wall Retrofit projects will not be considered until all other STIP priority projects are completed.**

**The Policies set forth below defines steps necessary for the STA Board to begin to consider a specific Sound Wall Retrofit Project. It does not guarantee that project receive funding or preclude a local agency from using local funds to complete the project.**

**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.

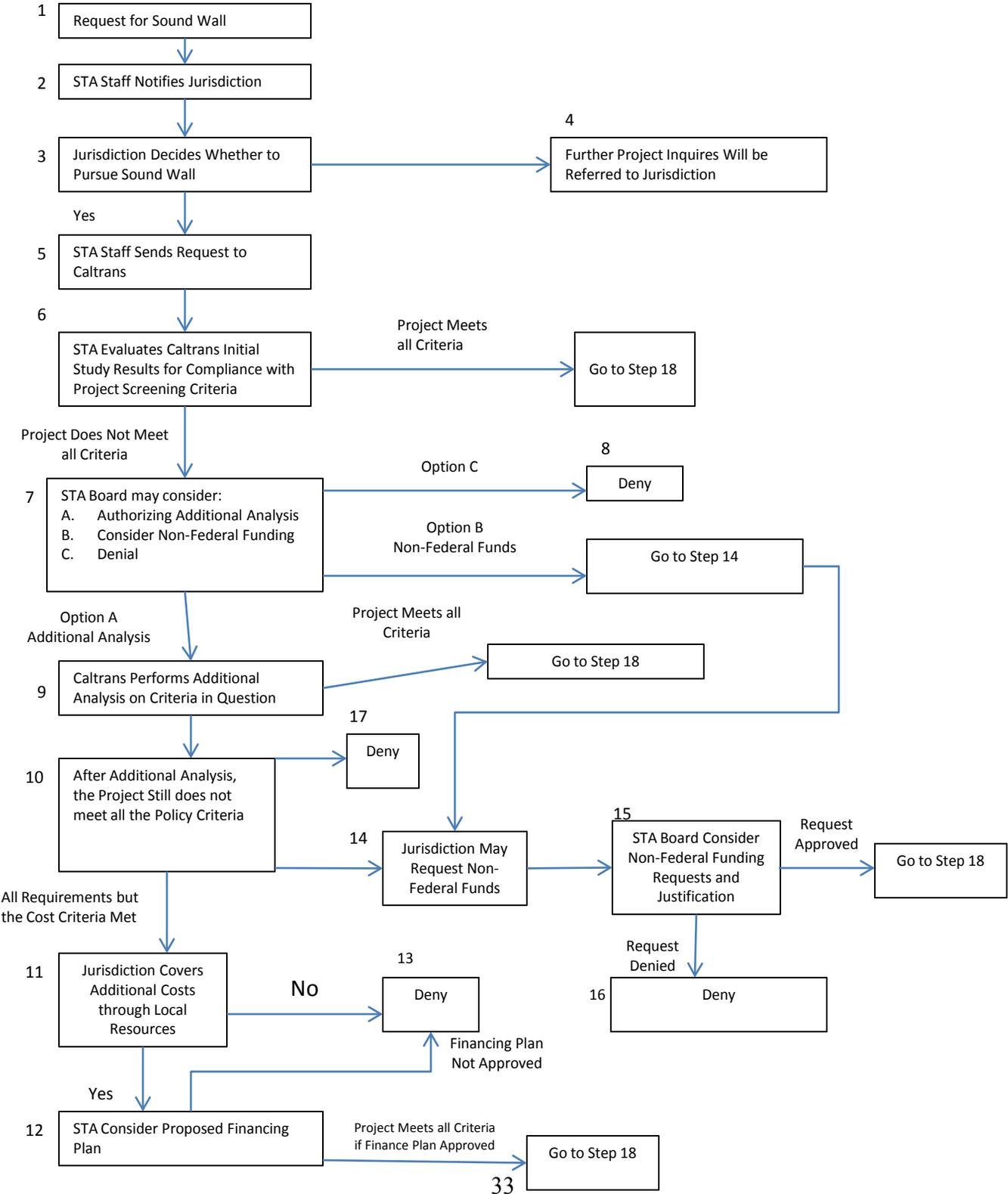
The jurisdiction must also pass a resolution of support as an agenda item at one of its meetings for alternative noise abatement projects. The resolution should be forwarded to the STA with the written signatures of the affected property owners acquiescing to the project.

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

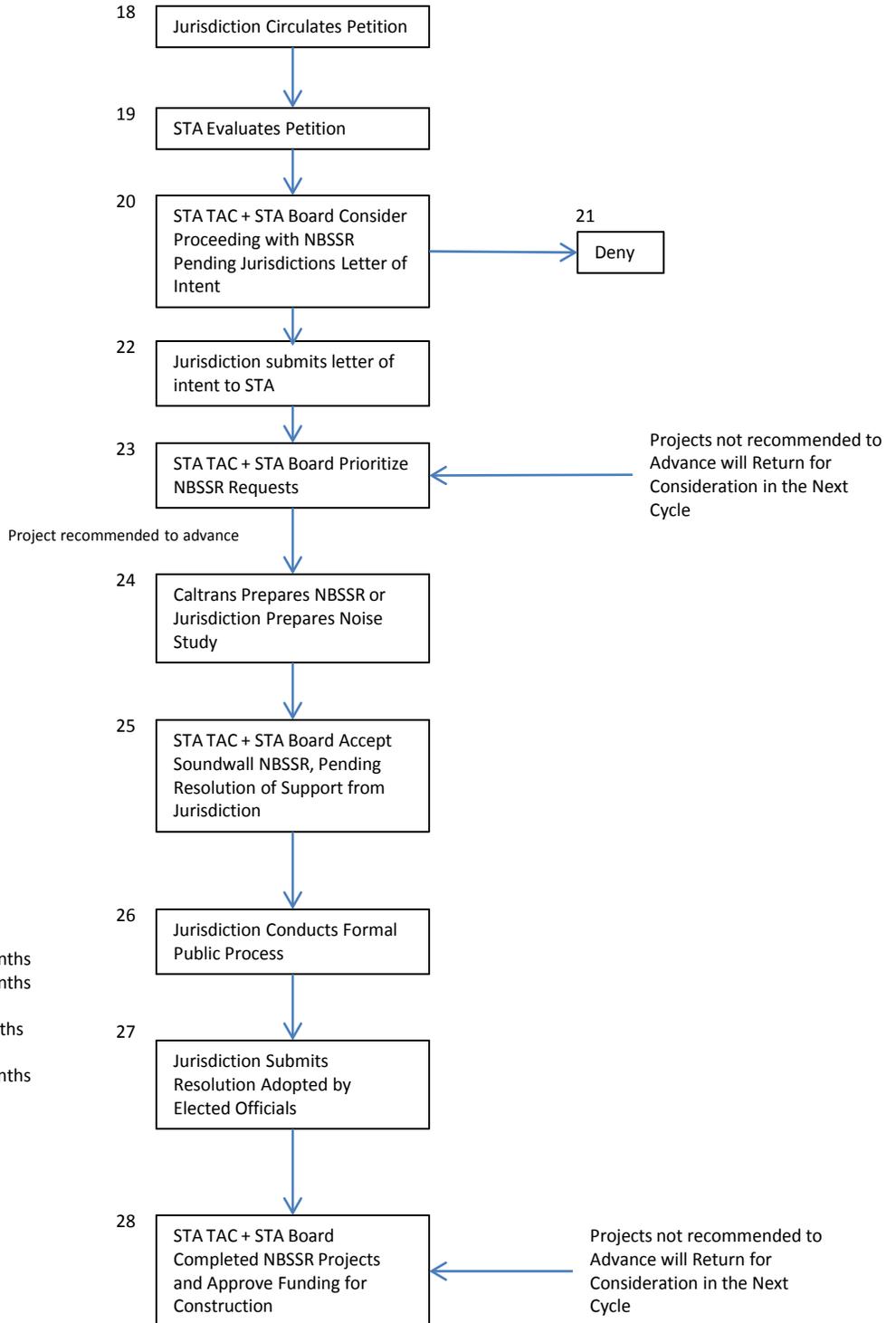
In the event that there is neither the staff time nor the funds available for all the requested projects, STA TAC will recommend which project should receive the highest priority. The criteria outlined in Step 23 to prioritize studies will be used in this step to prioritize the projects for funding. 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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Proposed Solano Transportation Authority Freeway  
Sound wall Policy  
PHASE 1 INITIAL SCREENING  
PROCESS



**PHASE 2  
NBSSR AND PUBLIC  
INPUT**



Steps 18-19 = approx. 2 months  
 Steps 20-22 = approx. 2 months  
 Step 23 = approx. 2 months  
 Step 24 = approx. 9-12 months  
 Step 25 = approx. 2 months  
 Steps 26-27 = approx. 4 months  
 Step 28 = approx. 2 months



DATE: March 12, 2015  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: State Route (SR) 12 East Gap Closure Project

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**Background:**

State Route (SR) 12 is an important east-west state highway that bisects southern and central Solano County, between Rio Vista and Interstate 80 (I-80) in Fairfield. SR 12 provides access to Rio Vista, cargo access to Travis Air Force Base, transportation of goods to and from both agricultural and wind resource areas in the eastern county, and carries commuters and regional traffic from Napa, Solano, Sacramento and San Joaquin counties.

SR 12 carries significant traffic volumes during regular week days and, in summer, high volumes of recreational traffic accessing the Sacramento-San Joaquin Delta on weekends. The presence and operation of three movable bridges, including one over the Sacramento River in Rio Vista, can lead to significant delays due to traffic volumes and long queues while the bridges are open. In addition to volume and operational conditions, SR 12 has also been an area of significant safety concern for Solano residents and communities. In order to address these issues, STA, the San Joaquin Council of Governments, the Metropolitan Transportation Commission and Caltrans funded and completed a corridor study, covering SR 12 from I-80 to I-5. The study was completed in June 2012, and re-published with minor technical corrections in November of 2012.

In 2007, after a series of fatal accidents on SR 12 in Solano and San Joaquin counties, the California Department of Transportation (Caltrans) funded a safety project on SR 12 from the Suisun City limits to Currie Road, east of SR 113. The project included installation of standard-width shoulders, protected left turn pockets into public roads, better drainage, and corrections to vertical and horizontal curves. This project was funded from the State Highway and Protection Program (SHOPP). Caltrans also began the design and environmental clearance of a second SHOPP-funded project, from Currie Road east to Somerset Road in Rio Vista. Caltrans programmed SHOPP funding for this project from the California Transportation Commission (CTC).

**Discussion:**

Currently there is a SHOPP project under construction from Azevedo Road to Liberty Island Road. This project will provide standard eight-foot shoulders in both directions of State Route 12 from Azevedo Road to Liberty Island Road (PM 22.7/23.7), correct non-standard vertical curves at PM 21.3, PM 23.1, and PM 23.2, overlay the travel-way with 6" HMA from 500 feet west of Azevedo Road (PM 22.6) to Liberty Island Road (PM 23.7), and add left-turn pockets at Currier Road (PM 20.6), McCloskey Road (PM 21.3), and Azevedo Road (PM 22.7). Attachment A is the Caltrans Fact Sheet for this project.

At the request of the STA, Caltrans has also initiated the environmental studies for the SR 12/113 intersection improvements. This project is programmed for construction in the SHOPP for FY 2017-18.

These important safety projects have made and will further make SR 12 East a standardized roadway that is necessary to handle the significant east-west travel that exists today. However, once these projects are completed, there is currently no programmed projects in the SHOPP for the remaining segments of SR 12 East. Specifically from Liberty Island Road (PM 23.7 to Drouin Drive (PM 25.6). Attachment B is the draft Caltrans Fact Sheet the highlights the necessity of completing the segment to close the gap of SR 12 East. Caltrans has initiated a Project Study Report (PSR), but at this point, the project is not funded. Also, while the Caltrans District staff is proposing that this Gap Closure Project scope include the construction of the 8 foot shoulders and standard 12 foot wide lanes, the individual safety history of this section may not qualify it for funding in the SHOPP program. However, as this Project represents a 1.9-mile gap closure of the 24.6 mile long SR 12 East Corridor, it could compete for SHOPP funding if there is significant local and regional support for the project. Attachment C is a presentation that reflects the current conditions and proposed improvements for the Gap Closure Project. The Gap Closure Project is estimated to cost \$15 million for construction.

Once Caltrans completes the PSR, the project will be eligible to compete for statewide SHOPP funding. Staff will be seeking a Letter of Support from the STA Board for getting the PSR completed by June 2015 and the project included in the 2016 SHOPP program. This proposed Letter of Support will be more effective with additional Letters of Support from other agencies.

**Fiscal Impact:**

There is no fiscal impact to STA.

**Recommendation:**

Forward a recommendation to the STA Board to Authorize the Chair to forward a letter to Caltrans to:

1. Complete the SR 12 Gap Closure Project Study Report to be completed by June 2015;  
and
2. Support funding for the SR 12 Gap Closure Project in the 2016 SHOPP for rehabilitation including constructing standard cross-section of 8 foot shoulders and 12 foot lanes.

Attachments:

- A. Caltrans Fact Sheet SR 12 SHOPP Project from Azevedo to Liberty Island Road.
- B. Draft Caltrans Fact Sheet Gap Closure Project
- C. SR 12 Gap Closure Project Presentation

# SOLANO 12 ACCIDENT REDUCTION PROJECT FACT SHEET



## The Project

This project proposes to provide standard eight-foot shoulders in both directions of State Route 12 from Azevedo Road to Liberty Island Road (PM 22.7/23.7), correct non-standard vertical curves at PM 21.3, PM 23.1, and PM 23.2, overlay the travel-way with 6" HMA from 500 feet west of Azevedo Road (PM 22.6) to Liberty Island Road (PM 23.7), and add left-turn pockets at Currie Road (PM 20.6), McCloskey Road (PM 21.3), and Azevedo Road (PM 22.7).



## The Need

Under the Department's Collision Reduction Program, the purpose of this project is to reduce accidents and minimize accident severity involving fixed objects, and provide a clear recovery zone off the traveled way on SR-12 between Azevedo Road (P.M. 22.7) and Liberty Island Road (PM 23.7).

There are three non-standard vertical curves at PM 21.3, PM 23.1, and PM 23.2 need to be corrected to meet the stopping sight distance for a 55 mph design speed. In addition, it is proposed to overlay the travel-way with 6" of Hot Mix Asphalt (HMA) from PM 22.6 to PM 23.7 for a long-term benefit to the mainline

## Benefits

The outcome of this project will provide the traveling public roadway that meets the current standard. The 8-foot standard shoulders will provide refuge areas for disabled vehicles and access to emergency response vehicles. The profile correction will provide drivers with standard stopping sight distances. This project will also provide left-turn pockets at Currie Road, McCloskey Road, and Azevedo Road.

Under the Clean Up the Roadside Environment (CURE) Program, this project will remove trees that are within the clear recovery zone.

## Project Status

The project was voted on 8/6/2013.

## Project Costs

The capital construction cost is \$10,936,000.

## Project Schedule

Start Construction: Spring 2014  
Finish Construction: Spring 2015

## Summary

The project will improve traffic operations, and promote traffic safety along the corridor.



(# Quarter)

# EA 0J630K

**EFIS Project ID: 041400020**

**Description:** On Route 12, in Solano County, near Rio Vista, PM 20.57/22.7 & 23.7/26.41.

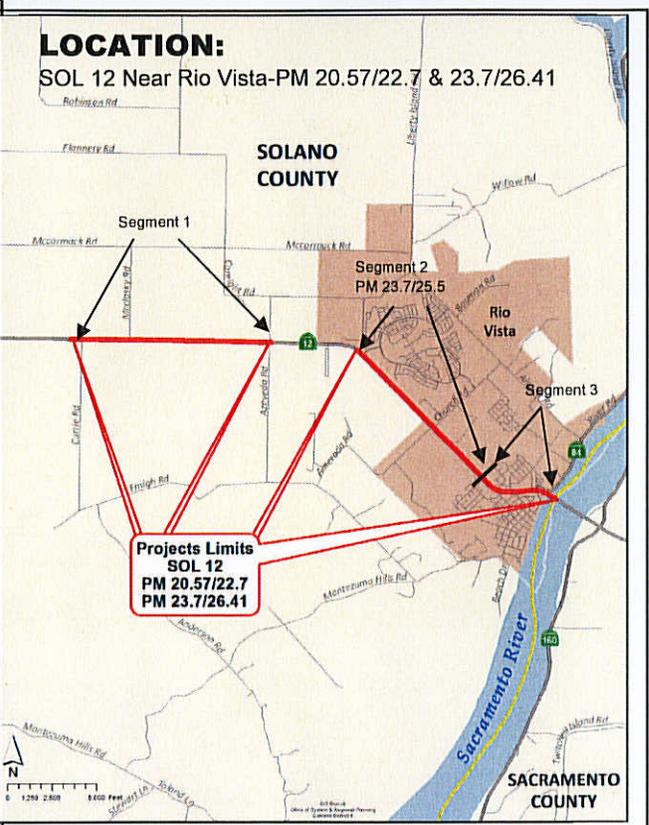
**Scope:** Roadway rehabilitation (3R). Rehabilitate roadway, provide standard shoulders and travel lanes, correct profile, provide ADA compliant pedestrian facilities and correct drainage deficiencies.

**Environmental:**  
**Document Type –** Neg Dec—TBD.  
**Permits:**TBD

**Right of Way:**  
 TCE - Yes—TBD  
 No. of Full Take – Yes-TBD  
 No. of Partial Take – Yes- TBD  
 Utility Relocation/protection – Yes—TBD

**Draft Preliminary Cost Estimate (in \$1,000)**  
 Structure: \$ 0  
 District: \$ 22 Mill (Current)  
 R/W: \$ 3 Mill

**Purpose:** Preserve the roadway, provide standard roadway cross section, and improve profile and drainage.  
**Need:** Segment 1: Roadway condition has been indentified to require rehabilitation. Segment 2: The last portion of corridor without shoulders, has non standard travel lane and vertical profile, and needs pavement rehab. Segment 3: Urban portion needs drainage improvements, ADA compliant pedestrian facilities and pavement rehab.



**SCHEDULE:**

Milestone	Original	Revised
Approved PID	6/30/2015	12/30/2015
PA&ED	07/01/2018	7/01/2020
PSE	12/01/2019	12/01/2021
RWC	06/01/2020	6/01/2022
RTL	06/01/2020	6/01/2022
Award	09/30/2020	9/30/2022
Construction Contract Acceptance (CCA)	09/30/2022	9/30/2024

**PROJECT NOTES:** Funding: TBD

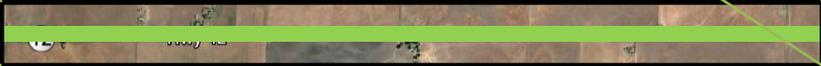
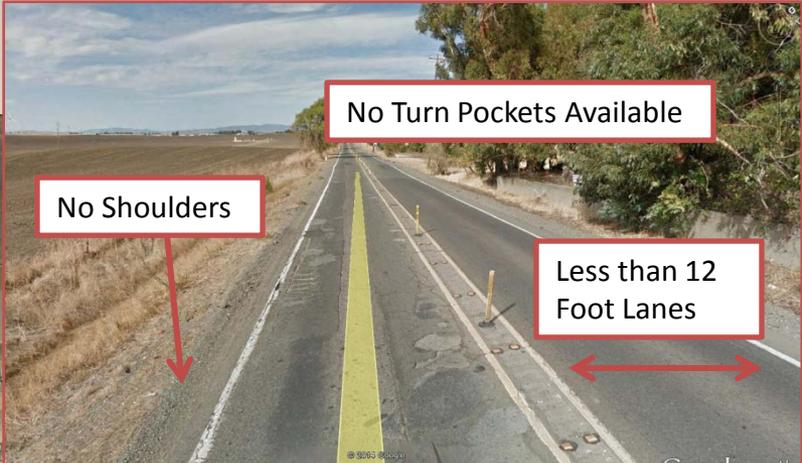
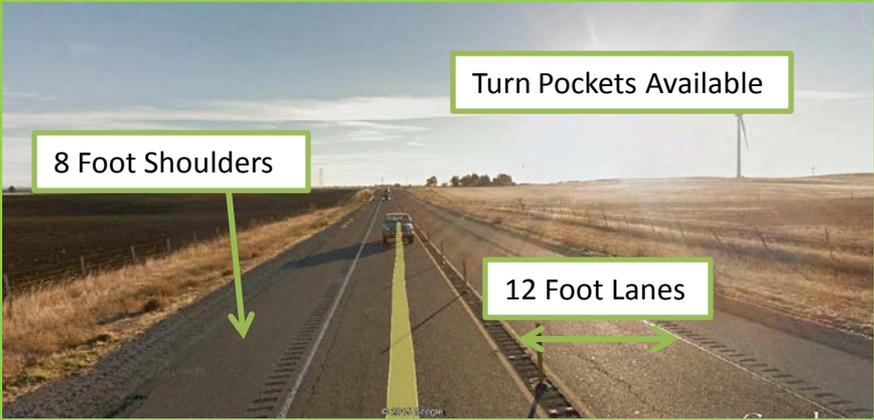
2016 - Downtown Rio Vista  
 Jan Vick SRTZ association

# State Route 12



Gap Closure Project

# SR12 Projects - Current Status



**Gap Closure**  
Liberty Island Rd to Druin Dr.

Google earth

# Scope and Estimated Cost of Gap Closure Project

*Last Segment along SR12 corridor without shoulders or  
turn pockets in Solano County*

## Scope of Work:

- 1.9 mile safety project from Liberty Island Rd to Azevedo Rd
- Add 8 Foot Shoulders
- Widen Road to accommodate standard 12 foot travel lanes
- Construct Left-turn pockets to adjacent roads

Estimated Cost: \$15M, funded with State SHOPP

# Gap Closure

## Current Condition Vs. Proposed Condition

### Current Condition



### Proposed Condition





DATE : March 13, 2014  
TO: STA TAC  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Rail Facilities Plan Update

---

**Background:**

The Solano Rail Facilities Plan was adopted in 1995, and was followed up the past twelve years by the 2003 Napa-Solano Passenger Rail Study. These documents have guided STA in identifying and prioritizing rail-related investments and interaction with the Capitol Corridor Joint Powers Authority (CCJPA).

The 1995 Plan was instrumental in helping determine the location of a second rail station in Solano County - the Fairfield/Vacaville station, to be located at the intersection of Peabody and Vanden Roads. Two other potential locations were also identified - downtown Dixon and Lake Herman Road in Benicia at Lake Herman Road near I-680.

In 2014, the STA Board approved developing an update to the 1995 Plan, in part to update priorities for rail stations and future service and rail freight priorities beyond the pending development of the new Fairfield/Vacaville Intermodal Station and its Capitol Corridor train stop. While the Plan update focuses on the passenger rail facilities along the main Union Pacific Railroad (UPRR), it also addresses passenger rail potential in the Vallejo area, and freight rail throughout Solano County. Initial scoping and development of the Plan update has been guided by a Rail Technical Advisory Committee (RTAC), made up of staff from affected jurisdictions and the CCJPA. Consultant support has been provided by McKenzie/McCrossan.

**Discussion:**

The RTAC, Consortium, TAC and Board have reviewed the existing conditions (facilities and ridership), freight rail and station location criteria of the Plan previously. The new chapters of the plan are future passenger facilities, safety and sea level rise adaptation. The main recommendations of the updated Plan are:

- During the next ten years, the priority is implementation of the pending Fairfield/Vacaville station and upgrade of the current Suisun/Fairfield Train Depot. After ten years, update the Solano Rail Facilities Plan and evaluate Solano and system-wide ridership and on-time performance data and re-examine the viability of an additional train station in downtown Dixon.
- Encourage the development of more integrated land uses and enhanced transit and bike/pedestrian connectivity around the existing Suisun Fairfield and pending Fairfield/Vacaville train stations in order to maintain and steadily increase ridership at both stations.

- Work closely with local transit providers to ensure coordinated bus service for residents of Fairfield, Suisun City and Vacaville, and employees at Travis Air Force Base and other nearby large employment centers, directly to the new Fairfield/Vacaville station
- Allow for private rail providers to take the lead for potential passenger rail service in the Vallejo/Napa corridor.
- Focus rail safety investments first and foremost on the Tabor Avenue crossing in Fairfield.
- Closely track state and federal actions on rail car and facility safety, especially in regards to Crude By Rail shipments into and through Solano County.
- Be prepared to deal with sea level rise issues as part of a larger regional approach to dealing with climate change.
- Consider pursuing national Amtrak service be provided at one of the rail stations.

The draft Plan will be reviewed by the RTAC and TAC on March 25, and forwarded to the STA Board for consideration on April 15. If adopted, the updated Plan will serve as the basis for STA rail decisions until it is updated (anticipated in 2025).

**Recommendation:**

Forward a recommendation to the STA Board to authorize release for review and comment the draft 2015 Solano Rail Facilities Plan provided as Attachment A.

**Attachments:**

- A. Solano Rail Facilities Draft Plan Update (To be provided under separate cover.)



DATE: March 12, 2015  
TO: STA TAC  
FROM: Andrew Hart, Associate Planner  
RE: Active Transportation Program (ATP) Update - Discussion of Potential Candidate Projects

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**Background:**

The Active Transportation Program (ATP) is the new statewide funding program for bicycle and pedestrian projects. The program began in 2014 and has continued to be developed and refined this year. Cycle 1 of ATP saw 126 projects submitted, 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. MTC funded 10 projects, totaling \$30.7 million. None of the MTC-funded projects were in Solano County.

Solano applicants will have two funding opportunities:

- Statewide competition: \$180M
- Regional competition through MTC: \$30M

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 June 1, 2015.

In preparation for Cycle 2, STA staff has attended many workshops and webinars as the program guidelines and scoring criteria have been developed, advocating when appropriate. Additionally, STA staff worked with city and county staff on identifying potential ATP projects within Solano County.

**Discussion:**

Over the course of a few meetings between STA and agency staff, six applications are emerging as the most competitive projects from Solano County. The applications include projects for Safe Routes to School, Safe Routes to Transit, Bay Trail and Vine Trail gap closures, and an Active Transportation Plan. The cities of Benicia, Vallejo, Fairfield, Suisun City, and Rio Vista and Solano County are all represented in these six applications. STA staff will provide technical assistance and guidance with the application preparation.

The following is a list of the applications with their funding requests and a brief summary:

**Bay Trail/Vine Trail** **\$5.3 M**  
Construct segments of the Vine Trail in the City of Vallejo, including from Napa County Line, under SR 37 along Broadway Street, and to Sonoma Boulevard/SR 29 (Segments 3 and 4).  
Construct segments of the Bay Trail (segments 1 and 2, along Meadows Drive and across a

private shopping center). Construct the joint Bay Trail/Vine Trail segment from SR 37/ Sacramento Street onto Wilson Avenue (Segment 5).

*Project sponsor: STA/City of Vallejo*

**Fairfield – East Tabor Avenue** **\$1.7 M**

Install new sidewalk on north side of East Tabor Avenue to serve students traveling to Tolenas Elementary which is located in Solano County and Grange Middle School located in Fairfield. The project will also widen the existing sidewalk on Tolenas Road from Tolenas Elementary to East Tabor Avenue, and increase landing area at the intersection of East Tabor/Tolenas.

*Project Sponsor: City of Fairfield*

**Fairfield – Transportation Center Gateway**

Class I Bike Path/sidewalk on south side of West Texas St. (I-80 EB to Beck Ave); Intersection Crossing Enhancements; Modify intersection to reduce speed and improve pedestrian/bike access, direct bus ramp to platform. Project addresses 4 critical strategies in STA's 2011 Safe Routes to Transit Plan.

*Project Sponsor: City of Fairfield*

**Rio Vista – Active Transportation Plan** **\$100,000**

The development of a bicycle and pedestrian plan for the city of Rio Vista. Currently no planning document fills this need for the city.

*Project Sponsor: City of Rio Vista*

**Solano County – Farm to Market** **\$1 M**

Construct 6 foot Class II bike paths on both sides of Suisun Valley Road from Fairfield City Limit to Ledgwood Creek Road (2.4 miles). The Project will widen the pavement 10 feet and reduce the lane width from 12-foot lanes to 11-foot lanes without any need for additional right-of-way. This project will connect Fairfield residents to the Rockville and Mankas Corner agricultural commerce areas with new bicycle facilities.

*Project Sponsor: Solano County*

**Suisun City – McCoy Creek Trail** **\$1.87 M**

Phase I, of a 3 phase project. Connect to existing Class I path at Pintail Dr. Build path along McCoy Creek from Pintail Dr, connecting to existing Class I facility to Humphrey Dr. Construct bridge over Laurel Creek.

*Project Sponsor: City of Suisun City*

**STA Safe Routes to School (bundle)** **\$2.8 M**

Various smaller projects (each under \$1M) near schools in Benicia, Rio Vista, and Vallejo. These include sidewalk gap closures, traffic calming improvements, crosswalk enhancements, and pedestrian flashing beacons. In addition to the physical improvements, a non-infrastructure component for the SR2S program to support these new improvements will be included.

*Project Sponsor: STA*

STA staff anticipates requests for letters of support from each of these applicants. Therefore, simultaneously with the approval of the list of projects above, STA staff recommends letters of support for the projects. This approval process is not requisite to apply for ATP funds at the state level; however, MTC has chosen to build into their guidelines a penalty for projects that are not approved by and/or consistent with the region's goals and objectives.

**Fiscal Impact:**

No impact to the STA budget at this time.

**Recommendations:**

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

1. Authorize the Executive Director to sign letters of support for the following ATP applicants:
  - i. Vallejo – Bay Trail/Vine Trail
  - ii. Suisun City – McCoy Creek Trail
  - iii. Fairfield – East Tabor Avenue
  - iv. Solano County – Farm to Market
  - v. Fairfield – Transportation Center Gateway
  - vi. Rio Vista – Active Transportation Plan
2. Authorize the STA Executive Director to apply to the Active Transportation Program (ATP) for a Safe Routes to School grant consisting of non-infrastructure programs and infrastructure projects in the cities of Benicia, Rio Vista, and Vallejo.

Attachment:

- A. Memo to Agency Staff Members re. ATP Summary and Recommendations

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To: Agency Staff Members  
From: Andrew Hart, Associate Planner  
Sarah Fitzgerald, Safe Routes to School Coordinator  
Anthony Adams, Assistant Project Manager  
Date: March 10, 2015  
Subject: Active Transportation Program (ATP) Summary and Recommendations

The Active Transportation Program provides funding for bike and pedestrian projects through a competitive application process at the state and regional level. Cycle 1 in 2014 provided many lessons about the project. STA staff has watched closely and provided input as guidelines for Cycle 2 were developed in late 2014 and early 2015. Though guidelines and application documents are still in draft form, STA wants to provide summaries of the scoring criteria as well as recommendations for applications coming out of Solano County.

The following is a list of the general questions and associated points in the applications. More specific questions will likely be asked within the questions below:

**QUESTION #1**

**POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)**

**QUESTION #2**

**POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)**

**QUESTION #3**

**PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

**QUESTION #4**

**IMPROVED PUBLIC HEALTH (0-10 points)**

**QUESTION #5**

**BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**



**QUESTION #6**  
**COST EFFECTIVENESS (0-5 POINTS)**

**QUESTION #7**  
**LEVERAGING OF NON-ATP FUNDS (0-5 points)**

**QUESTION #8**  
**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)**

**QUESTION #9**  
**APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS**  
*( 0 to-10 points OR disqualification) For Caltrans District response only*

STA recommendations:

- 1- **Suisun McCoy Creek** (\$1.87 M) – Safe Routes to School
  - Apply as a standalone project due to cost and timing
  - Emphasize connections to destinations (schools, homes, etc) and health benefits
  - Provide maps showing the investment is located in a disadvantaged community
  - Show leveraging of non-ATP funds (OBAG & local funds)
  - Encourage schools to engage in SR2S activities – safety assemblies, bike rodeos, walk and roll weeks, established walking school buses.
  - Conduct travel surveys (Suisun Elem & Dan O Root both participated in school travel surveys and International Walk to School Day in Oct 2014)
  - Planning process (found in SR2S 2013 Plan Update and on BAC project list)
  - Highlight multiple partners: City of Suisun City, STA, Solano County Public Health, FSUSD, Police Departments
  
- 2- **Fairfield East Tabor** (\$1.7 M) – Safe Routes to School
  - Apply as a standalone project due to cost and timing
  - Emphasize connections between school and homes
  - Health benefits
  - Show benefits to disadvantaged community
  - Plans to work with school to promote safe use of the facility (SR2S)
  - Counts of students currently will show need for project
  - Encourage schools to engage in SR2S activities – safety assemblies, bike rodeos, walk and roll weeks, established walking school buses, as appropriate.
  - Conduct travel surveys (neither Grange MS nor Tolenas Elem has participated in the SR2S travel survey)
  - Planning process (found in SR2S 2013 Plan Update)
  - Highlight multi-jurisdictional (County and City)
  - Highlight multiple partners: City of Fairfield, Solano County, STA, Solano County Public Health, FSUSD, Police Departments



Solano Transportation Authority

*...working for you!*

- 3- **Bundle SR2S projects in Rio Vista, Vallejo, and Benicia** (\$TBD, max \$3 M)
  - Emphasize the portions of the projects that are in disadvantaged communities
  - Health benefits
  - Highlight non-infrastructure component supporting the infrastructure
  - Safety improvements using crash data
  - Conduct travel surveys
  - Encourage schools to engage in SR2S activities – safety assemblies, bike rodeos, walk and roll weeks, established walking school buses
  - Planning process (found in SR2S 2013 Plan Update)
    - Highlight multi-jurisdictional (County and City)
    - Highlight multiple partners: Cities of Rio Vista, Vallejo, Benicia, STA, Solano County Public Health, RDUSD, VCUSD, BUSD, Police Departments
  - *Recommend to adjust the costs of projects to achieve the highest proportion of funds going to DACs.(?)*
  
- 4- **Solano County Farm to Market** (\$1 M)
  - Highlight safety improvements using crash data – SWITRS/Police Departments
  - Public outreach with Suisun Valley residents
  - Planning process in the specific plan
  - Leveraging of non-ATP funds
  - Health benefits
  
- 5- **Fairfield FTC Gateway** (\$2.9 M)
  - Apply as a standalone project due to cost and the multiple components
  - Emphasize safety improvements referencing crash data and difficult/challenging connections for bike/ped
  - Health benefits
  - Connections between destinations (college, transit center, retail, housing)
  - Show on map the project within disadvantaged community
  
- 6- **Rio Vista Active Transportation Plan** (\$100k)
  - Highlight the need for a plan
  - Health benefits especially for an aging population
  - Disadvantaged community (CalEnviro Screen)
  - Planning process (RioVison community outreach process)

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DATE: March 13, 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). An updated Legislative Bill Matrix listing state bills of interest is available at <http://tiny.cc/staleg>.

**Discussion:**

Assembly Member Jim Frazier has introduced Assembly Bill [\(AB\) 194](#) (Attachment E), which would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency "consult" with any local transportation authority such as STA prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority's jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane. STA staff is in discussion on this topic with the Bay Area Congestion Management agencies and with the Metropolitan Transportation Commission staff. Staff recommends a position of *support in concept*.

**Fiscal Impact:**

None.

**Recommendation:**

Recommend the STA Board take the following position:

- Assembly Bill (AB) 194 (Frazier) - authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane;  
*Support in concept*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 194 (Frazier)

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**SHAW/YODER/ANTWIH, inc.**  
 LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

March 4, 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 – March 2015**

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***Legislative Update***

February 27 marked the last day for members of the Legislature to introduce bills for consideration in the first year of the 2015-16 Legislative Session. In total, 1,569 Assembly bills and 839 Senate bills were introduced by the deadline. We have flagged several bills for STA's consideration and discuss some of the more relevant bills under ***Bills of Interest***, below. The Legislature breaks for Spring Recess on March 26.

***Gasoline Excise Tax Lowered By Board of Equalization***

On February 24, the Board of Equalization (BOE) took an action, which would take effect on July 1, 2015, to lower the excise tax on gasoline from 18 cents a gallon to 12 cents a gallon. This action could reduce transportation funding by an estimated \$1 billion in 2015-16, which will directly impact local streets and roads, state highways, and mass transportation.

Pursuant to the 2010 "Gas Tax Swap," which reduced the sales tax on gasoline and replaced it with an additional excise tax, the BOE is statutorily required to adjust the state excise tax on gasoline so that it equals the anticipated revenue that would have been generated by the sales tax on gasoline. Due to the recent decline in the price of gasoline (projected by BOE to have a base price of \$2.66 per gallon), the sales tax revenue that would have been produced is projected to decline. In order to keep the gas taxes revenue neutral, BOE is required to lower the "swap-based" excise tax from the 2014-15 rate of 18 cents per gallon to 12 cents per gallon in 2015-16.

Revenue from the "swap-based" excise tax is used to support the loss of weight fee revenues in the State Highway Account (approximately \$1 billion in 2014-15), with what remains distributed on a formula basis to cities and counties for local streets & roads (44 percent), the STIP (44 percent), and the SHOPP (12 percent). The BOE's action would result in revenues from the excise tax dropping from \$2.6 billion in 2014-15 to \$1.6 billion in 2015-16, leaving an estimated \$600 million for the aforementioned formula split after weight fees are transferred.

**SB 321** has been introduced by Senator Jim Beall, Chair of the Senate Transportation and Housing Committee, to address future fluctuations in the excise tax. We provide further information on this bill

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 Fax: 916.446.4318  
 1415 L Street, Suite 1000  
 Sacramento, CA 95814

below under ***Bills of Interest***. A coalition of public agencies and transportation interest groups has emerged to deal with this revenue decline; we participate in that effort, and we will continue to engage members of the Legislature, the Administration, and BOE on this issue.

***Assembly Democratic Leadership Transportation Funding Package***

Assembly Speaker Toni Atkins (D-San Diego) announced her intention that the Assembly develop a comprehensive transportation funding package, including: the repayment of vehicle weight fees; early repayment of outstanding transportation loans; and, the creation of a new Road User Charge as a fee on vehicle registrations in state (not to be confused with the mileage-based fee the Administration is working on). We will update the STA as this proposal comes to fruition.

***The Administration Proposes Managed Lanes and Highway Relinquishments***

Last month, the California State Transportation Agency (CalSTA) released draft language for two potential budget trailer bills related to managed lanes and highway relinquishments. The first would follow one of the recommendations in CalSTA's California Transportation Infrastructure Priorities report by eliminating the cap on the number of managed lanes in California and allowing Caltrans and regional transportation agencies to apply to the CTC to establish "toll facilities" on state highways, which include high occupancy toll lanes, express toll lanes, & toll roads, as well as allow for the financing of these facilities through the sale of bonds. Conditions are placed on the use of revenues generated from the tolls collected and all revenues must be used in the corridor from which they are collected. The proposal defines corridor to mean "the state highway or highways, where tolls could be collected" and allows revenues to be used for "transportation systems and facilities that affect the travel performance of, reliability of, or access to those highways or provide another mode of transportation on or within the vicinity of those highways."

The second proposal would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of the Administration's proposal is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system.

***Cap and Trade Programs Underway***

The Governor's Budget proposes \$1 billion in Cap and Trade spending in 2015-16, with 60 percent of that funding earmarked for transportation programs, including the high-speed rail project. The Legislative Analyst's Office, in its review of the Governor's Budget, argues that the administration's estimate is far too low and that Cap and Trade revenues will likely be in excess of \$2 billion.

Concept proposals for **the Affordable Housing and Sustainable Communities (AHSC) Program** were due February 19. The Strategic Growth Council is now reviewing the concept proposals and will invite applicants to submit full proposals by March 11, with the full proposal application due April 15. The Council anticipates awarding projects in June.

The final guidelines for the **Transit and Intercity Rail Capital Program** were released on February 6 and CalSTA issued the call for projects shortly thereafter. Project applications are due to CalSTA by April 10, with projects awarded in June.

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

#### **ACA 4 (Frazier) Lower-Voter Threshold for Transportation Taxes**

This bill would lower voter approval requirements from two-thirds to 55 percent for the imposition of special taxes used to provide funding for transportation purposes. ***We recommend the STA Board adopt a SUPPORT position on this bill.***

#### **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.

#### **AB 194 (Frazier) Managed Lanes**

This bill would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. This bill further requires that a regional transportation agency “consult” with any local transportation authority (e.g. STA) prior to applying for a HOT lane if any portion of the lane exists in the local transportation authority’s jurisdiction. This bill also specifically does not authorize the conversion of a mixed-flow lane into a HOT lane.

#### **AB 227 (Alejo) Vehicle Weight Fees**

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. This bill would also extend the authorization of public-private partnerships. ***We recommend the STA Board adopt a SUPPORT position on this bill.***

#### **SB 32 (Pavley) Extension of the California 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 (e.g. 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.

#### **SB 321 (Beall) Stabilization of Gasoline Excise Tax**

The gas tax swap replaced the state sales tax on gasoline with an excise tax that was set at a level to capture the revenue that would have been produced by the sales tax. The excise tax is required to be adjusted annually by the Board of Equalization (BOE) to ensure the excise tax and what would be produced by the sales tax remains revenue neutral. This bill would, for purposes of adjusting the state excise tax on gasoline, require the BOE to use a five-year average of the sales tax when calculating the adjustment to the excise tax. ***We recommend the STA Board adopt a SUPPORT IN CONCEPT position on this bill.***

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M E M O R A N D U M

February 25, 2015

**To:** Solano Transportation Authority  
**From:** Akin Gump Strauss Hauer & Feld LLP  
**Re:** February 2015 Report

**Fiscal Year 2016 President's Budget**

On February 2, President Obama sent Congress a \$4 trillion budget for fiscal year 2016 that includes a revised version of the Administration's proposed multiyear surface transportation legislation. The proposed bill, which the Administration calls the *Grow America Act*, would authorize \$478 billion over six years. The original version of the bill, included in last year's Budget, authorized \$302 billion over four years. The *Grow America Act* would be funded with revenues from a one-time 14 percent tax on overseas income of U.S. corporations, which is estimated to generate \$238 billion in revenue, in addition to revenues from the gasoline tax.

The *Grow America Act* would authorize a total of \$114.6 billion for transit over six years and \$18.3 billion in fiscal year 2016, an increase of about \$7 billion over fiscal year 2015 spending. Within the amount, funding for transit formula grants would increase from \$8.5 billion in fiscal year 2015 to \$13.9 billion in fiscal year 2016. Capital Investment grants would increase from \$2.1 billion in fiscal year 2015 to \$3.25 billion in fiscal year 2106.

The Act would authorize \$317 billion over six years for the federal highway program. The bill would authorize \$51.3 billion in fiscal year 2016, a \$35 million increase over fiscal year 2015 funding. Funding would increase by \$9 billion annually through 2021. The bill would provide \$1.25 billion annually for the TIGER grant program. The bill also would provide \$1 billion for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which issues low interest loans and loan guarantees to transportation projects.

The Budget proposes funding for two new programs that would address freight movement and highway congestion. The Budget would provide \$1 billion in fiscal year 2016 (and \$18 billion over the life of the bill) for a new freight infrastructure program. These projects could be multi-modal, multi-jurisdictional and corridor-based projects. The Budget also proposes \$500 million annually for a new Fixing and Accelerating Surface Transportation (FAST) program that would make competitive grants to projects that develop innovative solutions to transportation challenges and create performance improvements that address safety and congestion.

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The President's budget also proposes establishing two new types of bonds -- America Fast Forward Bonds (AFFB) and Qualified Public Infrastructure Bonds (QPIBs). Under the AFFB bond program, the federal government would make direct borrowing subsidy payments to governmental issuers (through refundable tax credits) at a subsidy rate equal to 28-percent of the coupon interest on the bonds. The subsidy rate would be revenue neutral relative to the estimated future federal tax expenditures for tax-exempt bonds. The QPIBs would finance public-private infrastructure projects. Projects must be owned by state or local governments and be available for public use. Eligible projects would include airports, docks and wharves, mass transit facilities, water and sewage facilities, solid waste disposal facilities, and qualified highway or surface freight transfer facilities.

### **DOT's 30-Year Outlook**

The Department of Transportation (DOT) released a 30-year outlook called "Beyond Traffic" which highlighted a greater reliance on mass transit and increased freight volume on February 3. The report is intended to encourage a discussion of how to respond to demographic trends, including: 1) projected population growth by 70 million by 2045; 2) declining rural population with 75 percent of U.S. population living in emerging megaregions by 2050; 3) rising population growth in the South and West that may overwhelm existing infrastructure; and 4) increasing freight volume estimated at 45 percent by 2045. DOT has requested that the stakeholders - users, developers, owners, and operators of the transportation network – provide feedback and enter into a discussion with policymakers concerning the future of transportation based on projections in the report.

### **Surface Transportation Reauthorization**

The House Transportation and Infrastructure Committee and Senate Environment and Public Works Committees continued to hold hearings in preparation for consideration of a multi-year reauthorization bill. On February 11, DOT Secretary Foxx testified before the House Committee to promote the Administration's 6-year, \$478 billion multimodal reauthorization proposal. During the hearing, Chairman Bill Shuster (R-PA) spoke in support of a fiscally-responsible, long-term bill to provide certainty for states and non-federal partners to accomplish large projects. He also emphasized the need to adopt innovative financing and new transportation technologies, accelerate project delivery through regulatory reform, and focus funding in areas of greatest need.

On February 25, the Senate Environment and Public Works Committee held a hearing to emphasize the importance of a long-term authorization to users, owners and operators of the transportation system. Witnesses included: Metropolitan Transportation Commission Executive

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Director Steve Heminger; Neenah Enterprises President and CEO Thomas J. Riordan; Utah Department of Transportation Executive Director Carlos Braceras; Susquehanna Glass Company President Walt Rowen; and Ingredion Vice President of Supply Chain and Customer Experience David Gardner. Chairman Inhofe (R-OK) took the opportunity to make a strong statement against “devolution,” a policy that would return responsibility for the highway system to the states, explaining that the policy would not create a transportation network sufficient to maintain U.S. competitiveness.

Congress is coming under increasing pressure to enact a reauthorization bill. Recently, the States of Arkansas, Delaware and Tennessee have issued statements that they will postpone a total more than a billion dollars in construction until more funding becomes available. A bipartisan group of 285 House members sent a letter to Speaker John A. Boehner, R-Ohio, and Minority Leader Nancy Pelosi, D-Calif., urging them to enact a long-term paid-for surface transportation bill this year.

Identifying a stable funding source remains the greatest impediment to enacting a multi-year bill. Some Republican Senators have stated their support for an increase in the gas tax, including Chairman Inhofe, Commerce Committee Chairman John Thune (R-SD) and Sen. Bob Corker (R-TN). Speaker John Boehner (R-OH) and Chairman Shuster have ruled out an increase in the gas tax to bolster revenue to the trust fund, because of opposition within the Republican caucus.

The Administration has proposed imposing a 14 percent tax on foreign revenues of U.S. corporations as part of corporate tax reform, a deep discount to current rates up to 15 percent. However, the Administration opposes proposals to create a voluntary “tax holiday.” Senators Barbara Boxer (D-CA) and Rand Paul (R-KY) have announced that they will introduce legislation (*The Invest in Transportation Act*) which would allow companies to voluntarily return their foreign earnings to the United States at a tax rate of 6.5 percent. A proposal introduced by Rep. John Delany tax repatriated funds at 8.75% percent.

While some Members of Congress and the Administration appear open to using revenue generated by tax reform for transportation funding, congressional staff does not expect that comprehensive tax reform or a standalone repatriation bill will be enacted before the May 31 deadline. It appears increasingly likely that Congress will be forced to pass another short term extension of MAP-21 and to seek alternative tax measures to sustain the trust.

### **Legislation Introduced**

Many bills have been introduced that may be considered as part of the surface transportation reauthorization:

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- *The Highway Runoff Management Act*, S. 518 (Cardin, D-MD) - Requires states to conduct a hydrological impact analysis of storm water runoff from federal aid highways on water resources and develop approaches to reduce the destructive impact of pollution and erosion.
- H.R. 1046 (Norton, D-DC) - Amends the Internal Revenue Code of 1986 to make permanent the rule providing parity for the exclusion from income for employer-provided mass transit and parking benefits. Currently, the monthly benefit for transit expenses is \$130, while the limit for parking is \$250.
- *The Commuter Benefit Parity Act* (King, R-NY) – Amends the Internal Revenue Code of 1986 to make permanent the rule providing parity for the exclusion from income for employer-provided mass transit and parking benefits. The bill would cap the monthly benefit at \$235 for all commuters.
- *The Prohibiting Automated Traffic Enforcement Act*, H.R. 950 (Perlmutter, D-CO) - Prohibits a state or local government authority from using an automated traffic enforcement system for law enforcement purposes, except in a school zone or construction zone. The bill has no cosponsors.
- *The National Freight Network Trust Fund Act*, H.R. 935 (Hahn, R-CA) – Creates a National Freight Network Trust Fund to support grants to states, regional or local transportation organization or port authorities to improve the performance of the national freight network.
- *The Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act*, H.R. 910 (Miller, R-MI) – Makes projects to install vehicle-to-infrastructure communication equipment eligible for funding under the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program.
- *The Rail Crossings Safety Improvement Act*, H.R. 705 (Maloney, D-NY) – Authorizes Rail Line Relocation & Improvement Capital Grant Program (RLR) at \$100 million a year for the next four years to improve safety at rail grade crossings.
- *The State Transportation and Infrastructure Financing Innovation Act (STIFIA)*, H.R. 652 (Hanna, R-NY and Hahn, D-CA) -- Allows states to use up to 15 percent of federal transportation dollars to establish an infrastructure bank for local road and transit projects.

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- *The Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act*, H.R. 680 (Blumenauer, D-OR) - Increases the tax on gasoline and diesel gradually by 15 cents per gallon over three years. There are no cosponsors.
- *The Road Usage Fee Pilot Program Act*, H.R. 679 (Blumenauer, D-OR) – Creates a pilot program to study the feasibility of moving towards a road mileage charge to pay for transportation funding.
- *The Infrastructure 2.0 Act*, H.R. 625 (Delaney, D-MD and Hanna, R-NY) -- Imposes a mandatory, one-time 8.75% tax on existing overseas profits accumulated by U.S. multinational corporations and uses those revenues to fund the Highway Trust Fund for six years and establish a new infrastructure fund for state and local governments.

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**ASSEMBLY BILL****No. 194****Introduced by Assembly Member Frazier**

January 28, 2015

An act to amend Section 149.7 of, and to add Section 149.2 to, the Streets and Highways Code, relating to transportation.

## LEGISLATIVE COUNSEL'S DIGEST

AB 194, as introduced, Frazier. High-occupancy toll lanes.

Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles.

Existing law authorizes a regional transportation agency, as defined, in cooperation with the department to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes, including administration and operation of a value-pricing program and exclusive or preferential lane facilities for public transit, consistent with established standards, requirements, and limitations that apply to specified facilities. Existing law limits the number of approved facilities to not more than 4, 2 in northern California and 2 in southern California, and provides that no applications may be approved on or after January 1, 2012.

This bill would delete the requirement that the above-described facilities be consistent with the established standards, requirements, and limitations that apply to specified facilities and would instead require the commission to establish guidelines for the development and operation of the facilities approved by the commission on or after January 1, 2016, subject to specified minimum requirements. The bill

would provide that these provisions do not authorize the conversion of any existing nontoll or nonuser-fee lanes into tolled or user-fee lanes, except that a high-occupancy vehicle lane may be converted into a high-occupancy toll lane pursuant to its provisions. The bill would authorize a regional transportation agency to issue bonds, refunding bonds, or bond anticipation notes backed by revenues generated from the facilities. The bill would additionally authorize the Santa Clara Valley Transportation Authority to apply to the commission for purposes of the above-described provisions. The bill would remove the limitations on the number of approved facilities and would delete the January 1, 2012, deadline for HOT lane applications. The bill would provide that each application is subject to the review and approval of the commission and would require a regional transportation agency that applies to the commission to reimburse the commission for all of the commission’s cost and expense incurred in processing the application. Before submitting an application to the commission, the bill would require a regional transportation agency to consult with a local transportation authority whose jurisdiction includes the facility that the regional transportation agency proposes to develop and operate pursuant to the above-described provisions.

This bill would additionally authorize the department to apply to the commission to develop and operate HOT lanes and associated facilities pursuant to similar provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
 State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 149.2 is added to the Streets and
- 2 Highways Code, to read:
- 3 149.2. (a) The department may apply to the commission to
- 4 develop and operate high-occupancy toll lanes, including the
- 5 administration and operation of a value pricing program and
- 6 exclusive or preferential lane facilities for public transit.
- 7 (b) Each application for the development and operation of the
- 8 facilities described in subdivision (a) shall be subject to review
- 9 and approval by the commission pursuant to eligibility criteria
- 10 established by the commission. For each eligible application, the
- 11 commission shall conduct at least one public hearing in northern
- 12 California and one in southern California.

1 (c) The commission shall establish guidelines for the  
2 development and operation of facilities described in subdivision  
3 (a) and approved by the commission pursuant to this section,  
4 subject to the following minimum requirements:

5 (1) The department shall develop and operate the facilities in  
6 cooperation with regional transportation agencies, as applicable,  
7 and with the active participation of the Department of the California  
8 Highway Patrol.

9 (2) The department shall be responsible for establishing,  
10 collecting, and administering tolls.

11 (3) The department shall be responsible for paying for the  
12 maintenance of the facilities from net toll revenue.

13 (4) The revenue generated from the operation of the facilities  
14 shall be available to the department for the direct expenses related  
15 to the maintenance, administration, and operation of the facilities,  
16 including toll collection and enforcement.

17 (5) All remaining revenue generated by the facilities shall be  
18 used in the corridor from which the revenue was generated pursuant  
19 to an expenditure plan developed by the department and approved  
20 by the commission.

21 (6) This section shall not prevent any regional transportation  
22 agency or local agency from constructing facilities that compete  
23 with the facilities approved by the commission and the department  
24 shall not be entitled to compensation for the adverse effects on toll  
25 revenue due to those competing facilities.

26 (d) The department shall provide any information or data  
27 requested by the commission or the Legislative Analyst relating  
28 to a facility that the department develops or operates pursuant to  
29 this section. The commission, in cooperation with the Legislative  
30 Analyst, shall annually prepare a report on the progress of the  
31 development and operation of a facility authorized under this  
32 section. The commission may submit this report as a section in its  
33 annual report to the Legislature required pursuant to Section 14535  
34 of the Government Code.

35 (e) Nothing in this section shall authorize the conversion of any  
36 existing nontoll or nonuser-fee lanes into tolled or user-fee lanes,  
37 except that a high-occupancy vehicle lane may be converted into  
38 a high-occupancy toll lane.

39 SEC. 2. Section 149.7 of the Streets and Highways Code is  
40 amended to read:

1 149.7. (a) A regional transportation agency, as defined in  
 2 ~~Section 143, subdivision (h)~~, in cooperation with the department,  
 3 may apply to the commission to develop and operate  
 4 high-occupancy toll lanes, including the administration and  
 5 operation of a value pricing program and exclusive or preferential  
 6 lane facilities for public transit, ~~consistent with the established~~  
 7 ~~standards, requirements, and limitations that apply to those facilities~~  
 8 ~~in Sections 149, 149.1, 149.3, 149.4, 149.5, and 149.6.~~ *transit.*

9 (b) ~~The commission shall review each~~ *Each* application for the  
 10 development and operation of the facilities described in subdivision  
 11 ~~(a) according~~ *shall be subject to review and approval by the*  
 12 *commission pursuant to* eligibility criteria established by the  
 13 commission. For each eligible application, the commission shall  
 14 conduct at least one public hearing in northern California and one  
 15 in southern California.

16 (c) *A regional transportation agency that applies to the*  
 17 *commission to develop and operate facilities described in*  
 18 *subdivision (a) shall reimburse the commission for all of the*  
 19 *commission’s costs and expenses incurred in processing the*  
 20 *application.*

21 (e)  
 22 (d) ~~The number~~ *commission shall establish guidelines for the*  
 23 *development and operation of facilities described in subdivision*  
 24 *(a) and approved under by the commission on or after January 1,*  
 25 *2016, pursuant to this section shall not exceed four, two in northern*  
 26 ~~California and two in southern California.~~ *section, subject to the*  
 27 *following minimum requirements:*

28 (1) *The regional transportation agency shall develop and*  
 29 *operate the facilities in cooperation with the department, and the*  
 30 *active participation of the Department of the California Highway*  
 31 *Patrol, pursuant to an agreement that addresses all matters related*  
 32 *to design, construction, maintenance, and operation of state*  
 33 *highway system facilities in connection with the facilities.*

34 (2) *The regional transportation agency shall be responsible for*  
 35 *establishing, collecting, and administering tolls.*

36 (3) *The regional transportation agency shall be responsible for*  
 37 *paying for the maintenance of the facilities from net toll revenue,*  
 38 *pursuant to an agreement between the department and the regional*  
 39 *transportation agency.*

1     (4) *The revenue generated from the operation of the facilities*  
2 *shall be available to the regional transportation agency for the*  
3 *direct expenses related to the maintenance, administration, and*  
4 *operation of the facilities, including toll collection and*  
5 *enforcement.*

6     (5) *All remaining revenue generated by the facilities shall be*  
7 *used in the corridor from which the revenue was generated*  
8 *pursuant to an expenditure plan adopted by the regional*  
9 *transportation agency.*

10    (6) *This section shall not prevent the department or any local*  
11 *agency from constructing facilities that compete with the facilities*  
12 *approved by the commission and the regional transportation*  
13 *agency shall not be entitled to compensation for the adverse effects*  
14 *on toll revenue due to those competing facilities.*

15    ~~(d)~~

16    (e) *A regional transportation agency that develops or operates*  
17 *a facility, or facilities, described in subdivision (a) shall provide*  
18 *any information or data requested by the commission or the*  
19 *Legislative Analyst. The commission, in cooperation with the*  
20 *Legislative Analyst, shall annually prepare a report on the progress*  
21 *of the development and operation of a facility authorized under*  
22 *this section. The commission may submit this report as a section*  
23 *in its annual report to the Legislature required pursuant to Section*  
24 *14535 of the Government Code.*

25    (f) (1) *A regional transportation agency may issue bonds,*  
26 *refunding bonds, or bond anticipation notes, at any time, to finance*  
27 *construction of, and construction-related expenditures for, facilities*  
28 *approved pursuant to this section, and construction and*  
29 *construction-related expenditures that are included in the*  
30 *expenditure plan adopted pursuant to paragraph (5) of subdivision*  
31 *(d), payable solely from the revenues generated from the respective*  
32 *facilities.*

33    (2) *Any bond issued pursuant to this subdivision shall contain*  
34 *on its face a statement to the following effect:*

35

36     *“Neither the full faith and credit nor the taxing power of the*  
37 *State of California is pledged to the payment of principal of, or*  
38 *the interest on, this bond.”*

39

- 1 (g) Before submitting an application pursuant to subdivision
- 2 (a), a regional transportation agency shall consult with any local
- 3 transportation authority designated pursuant to Division 12.5
- 4 (commencing with Section 131000) or Division 19 (commencing
- 5 with Section 180000) of the Public Utilities Code whose
- 6 jurisdiction includes the facility that the regional transportation
- 7 agency proposes to develop and operate.
- 8 (h) Notwithstanding Section 143, for purposes of this section,
- 9 “regional transportation agency” means any of the following:
- 10 (1) A transportation planning agency described in Section 29532
- 11 or 29532.1 of the Government Code.
- 12 (2) A county transportation commission established under
- 13 Section 130050, 130050.1, or 130050.2 of the Public Utilities
- 14 Code.
- 15 (3) Any other local or regional transportation entity that is
- 16 designated by statute as a regional transportation agency.
- 17 (4) A joint exercise of powers authority established pursuant to
- 18 Chapter 5 (commencing with Section 6500) of Division 7 of Title
- 19 1 of the Government Code, with the consent of a transportation
- 20 planning agency or a county transportation commission for the
- 21 jurisdiction in which the transportation project will be developed.
- 22 (5) The Santa Clara Valley Transportation Authority established
- 23 pursuant to Part 12 (commencing with Section 100000) of Division
- 24 10 of the Public Utilities Code.
- 25 ~~(e) No applications may be approved under~~
- 26 (i) Nothing in this section ~~on~~ shall authorize the conversion of
- 27 any existing nontoll or ~~after January 1, 2012.~~ nonuser-fee lanes
- 28 into tolled or user-fee lanes, except that a high-occupancy vehicle
- 29 lane may be converted into a high-occupancy toll lane.

O



DATE: March 12, 2015  
TO: STA TAC  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: I-80 Express Lanes Projects Status

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**Background:**

Since 2010, STA staff has been working in partnership with the Metropolitan Transportation Commission (MTC) and Caltrans to implement the I-80 Express Lanes Project (Red Top Road to I-505). Attachment A is a map of the project and includes a sample cross section of the proposed Express Lane for each segment. STA is taking the lead in moving forward with the Project Approval/Environmental Document (PA/ED Phase) and final design for the I-80 Express Lanes. Environmental clearance for the I-80 Express Lanes is being completed in one document, but depending on funding availability, a phased implementation strategy may be used, since the portion from Red Top Road to Airbase Parkway will be a conversion of existing High Occupancy Vehicle (HOV) Lanes to Express Lanes and the portion from Airbase Parkway to I-505 will be newly constructed Express Lanes.

**Discussion:**

The I-80 Express Lanes – Red Top Road to I-505 project is currently in the environmental phase and the Draft Environmental Document (DED) is expected to be circulated in the May 2015 time frame.

Now that the project is approaching this major milestone, the next step will be to proceed with detailed preliminary engineering and final design for the I-80 Express Lanes – Red Top Road to I-505 Project. As such, staff has issued a Request for Proposals (RFP) to select a consultant team to provide detailed preliminary engineering and final design for the I-80 Express Lanes – Red Top Road to I-505 project. The RFP would be structured to have the consultant provide detailed preliminary engineering and final design services for the entire I-80 Express Lanes – Red Top Road to I-505 project. However, initially the consultant would move forward with detailed preliminary engineering and final design for the I-80 Express Lanes - West Segment (Red Top Road to Airbase Parkway), since the funding is in place. Once funding becomes available for the I-80 Express Lanes - East Segment (Airbase Parkway to I-505), the same consultant would then move ahead with the design for this segment.

Funding for the I-80 Express Lanes - East Segment (Airbase Parkway to I-505) is not yet secured. It is estimated that \$16 million is needed to get this segment shelf ready for construction. Staff has been working with the Bay Area Infrastructure Financing Authority (BAIFA) to secure these additional funds, but this request is pending. BAIFA is a joint exercise of powers authority formed by the Metropolitan Transportation Commission for the purpose of planning, developing and funding transportation and related projects, including express lanes. This request for funding is expected to be recommended by BAIFA staff and acted upon as part of the Fiscal Year (FY) 2015-16 budget approval in June of this year.

Attachment B provides information relating to the cost of each component of the segments, benefits on constructing the 18-mile corridor as one project and the schedule of the two segments (proving the funding for construction of the easterly segment is provided by early 2017).

**Fiscal Impact:**

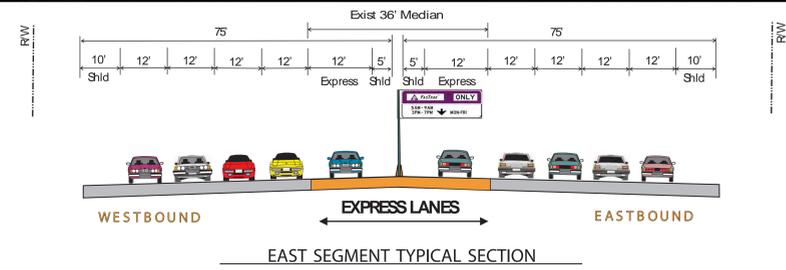
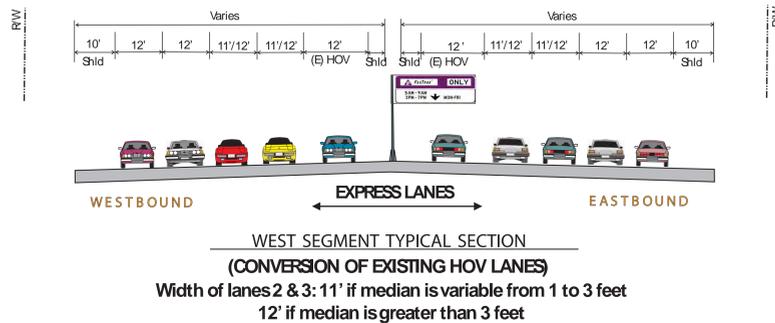
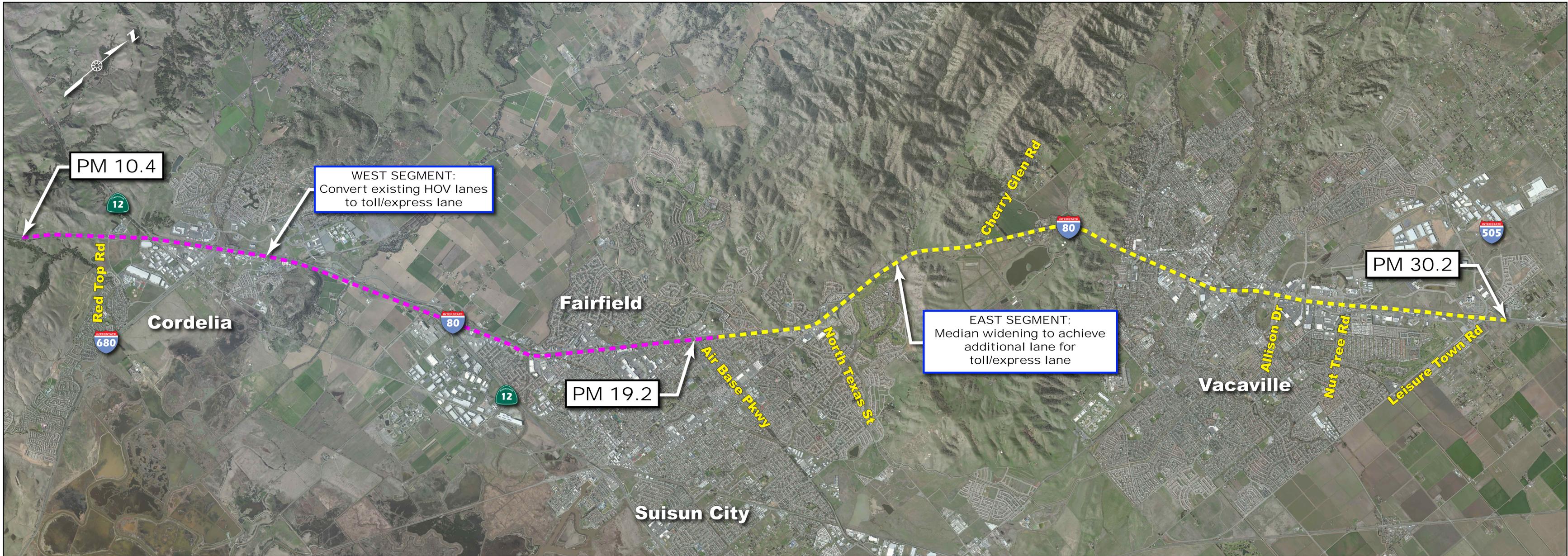
The I-80 Express Lanes - West Segment (Red Top Road to Airbase Parkway) project PS&E is being funded with bridge toll funds already allocated. The I-80 Express Lanes - East Segment (Airbase Parkway to I-505) is not yet funded, and will require further action BAIFA.

**Recommendation:**

Informational.

Attachments:

- A. I-80 Express Lanes Map (Red Top Road to I-505)
- B. I-80 Express Lanes Informational Sheet (Red Top Road to I-505)



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# I-80 EXPRESS LANES

## WEST OF RED TOP ROAD TO EAST OF I-505

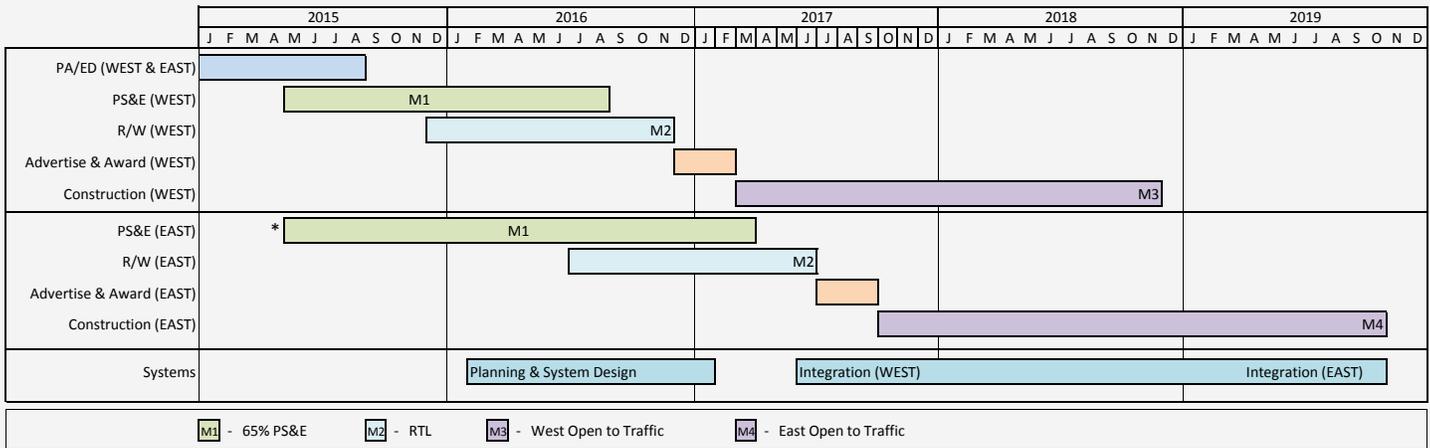


Proposed improvements include a High Occupancy Vehicle (HOV) Express Lanes in each direction on I-80 from west of Red Top Road to east of I-505. The project includes the conversion of an existing HOV Lane to an Express Lane (Western Segment - Red Top Road to Air Base Parkway) and new construction of an Express Lane (Eastern Segment - Air Base Pkwy to I-505). The project lies within the cities of Fairfield and Vacaville and unincorporated territory of Solano County and would construct approximately 18 miles of express lanes in the I-80 corridor through the conversion and highway widening. The Express Lanes would be free for carpools, vanpools and buses and be available to single occupant vehicles for a fee when there is enough capacity. Tolls for single occupant vehicles will increase as lanes reach capacity to encourage high occupancy and transit users.

### Constructing and opening the full 18-mile Express Lanes on I-80 in Solano County *will result in the following enhanced benefits:*

- An 18-mile Express Lane facility will provide an opportunity to attract more customers as it provides an option for expedited travel through the two city congested areas.
- The conversion of the HOV lane on the western segment of I-80 (Red Top to Air Base Parkway) will improve the throughput while the new construction on the eastern segment (Air Base Parkway to I-505) will increase capacity as well as improve throughput.
- Enhance travel options for carpools, buses, and Express Bus. Constructing the Eastern segment (new construction) will provide an additional 9-mile HOV Lanes to I-505, thus having a full 18-mile section of continuous HOV Lanes on I-80.
- Increasing travel time savings and reliability for all users, including HOVs and transit for the additional 9-mile segment to I-505.
- Improve safety – Currently the EB HOV Lane ends at Air Base Pkwy, where a significant bottleneck is formed. Constructing the Eastern Segment (new Construction) will remove this bottleneck.
- Reduce congestion and delays for all travelers in the corridor.
- Improve transit utilization by improving transit travel times in a longer corridor (18-mile vs. 9-mile)
- Constructing the full 18-miles of Express Lanes provides for an expansion, in conjunction with the implementation of a payment system, which is likely to be viewed positively by traveling public.
- Establish a revenue-generating mechanism to defray operational and maintenance costs for the express lanes, and ultimately provide revenue to help fund other future transportation improvements in the Regional Express Lane Network.
- The Updated Revenue Forecast Report (March 4, 2013) for this 18-mile corridor shows that it will generate 2020 revenues of \$3.7 M vs. \$1.6 M for the conversion segment only.

# Schedule



\* Assumes MTC/BAIFA approves STA funding request.

# Estimated Costs

TOTAL ESTIMATED COSTS (in millions of dollars)			
Phase	West Segment (Conversion)	East Segment (New Construction)	East/West Segment
PA/ED			10.8
PS&E	3.2	13.1	
R/W	1.2	2.9	
Design Services During Construction	0.37	1.8	
Construction Support	3.7	12.4	
Construction	33.8	94.7	
<b>Total Estimated Costs</b>	<b>42.3</b>	<b>124.9</b>	<b>10.8</b>

## Notes:

- Highlighted in yellow is the work that is currently funded.
- The cost for Systems Intergration has not been included in the above table and will be performed by MTC/BAIFA.



DATE: March 17, 2015  
TO: STA TAC  
FROM: Robert Guerrero, Project Manager  
RE: Regional Transportation Impact Fee (RTIF) - FY 2014-15 2nd Quarter Revenue Update

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**Background:**

On December 3, 2013, The County Board of Supervisors, in response to a request from the STA Board, unanimously approved the Public Facility Fee (PFF) Update with \$1,500 per dwelling unit equivalent allocated toward the STA's Regional Transportation Impact Fee (RTIF). The County began collecting the new PFF that included the RTIF on February 3, 2014. A total of 5% of the total RTIF revenue was decided by the STA Board to be dedicated towards transit projects under Package 6- Express Bus Transit Centers and Train Stations and 5% was dedicated to Unincorporated County Roads under Package 7. The remaining balance of the RTIF (90%) will be returned to each RTIF District from which it was generated for eligible projects prioritized for that district.

**Discussion:**

Attached are the summary tables of the RTIF revenue received over the last four quarters. Attachment A includes revenue generated by the cities and County of Solano. Attachment A includes the estimated revenue reported for each District over the last year with a comparison to the what was originally projected. In summary:

- Total RTIF revenue was almost \$800,000 for the first year of the program.
- The larger amount of the RTIF revenue collected to date has been generated in Fairfield and Vacaville.
- Fee revenue is quite variable from quarter to quarter.
- The original projections for the first year were \$1.3 million, so the total actually collected in the first year was about 60% of the projections.
- The actual collections in District 1 and District 4 were quite close to the original projections.
- Collections in the other three districts were lower than originally projected; this is particularly true in District 2.
- Two RTIF funded projects are or will be under construction this year: Green Valley Overcrossing and Benicia Industrial Transit Hub.

STA staff has engaged the Planning Directors Group to update the RTIF revenue projections and will have an update based on their discussion at their upcoming meeting scheduled for March 19th. In addition, RTIF Working Groups are reconvening in April to discuss the status of their projects, schedule, anticipated agreements, and/or project implementation selection.

**Fiscal Impact:**

No impact to the STA Budget at this time.

**Recommendation:**

Informational.

Attachments:

- A. 4-Quarter RTIF Revenue Estimate by District (To be provided under separate cover.)

**4-Quarter RTIF Revenue Summary by Jurisdiction  
February 3, 2014 through December 31, 2014**

<b>Actual Fee Revenue Collected</b>					
<b>Area</b>	<b>FY2014, Q3</b>	<b>FY2014, Q4</b>	<b>FY2015, Q1</b>	<b>FY2015, Q2</b>	<b>One-year Total</b>
Benicia	\$0	\$327	\$824	\$2,259	\$3,410
Dixon	\$0	\$0	\$25,324	\$14,700	\$40,024
Fairfield	\$80,762	\$221,495	\$15,680	\$148,830	\$466,766
Rio Vista	\$0	\$0	\$0	\$0	\$0
Suisun City	\$0	\$0	\$28	\$0	\$28
Vacaville	\$8,911	\$66,416	\$63,581	\$83,905	\$222,812
Vallejo	\$0	\$4,631	\$2,145	\$22,050	\$28,827
Unincorporated Solano County	\$0	\$34	\$10,478	\$7,784	\$18,296
<b>Total</b>	<b>\$89,673</b>	<b>\$292,902</b>	<b>\$118,061</b>	<b>\$279,527</b>	<b>\$780,163</b>

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DATE: March 20, 2015  
TO: STA TAC  
FROM: Andrew Hart, Associate Planner  
Ryan Dodge, Associate Planner  
RE: Pedestrian and Bicycle Priority Project List Update

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**Background:**

The Solano Transportation Authority (STA) administers both the Countywide Pedestrian Transportation Plan and Countywide Bicycle Transportation Plan. These plans contain lists of priority bicycle and pedestrian projects in Solano County. These two plans get updates every 3-5 years.

The Priority Projects Lists for both pedestrian and bike projects are developed through a collaborative effort between the Advisory Committee (Pedestrian Advisory Committee or Bicycle Advisory Committee), STA staff, and the appropriate public works and planning staff from the member agencies. These projects are narrowed further onto a list of Tiered Projects List so the STA and advisory committees can focus on funding a small handful of projects that are of the utmost importance and are ready for construction. They are listed in tiers 1 and 2. Attached are the most recent Tiered Project Lists for the BAC and the PAC that were approved by the STA Board in early 2014. This annual update of the Tiered Project Lists creates a consistent foundation for the funding and delivery of projects in Solano County. The annual review of the Tired Projects List is conducted to ensure that the list is up to date as projects are completed and priorities change at the local level. STA staff tries to find appropriate funding for projects on the Tiered Projects Lists through various funding sources including, but not limited to:

- Transportation Development Act (TDA) Article 3
- Air Quality Management District funds
- Other statewide and federal funding programs

The seven Cities and County have been successful in delivering several priority bicycle and pedestrian projects over the last 5 years, including:

- Benicia: Rose Drive Bike and Pedestrian Overcrossing
- Benicia: Park Road (Adams to Oak) Bicycle/Pedestrian Pathway Improvements
- Dixon: West B Pedestrian Undercrossing/Rail Platform Access Tunnel
- Fairfield: Portions of the West Texas Street Gateway
- Rio Vista: Phase I of the Rio Vista Promenade
- Suisun City: Grizzly Island Trail
- Suisun City: State Route 12 Pedestrian/Bicycle Gap Closure Path
- Vacaville: Ulatis Creek Bicycle and Pedestrian Facilities
- Vallejo: Portions of Vallejo Downtown Streetscape Improvement Project
- Solano County: Old Town Cordelia Pedestrian Facilities and Enhancements
- Countywide: Bike/Pedestrian Automated Counters

Because many projects have been constructed or are otherwise no longer a priority, an update to both Tiered Projects Lists is being developed.

**Discussion:**

STA staff will coordinate with the PAC, BAC, and agency staff during the months of March and April to update the Tiered Projects Lists. In May STA staff will present updated Tiered Project Lists to the TAC asking for a recommendation to the STA Board which will inform short-term funding recommendations.

**Recommendation:**

Informational.

Attachments:

- A. Pedestrian Tiered Projects List
- B. Bicycle Tiered Project List

**Tier 1 Projects**

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Dixon	<i>Safe Routes to School Enhancements</i>	Connections/Crossings/Safety Improvements around schools within the City of Dixon as identified in the Solano Countywide Safe Routes to School Plan regarding CA Jacobs Intermediate School improvements	\$180,200	\$180,200	RW/Env: None anticipated
Vallejo	<i>Downtown Vallejo Streetscape Improvement Project</i>	Pedestrian improvements in Downtown Vallejo at Sacramento Street from Virginia to Georgia St and Georgia St from Sacramento to Santa Clara St (Phase 3); and Maine St from Santa Clara to Sacramento St (Phase 4).	\$1,350,000	\$1,350,000	Phase 3: \$750,000; Phase 4: \$600,000
Solano County	<i>Suisun Valley Farm to Market</i>	Suisun Valley Farm to Market bicycle and pedestrian access improvements. Parking. Vehicular Access Improvements	\$5,800,000	\$4,625,000	\$1,175,000 in federal funds already awarded to the project

**Tier 2 Projects**

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Benicia	<i>Safe Routes to School Enhancements</i>	Robert Semple Elementary School Improvements at as identified in the Solano Countywide Safe Routes to School Plan.	\$230,000	\$192,000	See SR2S Plan
Dixon	<i>Dixon High School Access Improvements</i>	Install signals and crossings and crossing improvements at Valley Glen/SR 113 and County Fair/SR 113	\$400,000	\$400,000	RW/Env: Project includes coordination with Caltrans
Fairfield	<i>West Texas Street Gateway</i>	Enhance pedestrian linkages among the Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment Project. Specific improvements include sidewalks, signage, public art and new trees.	\$1,500,000		RW/Env: In progress
Rio Vista	<i>Sandy Beach Connection: Beach Drive</i>	Second Street to Sandy Beach Park. 0.5 mile Class I trail extension along Beach Drive from Second Street to Sandy BeachPark and to downtown Rio Vista.	\$400,000	\$400,000	
Suisun City	<i>Class I Path on Lotz Way</i>	0.5 mile Class I Bike Path on Lotz Way, from Marina Blvd to Main Street.	\$1,400,000	\$1,400,000	RW/Env clearance needed
Vacaville	<i>Ulatis Creekwalk Extension – McClellan Street to Depot Street</i>	0.1 Vacaville Downtown Creekwalk 0.1 mile from McClellan Street to Depot Street providing landscaping, creekwalk features, look out points and other improvements along the Alamo Creek frontage adjacent to planned mixed use development within the downtown PDA area.	\$655,000	\$150,000 - \$200,000	RW/Env: In progress
Vallejo	<i>Bay Trail and Vine Trail Project</i>	Complete Bay Trail and Vine Trail Feasibility/Implementation study and complete a constructable phase.	\$100,000	TBD	
Solano County	<i>Tri-City and County Regional Train Connections</i>	Cordelia Hills Sky Valley: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominately right of way acquisition.	\$2,750,000	\$590,000	\$2,160,000 in federal funds already awarded to the project; RW needed.

### Bicycle Priority Projects (Approved by BAC on 11/05/13)

#### Tier 1 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Fairfield	Vanden Road (Jepson Parkway)	Class II Bike Lanes on Vanden Road from Peabody to Leisure Town Road.	\$38M (total project)	TBD	Includes road improvements.
Solano County	Pleasants Valley Road	Road widening and class II bike lanes on Pleasants Valley Road. 4.6 miles. Safety grant covers widening \$1M. \$1.1 M. Surface seal. Bike Signs. Striping. \$350,000 to complete.	\$350,000	\$350,000	Env clearance pending. Spring 2015.
Solano County	Suisun Valley Farm to Market Project	Suisun Valley Farm to Market bicycle and pedestrian access improvements. Parking. Vehicular Access improvements.	\$5,800,000	\$4,625,000	\$1,175,000 awarded
Suisun City	Driftwood Drive	Class I Bike Path on Driftwood Drive at Crystal Middle School	\$500,000	\$150,000	Env clearance exempt/RW pending.

#### Tier 2 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes
Benicia	Park Road - Benicia Bridge to Industrial Way	Class III Bike Route - Repave 1.5 miles and install regional bike route signange on Park Road.	\$1,000 (bike signs)	TBD	Road upgrades needed.
Dixon	Vaca-Dixon Bike Route: Porter Road	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road between A Street and Pitt School Road (Pedrick Road Overcrossing Project) between A Street and Pitt School Road.	\$1,000,000	\$1,000,000	Env. needed.
Fairfield	Fairfield to Vacaville Intercity Gap Closure	Complete Class I connection from Nelson to I-80	TBD	TBD	Concept.
Rio Vista	Rio Vista Loop: Church Road	Class I Bike/Ped path on Church Road.	TBD	TBD	Developer area.
Suisun City	Lotz Way Class I	Class I Path on Lotz Way from Marina Blvd to Suisun Transit Center	\$1,400,000	\$1,400,000	Env needed
Vacaville	Ulatis Creek Bike Facilities	Class I Bike/Ped Path along Ulatis Creek from Allison Drive to I-80 segment shall begin at the north side of the Ulatis Creek bridge and expand the existing 4' sidewalk on the west side of Allison by either extending the sidewalk to 10' multi-use sidewalk or creation of a separated 10' class I bike path behind the sidewalk.	\$715,000	\$715,000	RW/Env needed.
Vallejo	Georgia Street	Class II Bike Lanes and road diet on Georgia Street from Mare Island Way to Columbus Parkway.	TBD	TBD	Some sections completed.
Solano County	Putah Creek	Road widening	\$2,000,000	\$2,000,000	Env/RW needed



DATE: March 13, 2015  
TO: STA TAC  
FROM: Ryan Dodge, Associate Planner  
RE: Automated Bicycle and Pedestrian Counters

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**Background:**

The STA purchased eight portable automated counters (four bicycle and four pedestrian) in March, 2015 for the purpose of collecting continuous volume count data throughout Solano County and the seven cities. Volume count data will be collected and used primarily for competitive grant applications, to collect before-data for funded projects, to collect after-data to help evaluate the effectiveness of implemented projects, and to assist the STA Bicycle Advisory Committee (BAC) and the STA Pedestrian Advisory Committee (PAC) in prioritizing future projects. Counters will be available for use on a first-come-first-serve basis.

**Discussion:**

The STA staff proposes to prioritize requests for use of automated counters in cases where there is a shortage of counters during the time of request. The STA may also share and borrow counter equipment with neighboring Congestion Management Agencies (CMAs) for cases where additional counters are needed for specific projects. Please see the STA Draft Automated Bicycle and Pedestrian Counter Site Selection Policy in Attachment A.

The STA staff requests that a user agreement be signed by any party interested in using an automated counter so that all parties keep equipment in good working order and it may be available for use for many years to come. The user agreement will clarify responsibilities of the STA and other parties.

**Fiscal Impact:**

None. All equipment is under warranty for two years and each battery lasts for 10 years.

**Recommendation:**

Informational.

Attachments:

- A. STA Draft Automated Bicycle and Pedestrian Counter Site Selection Policy

***Solano Transportation Authority (STA) Automated Bicycle and Pedestrian Counter Site Selection Policy - DRAFT***

The STA owns and operates eight portable automated counters (four tubular bicycle counters and four infrared pedestrian counters). The STA, Solano County, and the seven member cities within Solano County have priority over requests from outside agencies and stakeholders, in case of time or resource conflict.

The STA will prioritize requests to use automated counters to collect bicycle and/or pedestrian volume data based on the following criteria:

**Priority 1: Grant Funding Opportunities (Applications).**

Proposed projects seeking competitive grant funds, including but not limited to grants from the Active Transportation Program (ATP), Bay Area Air Quality Management District (BAAQMD), and Yolo-Solano Air Quality Management District (YSAQMD).

**Priority 2: Before-Data (Funded Projects).**

Projects with secured implementation-funding (grant or otherwise), for data collection prior to project implementation.

**Priority 3: After-Data to Supplement Before-Data.**

Implemented projects that previously used automated counters to collect before-project volume data.

**Priority 4: Priority Projects.**

Planned projects that have been prioritized through: approved plans; by the STA Bicycle Advisory Committee (BAC); by the STA Pedestrian Advisory Committee (PAC); within a Priority Conservation Area (PCA); and/or within a Priority Development Area (PDA).

**Priority 5: All Other Projects and Purposes.**

Proposed projects under review by the STA Bicycle Advisory Committee (BAC) and by the STA Pedestrian Advisory Committee (PAC) in order to determine priority projects for planning and funding purposes. STA will also accept requests to use automated counters for purposes not described above, or for use by other jurisdictions such as a neighboring Congestion Management Agency (CMA), on a case-by-case basis.



DATE: March 25, 2015  
TO: STA TAC  
FROM: Judy Kowalsky, Accounting Technician  
RE: Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program  
Second Quarter Report

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**Background:**

The Solano Transportation Authority (STA) administers the Abandoned Vehicle Abatement (AVA) Program for Solano County. These administrative duties include disbursing funds collected by the State Controller's Office from the Department of Motor Vehicle (DMV) vehicle registration fee of \$1 per registered vehicle, using the funding formula of 50% based on population and 50% on vehicles abated.

The AVA Member Agencies for Solano County are the City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vacaville, City of Vallejo, and County of Solano.

**Discussion:**

For the Second Quarter of FY 2014-15, STA received the allocation from the State Controller's Office in the total amount of \$84,329.87 and has deducted \$2,529.90 for administrative costs. The total remaining AVA fund balance after the second quarter disbursement to the member agencies is \$66,301.85. This amount includes the carryover funds from FY 2013-14 and will be disbursed in the third quarter utilizing the funding formula.

The Cities of Benicia and the County of Solano have increased program activities for abating vehicles as compared to the first quarter. Both the Cities of Fairfield and Vallejo remain highly active 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 Second 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 &Q2)				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	153	4,095	28	41%	375	8,832	24
City of Dixon	104	9,608	92	78%	134	13,968	104
City of Fairfield	852	25,460	30	48%	1,726	69,146	40
City of Rio Vista	0	0.00	0	0%	0	0	0
City of Suisun	66	10,173	154	41%	161	44,035	274
City of Vacaville	22	18,155	825	30%	74	47,821	646
City of Vallejo	846	71,499	85	56%	1,514	320,462	211
Solano County Unincorporated area	66	3,129	47	129%	51	5,848	115
<b>Total</b>	<b>2,109</b>	<b>\$142,119</b>	<b>\$67</b>	<b>52%</b>	<b>4,035</b>	<b>\$510,113</b>	<b>\$126</b>

The total remaining AVA fund available after the second quarter disbursement to member agencies is \$66,301.85. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the third quarter FY 2014-15.



DATE: March 16, 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</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
7.	Yolo Solano Air Quality Management District – Clean Air Funds*	<b>\$340,000</b>	March 27, 2015
<b>State</b>			
1.	Highway Safety Improvement Program (HSIP): High Risk Rural Roads	<b>~\$100-150 million</b> federally	Announcement Anticipated Spring 2015
2.	Active Transportation Program*	<b>\$360 million</b>	May 29, 2015
<b>Federal</b>			

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

**Attachment:**

A. Detailed Funding Opportunities Summary

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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	
<b>Yolo Solano Air Quality Management District – Clean Air Funds</b>	Jim Antone YSAQMD (530) 757-3653 <a href="mailto:jantone@ysaqmd.org">yantone@ysaqmd.org</a>	March 27, 2015	\$340,000	The purpose of the Clean Air Funds Program is to provide financial incentives for reducing emissions from the mobile sources of air pollution within the Yolo-Solano Air Quality Management District (YSAQMD).	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>	Sylvia Fung California Department of Transportation (Caltrans) (510) 286-5226 <a href="mailto:sylvia.fung@dot.ca.gov">sylvia.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.
<b>Active Transportation Program (ATP)</b>	Laurie Waters California Transportation Commission (CTC) (916) 651-6145 <a href="mailto:Laurie.Waters@dot.ca.gov">Laurie.Waters@dot.ca.gov</a>	May 29, 2015	\$260 M which includes: \$183M Statewide and \$30M Regional	The Active Transportation Program (ATP) was created to encourage increased use of active modes of transportation, such as biking and walking.	Currently being discussed between agencies	Call for projects will be on March 26, 2015. This is a 4-year funding cycle and can include environmental, engineering, and construction.



DATE: March 18, 2015  
TO: STA TAC  
FROM: Johanna Masiclat, Clerk of the Board  
RE: Draft Meeting Minutes for STA Advisory Committees

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Attached are the most recent Draft Meeting Minutes of the STA Advisory Committees that may be of interest to the STA TAC.

Attachment:

- A. DRAFT Minutes of Safe Routes to School Advisory Committee (SR2S-AC) Meeting of February 18, 2015
- B. DRAFT Minutes of Pedestrian Advisory Committee (PAC) Meeting of February 19, 2015
- C. STA Board Highlights of March 11, 2015 (To be provided under separate cover.)

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**SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE**  
**Minutes of February 18, 2015**

**1. CALL TO ORDER**

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 1:45 p.m. in the STA Main Conference Room.

**SR2S-AC Members**

**Present:**

Jim Antone	Yolo-Solano Air Quality Management District
Mike Segala	Bicycle Advisory Committee
Robin Cox	Solano County Dept. of Public Health
Ozzie Hilton	City of Vacaville, Public Works Department
Jay Speck	Solano County Office of Education
Tim Mattos	City of Suisun City Police Department
Garland Wong	City of Fairfield, Traffic Engineering

**STA Staff Present:**

Karin Bloesch	STA, SR2S
Betsy Beavers	STA, SR2S
Sheila Ernst	STA, SR2S-AC Clerk
Drew Hart	STA, Planning Department
Judy Leaks	STA, SNCI
Sarah Fitzgerald	STA, SR2S
Ward Stewart	STA, SR2S

**Others Present:**

Carly Broaddus	Vacaville Police Department
Amanda Dum	City of Suisun City
Julie Gorwood	Rio Vista Police Department
Tracy Nachand	Solano County Public Health

**SR2S-AC Members absent:**

Frank Hartig	City of Benicia Police Department - Traffic
Mike Hudson	Pedestrian Advisory Committee Representative
Mel Jordan	Chair/Assistant Superintendent, Vallejo USD

**2. CONFIRM QUORUM**

A quorum was confirmed.

**3. APPROVAL OF AGENDA: February 18, 2015**

With a motion from Tim Mattos and a second from Michael Segala, the SR2S-AC unanimously approved the agenda. (7 Ayes, 3 Absent)

**4. OPPORTUNITY FOR PUBLIC COMMENT**

None.

**5. APPROVAL OF MEETING MINUTES FROM December 10, 2014**

With a motion from Michael Segala and a second from Ozzie Hilton the SR2S-AC unanimously approved the December 10, 2014 meeting minutes. (7 Ayes, 3 Absent)

**6. INFORMATIONAL ITEMS - DISCUSSION**

**A. SR2S Program Update**

*Enforcement Grant Update*

1) City of Vacaville Police Department

Officer Broaddus provided an update on the City of Vacaville's Enforcement Grant. She explained that extra enforcement patrol has been delegated for all of the schools in Vacaville during drop off and pick up times. She stated that additional patrol has lead to a noticeable increase amongst students and parents in the area especially during citation write ups. She stated that additional citations and an arrest were also made while patrolling the area. She stated that additional feedback was obtained from the residents surrounding the schools. She disbursed copies of the Crossing Guard Manual and stated that it will be available to the public within the next two months.

Michael Segala asked if additional parking lots were around the schools where parents can drop their children off.

Officer Broaddus explained that the schools are over populated and that there are no other parking lots located near the schools.

2) City of Rio Vista Police Department

Sergeant Julie Gorwood provided an update on the City of Rio Vista's Enforcement Grant. She stated that parents provided feedback at a PTA meeting regarding yielding issues at the cross walk on Elm Street, as a result, enforcement patrol and a mobile traffic board will be placed at that location. She announced that a safety training assembly has been scheduled for February 27<sup>th</sup> to focus on walking to school safely. She announced that on March 17 there will be a traffic safety assembly held at Riverview Middle School. She announced that their Bike Mobile will be over that the bakery tomorrow night from 4:00-7:00 p.m. to promote biking safety. She requested linking up with STA's Walking School Bus Coordinators to discuss development of walking school buses to cross HWY 12.

She outlined the schedule of outreach volunteers from the Trilogy Safety Assembly.

Michael Segala recommended count-down signals on Hillside.

**B. SR2S Bike/Ped Trail Maintenance**

*Grizzly Island Trail*

At the December 10, 2014 SR2S-AC meeting, Mike Segala, requested that a discussion topic be included on the agenda addressing maintenance of SR2S bicycle and pedestrian paths. Mr. Segala expressed concerns about vegetation overgrowth leading to a predator issue. He recommended finding funds to maintain a SR2S environment that can be approved through each city agency to maintain unique SR2S Projects such as the Grizzly Island Trail.

Amanda Dum explained that she approached girl scouts and they committed to a one year maintenance term agreement.

Garland Wong recommended adopting a trail program in order to recognize the maintenance person(s) and reiterate outreach.

Jim Antone recommended recruiting student from the Fairfield-Suisun Unified School District (FSUSD).

***Dixon West B Undercrossing***

This item has been tabled to the next meeting.

**C. SR2S Program Update**

***Education and Encouragement Update***

Tracy Nachand provided an update on the Education and Encouragement components of the SR2S program. He stated that they participated in weekly SR2S staff meetings and a family night event at the request of the Academic Support Provider (ASP) from Patterson Elementary in Vallejo to promote Walk & Roll Wednesday's and other SR2S events.

Mr. Nachand stated that he provided Patterson Elementary with additional technical support regarding weekly Walk and Roll Wednesday activities. He used feedback from STA SR2S staff recommendations and modified the three versions of the SR2S Walk & Roll Wednesday toolkit which included a one page quick reference for principals, a volunteer how to guide, and a single page SR2S program folder insert for all activities of the SR2S program.

He announced that they will be meeting with planning directors for policy development.

***Bike to School Day***

Karin Bloesch announced that National Bike to School Day is Wednesday, May 6, 2015 and the SR2S program is sponsoring a poster contest to encourage participation as well as advertise the Bike to School Day event. She stated that all elementary and middle school students are eligible to enter and flyers and entry forms will be mailed to each school. She stated that an electronic newsletter was sent out to schools with the information for the contest, and encouraging schools to register for Bike Mobile events, Bike Rodeos, helmet fittings and education. She concluded that the winner will receive a new bike from a local bike shop and their art work will also be featured on the poster and two runners up will receive will \$100 gift certificates to a local shop.

***Walking School Bus Program Update***

Ward Stewart announced that two phases will be conducted in order to get all of the elementary schools into the Walking School Bus program.

Betsy Beavers provided an overview of the Sacramento Safe Routes to School Regional Summit that she attended yesterday. She stated that the STA SR2S program is moving in right direction and discussed feedback she gathered from the summit.

Jim Antone stated that the overall theme of the summit focused on wellness policies, safety, grants, partnerships, sustainability, innovative fun activities and the benefits of the Bike Mobile. He concluded that a Rock the Block musical play took place at the summit promoting bicycle and pedestrian safety.

***Bicycle Rack Voucher Program - Year 2***

Drew Hart discussed the purpose, background and benefits of the Bicycle Rack Voucher program. He announced that a webinar can be made available to the group to learn more about the program. He stated that the deadline to apply for a voucher is Tuesday, March 17, 2015.

***Active Transportation Program (ATP) Grant Update***

Sarah Fitzgerald provided a presentation on the Active Transportation Program (ATP) Grant Update. Ms. Fitzgerald will email this presentation to the group.

Mike Segala proposed recruitment for a Bay Area Air Quality District (BAAQMD) employee to sit on the committee.

**7. INFORMATIONAL ITEMS – NO DISCUSSION**

**A. Attendance Matrix**

**8. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS**

- 1. SR2S Bike/Ped Trail Maintenance - Dixon West B Undercrossing**
- 2. School citing issues**

**9. ADJOURNMENT**

The meeting was adjourned at 3:15 p.m. The next regularly scheduled meeting of the SR2S-AC will be May 20, 2015 at 1:30 p.m. in the STA Conference Room.



**PEDESTRIAN ADVISORY COMMITTEE (PAC)**  
 Minutes for the Meeting of  
 February 19, 2015

**ITEM**

**MEMBER/STAFF PERSON**

**1. CALL TO ORDER/SELF INTRODUCTIONS**

The regular meeting of the STA’s Pedestrian Advisory Committee (PAC) was called to order by Tamer Totah at approximately 6:00 p.m. at the STA in Conference Room 1.

**PAC 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
- Solano Community College
- Bay Area Ridge Trail Council
- Tri-City and county Cooperative Planning Group

*Italics Indicate Absents*

- Pete Turner
- Bil Paul, Vice Chair
- Tamer Totah, Chair
- Kevin McNamara
- Vacant*
- Vacant*
- Shannon Lujan
- Teri Booth*
- Tim Choi*
- Rischa Slade
- Kathy Hoffman*
- Vacant*

**Others Present:**

- California Walks

- Wendy Alfsen

**STA Staff Present**

- STA
- STA
- STA
- STA

- Drew Hart
- Bob Macaulay
- Sarah Fitzgerald
- Zoe Zaldivar

**2. CONFIRM QUORUM**

Quorum was confirmed.

Tamer Totah, Chair

**3. APPROVAL OF THE AGENDA**

The PAC Agenda was unanimously approved.

Tamer Totah, Chair

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**STA PAC MEMBERS**

<b>Pete Turner</b>	<b>Tamer Totah</b>	<b>Bil Paul</b>	<b>Kevin McNamara</b>	<b>VACANT</b>	<b>Shannon Lujan</b>	<b>Teri Booth</b>	<b>VACANT</b>	<b>Tim Choi</b>
City of Benicia	Chair City of Fairfield	Vice Chair City of Dixon	City of Rio Vista <b>Kathy Hoffman</b> Bay Area Ridge Trail Council	City of Suisun City	City of Vacaville <b>VACANT</b> Tri-City and County Cooperative Planning Group	City of Vallejo	County of Solano	Member-At-Large

**4. OPPORTUNITY FOR PUBLIC COMMENT**

Public

Bil Paul presented a book that he has worked on and informed PAC members that if they are interested in viewing the book, that Mr. Paul would be happy to show them after the PAC meeting had adjourned.

**5. COMMENTS FROM AGENCY STAFF**

Committee

Drew Hart, STA, informed PAC members that Wendy Alfsen who is presenting item 7A commutes by train, and requested that PAC members move forward with items until Ms. Alfsen's arrival. PAC members unanimously agreed.

Bob Macaulay, STA, noted that today was the day the deadline for the Cap and Trade funding applications. Mr. Macaulay also highlighted the cities STA is working with for updates on comprehensive plans. Mr. Macaulay also replied to Ms. Lujan's inquiry on when information on the Cap and Trade would be conveyed, stating that it would be about four to five weeks before reaching the preliminary review, after which a more extensive application would be filled out for more detail.

**6. STA PAC MEETING MINUTES OF August 21, 2014 and BACPAC MEETING MINUTES OF October 6, 2014**

Chair Totah

On a motion by Bil Paul, a second by Shannon Lujan, and one abstention from Rischa Slade, the meeting minutes of August 21, 2014 and BACPAC meeting minutes of October 6, 2014 were unanimously approved.

**7. PRESENTATIONS**

**A. California Walks Program**

Wendy Alfsen, California Walks

Wendy Alfsen, California Walks Program, gave a presentation on how their organization works and assists those who are looking to move projects forward. Ms. Alfsen also gave statistics which may be provided by California Walks and be useful in obtaining funding for financing.

PAC members and Ms. Alfsen discussed concerns such as how messages are being monitored, and if there is anything in place to ensure that messages placed around the communities and along the roadways are concise and impactful enough to convey the message.

**8. ACTION ITEMS**

**A. PAC Officer Elections**

Drew Hart, STA

By acclimation PAC approved Tamer Totah as the 2015 Chair.  
By acclimation PAC approved Bil Paul as the 2015 Vice Chair.

**B. Safe Routes to School Representative**

Sarah Fitzgerald, STA

On a motion from Tamer Totah and a second from Shannon Lujan, the PAC members appointed Kevin McNamara as the PAC representative to the Safe Routes to School Representative.  
On a motion from Tamer Totah and a second from Rischa Slade, the PAC members appointed Pete Turner as a secondary representative for Kevin McNamara to the Safe Routes to School committee.

**C. Active Transportation Committee Representative**

Drew Hart, STA

On a motion from Tamer Totah and a second from Pete Tuner, the PAC members appointed Shannon Lujon as the PAC representative to the Active Transportation Committee.  
On a motion from Tamer Totah and a second from Kevin McNamara, the PAC members appointed Pete Turner as a secondary representative to the Active Transportation Committee.

- D. Bay Trail-Vine Trail Study Drew Hart, STA  
Drew Hart, STA, presented information with regards to the Bay Trail-Vine Trail Study which included a power point presentation. This presentation highlighted the alignments, where trails are pre-existing and where trails needed to be connected and work completed.

With a motion by Bil Paul, and a second from Kevin McNamara, the PAC members moved to approve the Bay Trail – Vine Trail Study.

**9. INFORMATIONAL ITEMS – DISCUSSION**

- A. Active Transportation Program (ATP) Update Drew Hart, STA  
Drew Hart, STA, provided an update with a power point presentation to highlight the importance of applications being multi faceted such as one project spanning multiple jurisdictions.

PAC members inquired what score one needed on a application to receive funding. Mr. Hart stated a score of 72 at the state level, and 84 at the regional level.

Mr. Hart was also able to convey the importance of providing data and how this would give applications the opportunity to score higher and potentially be funded.

- B. 2015 PAC Work Plan Bob Macaulay, STA  
Bob Macaulay, STA, presented the 2015 PAC Work Plan, and asked PAC members to look over the work plan and provide input to STA staff in order to lock in goals for this year.

**10. INFORMATIONAL ITEMS – NO DISCUSSION**

None.

**11. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS**

Chair Totah

Rischa Slade, Solano Community College stated that she would like the PAC and SR2S to discuss ways to improve pedestrian safety at Solano Community College, particularly as children visit and tour the college.

Pete Turner, City of Benicia, conveyed the importance of accumulating data in order to support ideas and funding, and how this would assist communicating to the community about their needs.

**12. ADJOURNMENT**

The BAC meeting adjourned at 8:23 p.m.

The next regularly scheduled PAC meeting is scheduled for **Thursday, April 16, 2015 at 6:00 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: March 18, 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 : Meets Last Tuesday of Every Month  
 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

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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)	Ulati 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