



**MEETING AGENDA**

**6:15 p.m., STA Board Regular Meeting  
 Wednesday, April 15, 2015  
 Suisun City Hall Council Chambers  
 701 Civic Center Drive  
 Suisun City, CA 94585**

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

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

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

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

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

**ITEM**

**BOARD/STAFF PERSON**

- |  |   |
|--|---|
| <p><b>1. CALL TO ORDER/PLEDGE OF ALLEGIANCE</b><br/>(6:15 – 6:20 p.m.)</p> <p><b>2. CONFIRM QUORUM/ STATEMENT OF CONFLICT</b><br/>An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.</p> <p><b>3. APPROVAL OF AGENDA</b><br/>(6:20 – 6:25 p.m.)</p> <p><b>4. OPPORTUNITY FOR PUBLIC COMMENT</b><br/>(6:25 – 6:30 p.m.)</p> | <p>Chair Patterson</p> <p>Chair Patterson</p> |
|--|---|

**STA BOARD MEMBERS**

Elizabeth Patterson (Chair)	Norman Richardson (Vice Chair)	Jack Batchelor, Jr.	Harry Price	Pete Sanchez	Len Augustine	Osby Davis	Jim Spering
City of Benicia	City of Rio Vista	City of Dixon	City of Fairfield	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

**STA BOARD ALTERNATES**

Tom Campbell	David Hampton	Jerry Castanon, Jr.	Chuck Timm	Lori Wilson	Curtis Hunt	Jesse Malgapo	Erin Hannigan
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- 5. EXECUTIVE DIRECTOR’S REPORT – Pg. 9** Daryl K. Halls  
(6:30 – 6:35 p.m.)
- 6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Jim Spering,  
(6:35 – 6:40 p.m.) MTC Commissioner
- 7. STA PRESENTATIONS**  
(6:40 – 6:50 p.m.)
- A. Presentation: Safe Routes to School Program Video** Sarah Fitzgerald
  - B. Directors Reports:**
    - 1. Planning** Robert Macaulay
    - 2. Projects** Janet Adams
    - 3. Transit/Rideshare** Judy Leaks
- 8. CONSENT CALENDAR**
- Recommendation:  
Approve the following consent items in one motion.  
(Note: Items under consent calendar may be removed for separate discussion.)  
(6:50 – 6:55 p.m.)
- A. Minutes of the STA Board Meeting of March 11, 2015** Johanna Masiclat  
Recommendation:  
Approve STA Board Meeting Minutes of March 11, 2015.  
**Pg. 15**
  - B. Draft Minutes to the TAC Meeting of March 25, 2015** Johanna Masiclat  
Recommendation:  
Approve TAC Meeting Minutes of March 25, 2015.  
**Pg. 21**
  - C. Lifeline Advisory Committee Recommendation for Lifeline Funding** Liz Niedziela  
Recommendation:  
Approve the following:
    - 1. 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;
    - 2. STA Resolution No. 2015-04; and
    - 3. Authorize the Executive Director to enter into an agreement with Faith in Action (FIA) to pass through Lifeline State Transit Assistance Funds (STAF) funding for FIA volunteer driver program not to exceed \$75,535.**Pg. 27**
  - D. SolanoExpress Intercity Transit Consortium 2015 Work Plan** Liz Niedziela  
Recommendation:  
Approve the SolanoExpress Intercity Transit Consortium 2015 Work Plan as shown in Attachment A.  
**Pg. 37**

- E. Fiscal Year (FY) 2015-16 Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds** Drew Hart  
Recommendation:  
 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.
- Pg. 41**
- F. Solano Pedestrian Advisory Committee (PAC) Member Appointment** Ryan Dodge  
Recommendation:  
 Approve the following:
1. Appoint Jody Lane representing Bay Area Ridge Trail Council to the PAC for a term to expire December 31, 2017; and
  2. Authorize the STA Chair to forward a letter to Kathy Hoffman thanking her for many years of service on the STA PAC.
- Pg. 43**
- G. Contract Amendment for Engineering Services During Construction for the I-80 Eastbound Cordelia Truck Scales Relocation Project** Janet Adams  
Recommendation:  
 Approve a contract amendment for HDR in the contract not-to-exceed \$144,129, to cover engineering services during construction of the I-80 Eastbound Cordelia Truck Scales Relocation project.
- Pg. 49**
- H. Rio Vista Transit Outreach and Analysis Study Request for Proposal (RFP)** Liz Niedziela  
Recommendation:  
 Authorize the Executive Director to:
1. Release a Request for Proposal for Rio Vista Transit Outreach and Analysis Study;
  2. Enter into a Funding Agreement with Rio Vista for \$12,950 for the Project Management Study; and
  3. Execute a contract with a Consulting Team for an amount not-to-exceed \$112,900 to conduct the Rio Vista Transit Outreach and Analysis.
- Pg. 59**
- I. Safe Routes to School Walking School Bus Program – Participant Recognition** Betsy Beavers  
Karin Bloesch  
Ward Stewart  
Recommendation:  
 Approve the following Safe Routes to School proclamations to be presented to the recipients at relevant School District Board Meetings:
1. Walking Wednesdays at Matthew Turner Elementary School, Benicia USD;
  2. Walking School Buses at Callison Elementary School, Vacaville USD;

3. Walking School Bus at Center Elementary, Travis USD;
4. Walking School Bus at B. Gale Wilson K-8 School, Fairfield-Suisun USD; and
5. Walking Wednesdays at Grace Patterson Elementary, Vallejo City USD

**Pg. 61**

**J. Solano Safe Routes to School (SR2S) High School Pilot Program** Sarah Fitzgerald

Recommendation:

Authorize the Executive Director to enter into a Funding Agreement with the Vallejo City Unified School District in the amount of \$20,000 for a high school trip reduction pilot program.

**Pg. 69**

**K. Cap and Trade Program Resolution of Support - Fairfield/Vacaville Intermodal Station** Drew Hart

Recommendation:

Approve the attached STA Resolution No. 2015-03 supporting the application to SGC's Affordable Housing Sustainable Communities grant program for the Fairfield-Vacaville Intermodal Station to be submitted by the City of Fairfield with STA as a co-applicant.

**Pg. 71**

**L. SolTrans Reduced American with Disabilities Act (ADA) Paratransit Certified Fare for SolanoExpress Routes 78, 80 and 85** Elizabeth Romero, SolTrans

Recommendation:

Approve the following:

1. Authorize SolTrans to charge ADA Paratransit Certified Clients and Personal Care Attendants (PCAs) a \$0.50 per ride cash fare each on the SolanoExpress Routes 78, 80 and 85 under a 3-year pilot program from the date of implementation through Fiscal Year (FY) 2018, per attachment Attachment A; and
2. Request SolTrans provide annual reports to the Consortium and STA Board.

**Pg. 75**

**M. STA Soundwall Retrofit Policy** Robert Guerrero

Recommendation:

Approve the STA Sound Wall Retrofit Policy as specified in Attachment A.

**Pg. 95**

## 9. ACTION FINANCIAL ITEMS

### A. I-80 Express Lanes Projects – PS&E Consultant Selection

Janet Adams

#### Recommendation:

Authorize the Executive Director to enter into an agreement with AECOM Technical Services, Inc. to provide detailed preliminary engineering and final design services for the entire I-80 Express Lanes – Red Top Road to I-505 project for a not-to-exceed amount of \$12.5 million, subject to BAIFA providing funding for the East Segment.

(6:55 – 7:00 p.m.)

**Pg. 107**

## 10. ACTION NON-FINANCIAL ITEMS

### A. Solano Rail Facilities Plan Update

Robert Macaulay  
David McCrossan,  
Menzies &  
McCrossan, LLC

#### Recommendation:

Release the Draft Solano Rail Facilities Plan Update provided as Attachment A, for a 30-day public comment period.

(7:00 – 7:15 p.m.)

**Pg. 113**

### B. Bay Trail - Vine Trail Feasibility Study

Drew Hart

#### Recommendation:

Approve the Bay Trail-Vine Trail Feasibility and Engineering Study as shown in Attachment A.

(7:15 – 7:25 p.m.)

**Pg. 115**

### C. Legislative Update

Jayne Bauer

#### Recommendation:

Approve the following positions:

- AB 194 (Frazier) authorizing a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane; *Support in concept*
- HR 1308 (Lowenthal) establishing the Freight Transportation Infrastructure Trust Fund; *Support*

(7:25 – 7:30 p.m.)

**Pg. 117**

### D. State Route (SR) 12 East Gap Closure Project

Janet Adams

#### Recommendation:

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.

(7:30 – 7:35 p.m.)

**Pg. 139**

- E. Active Transportation Program (ATP) Update - Candidate Projects Recommendation:** Drew Hart
- 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.
- (7:35 – 7:40 p.m.)  
Pg. 149

**11. INFORMATIONAL ITEMS – NO DISCUSSION**

- A. Regional Transportation Impact Fee (RTIF) - FY 2014-15 2nd Quarter Revenue Update** Robert Guerrero  
Pg. 157
- B. Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report** Judy Kowalsky  
Pg. 161
- C. Intercity Taxi Scrip Program Update** Liz Niedziela  
Pg. 163
- D. Consolidated Transportation Services Agency (CTSA)/Mobility Management Program Update** Kristina Holden  
Pg. 167
- E. Bike to Work Week May 11-15, 2015** Judy Leaks  
Pg. 173
- F. SNCI Call Center/Transportation Info Depot Update** Judy Leaks  
Pg. 175
- G. Summary of Funding Opportunities** Drew Hart  
Pg. 177
- H. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015** Johanna Masielat  
Pg. 181

**12. BOARD MEMBERS COMMENTS**

**13. ADJOURNMENT**

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, May 13, 2015**, Suisun Council Chambers.

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## MEMORANDUM

DATE: April 7, 2015  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – April 2015

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

### **Stand Up for Transportation Day**

On April 7<sup>th</sup>, I attended the Solano County Board of Supervisors meeting to provide a presentation on the importance of the federal Transportation Authorization bill being extended. Map 21 is scheduled to expire again on May 31<sup>st</sup> and the Highway Trust Fund is still in dire need of a revenue source to ensure the continued allocation of the federal transportation funding. STA and our local communities and transit operators receive federal funding for local streets and roads, public transportation, Safe Routes to Schools for our school children, and improved mobility for senior and the disabled. Continued federal transportation funds are needed for the movement of goods, and to improve mobility and safety along major corridors such as I-80 and SR 12. Stand up for Transportation or National Transportation Infrastructure Day was scheduled for April 9, 2015.

### **Solano Rail Facilities Plan Update \***

The Solano Rail Facilities Plan was originally updated in 2003 to help prioritize potential new rail stations on the Capitol Corridor. This Plan provides an update of the passenger service and the potential for new rail stations in the future. Recently, STA has funded an upgrade of the current Suisun–Fairfield Rail Station and provided the vast majority of the funding for the new proposed Fairfield-Vacaville Intermodal Station. Both projects are scheduled to begin construction later this year. This plan for the first time also highlights the current and future rail freight activity and opportunities in Solano County.

### **Board of Equalization Action Could Result in Loss of \$5.2 million for Solano County's Local Streets and Roads Funding \***

On February 23<sup>rd</sup>, the BOE voted to reduce the State Gas Tax equivalent by 6 cents resulting in a 24% reduction in state transportation gas revenues to local streets and roads for Solano County cities and the County. For Solano County's seven cities and the County, this is a projected reduction of \$5.2 million for FY 2015-16. Solano County's roads currently average a Pavement Condition Index (PCI) rating of 64 and are projected to decrease to a PCI rating of 49 by 2028.

**Bay Trail – Vine Trail Feasibility Study \***

STA, in partnership with the City of Vallejo and the Bay Trail and Vine Trail, has completed the Bay Trail - Vine Trail Feasibility Study for connecting the current alignment being planned and constructed in Napa County to the Vallejo Waterfront. This Biking and Pedestrian project has been identified as a high priority by both the regional Bay Trail (staffed by the Association of Bay Area Governments) and the Vine Trail (based in Napa County). If adopted by the STA Board, this project will become a high priority for future funding and implementation. Several phases assessed in this study have been identified as potential candidates for Active Transportation Program grant funding.

**STA Soundwall Retrofit Policy \***

In response to inquiries from individual cities and based on discussions with the STA Technical Advisory Committee (TAC), staff has developed draft policies for soundwall retrofit projects. At the direction of the STA Board in March, this policy was brought back to the STA TAC and the TAC has concurred with the STA Board recommendation that the Soundwall Retrofit Policy be adopted with an amendment that any proposed Soundwall projects are the lowest priority for future State Transportation Improvement Program (STIP) funds.

**Support for SR 12 East Gap Closure Project \***

The past seventeen years, the STA has actively supported efforts to improve safety on State Route 12. Currently, Caltrans is completing the construction of the last segment of SR 12 East safety improvements programmed in the State Highway Operations and Protection Program (SHOPP). When completed, this will leave a two mile stretch of SR 12 located just west of the City of Rio Vista that has been provided wider shoulders and improved sight lines to improve traveler safety. In order to receive the necessary focus of Caltrans, STA staff is recommending the STA Board authorize the STA Chair to forward a letter to Caltrans requesting the completion of the Project Study Report and 2016 SHOPP funding for the SR 12 East Gap Closure Project.

**Consultant for Design of I-80 Express Lanes \***

STA has been working to get the I-80 Express Lanes ready for construction. The environmental document for both the conversion of the existing High Occupancy Vehicle lanes located on I-80 in Fairfield (Red Top Road to Air Base Parkway) and constructing new Express Lanes from Air Base Parkway to I-505 in Vacaville is nearing completion. Funding has been obtained for the design and construction of the conversion segment and STA has requested design funding for the new construction segment which is scheduled to be acted on by the Bay Area Infrastructure Financing Authority (BAIFA) in June of 2015. The STA Board has authorized the issuing of a request for proposal for the design for both segments with the recommended design firm to be selected this month.

**Cap and Trade Program – Round Two for Fairfield/Vacaville Intermodal Station \***

Earlier this year, the STA Board authorized STA to support the Fairfield/Vacaville Intermodal Station as the priority project for submittal for the new Affordable Housing Sustainable Communities Grant being developed by the Strategic Growth Council (SGC) as part of the State Cap and Trade Grant program. In March, STA and the City of Fairfield received positive news that the project cleared the initial screening hurdle and has been invited by the SGC to submit an application as part of round two. This application is due to the SGC by April 20<sup>th</sup>.

**Active Transportation Program Project Candidates \***

Last year, the California Transportation Commission (CTC) awarded Round 1 funding for the statewide ATP. STA's Safe Routes to School Program submittal was one of the projects selected for funding by the CTC. The second round of the program is scheduled to be awarded later this year by the CTC for the statewide ATP and by the Metropolitan Transportation Commission (MTC) for the regional ATP. STA staff has been working with local projects to identify the potential ATP applicants for Round 2.

**Lifeline Funding Recommendations for Low Income Communities \***

The STA Board is responsible for programming Lifeline Program funds for Solano County. Recently, STA issued a call for Lifeline Program funding for the current year and the next two years. The submitted projects were reviewed by the STA's Lifeline Advisory Committee which recommended the allocation of funding for transit services and programs that will benefit low income residents as identified in five previous Community Based Transportation Planning (CBTP) studies conducted in the City of Dixon, East Fairfield, Fairfield-Suisun, Vacaville and Vallejo.

**Safe Routes to School Walking School Bus Program Recognition and High School Pilot Program \***

STA has utilized a federal grant to initiate a Safe Routes to School Walking School Bus Pilot Program over the past two years. STA's three part-time Walking School Bus Coordinators have been working with a number of teachers, school administrators and parents to implement of number of Walking School Buses. The success of the program to date has been a result of the efforts, energy and enthusiasm of these individuals. SR2S staff is recommending the STA Board recognize these individuals for their efforts to support the Safe Routes to School Program in their schools. In addition, staff is recommending the STA Board authorize the Executive Director to enter into a contract with the Vallejo City Unified School District to pilot a Safe Routes to School pilot program at their two public high schools. Finally, a Safe Routes to School informational video has been completed and will be shown at the April Board meeting.

**Second Quarter RTIF Report for FY 2015-16 \***

The Solano Regional Transportation Impact Fee (RTIF) celebrated its first anniversary since it went into effect in February of 2014. Through the first four quarters (11 months), a total of \$790,000 in RTIF revenues has been collected and is available for current and future RTIF eligible projects. To date, one RTIF funded project is under construction (the Green Valley Interchange Project) and a second RTIF funded project (Benicia Bus

Hub Project) is scheduled to go to construction later this year. STA staff is currently coordinating with city and county staff to reconvene all of the RTIF Working Groups to update projects in preparation for future allocations of RTIF funding. A more detailed RTIF update will be provided to the STA Board in June once all of the RTIF Working Group meetings are wrapped up.

**STA Staff Update**

On March 23rd, the STA's new part-time Marketing Assistant, Daniel Coffeen, began work. Daniel is a resident of the City of Benicia and reports to Jayne Bauer. Last week, Philip Kamhi accepted the position of Transit Program Manager. He will be responsible for managing the new Taxi Scrip Program and various other transit coordination programs. Philip has previous work experience with Solano County Transit and Fairfield and Suisun Transit (FAST) and has just returned to the Bay Area having worked for two transportation agencies in Southern California. He is scheduled to begin working for the STA on May 1<sup>st</sup>.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated April 2015)

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

<b>R</b>		TEA	Transportation Enhancement Activity
RABA	Revenue Alignment Budget Authority	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
RBWG	Regional Bicycle Working Group	TFCA	Transportation Funds for Clean Air
REPEG	Regional Environmental Public Education Group	TIF	Transportation Investment Fund
RFP	Request for Proposal	TIGER	Transportation Investment Generating Economic Recovery
RFQ	Request for Qualification	TIP	Transportation Improvement Program
RM 2	Regional Measure 2 (Bridge Toll)	TLC	Transportation for Livable Communities
RPC	Regional Pedestrian Committee	TMA	Transportation Management Association
RRP	Regional Rideshare Program	TMP	Transportation Management Plan
RTEP	Regional Transit Expansion Policy	TMS	Transportation Management System
RTIF	Regional Transportation Impact Fee	TMTAC	Transportation Management Technical Advisory Committee
RTP	Regional Transportation Plan	TOD	Transportation Operations Systems
RTIP	Regional Transportation Improvement Program	TOS	Traffic Operation System
RTMC	Regional Transit Marketing Committee	T-Plus	Transportation Planning and Land Use Solutions
RTPA	Regional Transportation Planning Agency	TRAC	Trails Advisory Committee
		TSM	Transportation System Management
<b>S</b>		<b>U, V, W, Y, &amp; Z</b>	
SACOG	Sacramento Area Council of Governments	UZA	Urbanized Area
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	VHD	Vehicle Hours of Delay
SCS	Sustainable Community Strategy	VMT	Vehicle Miles Traveled
SCTA	Sonoma County Transportation Authority	VTA	Valley Transportation Authority (Santa Clara)
SFCTA	San Francisco County Transportation Authority	W2W	Welfare to Work
SGC	Strategic Growth Council	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SJCOG	San Joaquin Council of Governments	WETA	Water Emergency Transportation Authority
SHOPP	State Highway Operations & Protection Program	YCTD	Yolo County Transit District
SMAQMD	Sacramento Metropolitan Air Quality Management District	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SMCCAG	San Mateo City-County Association of Governments	<b>Z</b>	
SNCI	Solano Napa Commuter Information	ZEV	Zero Emission Vehicle
SoHip	Solano Highway Partnership		
SolTrans	Solano County Transit		
SOV	Single Occupant Vehicle		
SPOT	Solano Projects Online Tracking		
SP&R	State Planning & Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
SRTP	Short Range Transit Plan		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Federal Surface Transportation Program		
<b>T</b>			
TAC	Technical Advisory Committee		
TAM	Transportation Authority of Marin		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transportation Capital Improvement		
TCIF	Trade Corridor Improvement Fund		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		
TDM	Transportation Demand Management		
TE	Transportation Enhancement		



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**March 11, 2015**

**1. CALL TO ORDER**

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

**MEMBERS**

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

**MEMBERS**

**ABSENT:** None.

**STAFF**

**PRESENT:** Daryl K. Halls Executive Director  
Bernadette Curry Legal Counsel  
Janet Adams Deputy Exec. Director/Dir. of Projects  
Robert Macaulay Director of Planning  
Johanna Masielat Clerk of the Board/Office Manager  
Liz Niedziela Transit Manager  
Judy Leaks Transit and Rideshare Program Manager  
Robert Guerrero Project Manager  
Sarah Fitzgerald Program Services Administrator – SR2S  
Ryan Dodge Associate Planner  
Betsy Beavers Walking School Bus Coordinator  
Karin Bloesch Walking School Bus Coordinator  
Ward Stewart Walking School Bus Coordinator  
Esther Wan Customer Service Representative

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

Nathan Atherstone Fairfield and Suisun Transit (FAST)  
Kevin Berryhill Presenter, City of Fairfield  
Amanda Dum City of Suisun City  
Bill Emlen County of Solano  
Kevin Green Daily Republic

Steve Hartwig  
Dan Kasperson  
Brian McLean  
Rischa Slade  
Graham Wadsworth

City of Vacaville  
City of Suisun City  
Vacaville City Coach  
Presenter, Solano Community College  
City of Benicia

**2. CALL TO ORDER**

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

**3. CONFIRM QUORUM/STATEMENT OF CONFLICT**

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

**4. APPROVAL OF AGENDA**

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the agenda. (8 Ayes)

**5. SWEARING-IN OF NEW STA BOARD ALTERNATE MEMBERS**

- **Vice Mayor Chuck Timm**

Alternate Member representing the City of Fairfield

**6. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**7. EXECUTIVE DIRECTOR'S REPORT**

- Board of Equalization (BOE) Vote to Reduce Gas Tax - Could Result in Loss of \$5 million for Solano County's Local Streets and Roads Funding
- STA Soundwall Retrofit Policy
- Pacific Gas & Electric (PG & E) Project Cost Increases
- Safe Routes to School Program Update - School Surveys Needed
- Solano Community College Proposal for New Student Transit Fee
- Second Quarter Budget Report for FY 2015-16
- SNCI Program/Call Center/Transportation Info Depot Update
- Mobility Management Program Update
- STA Staff Update

**8. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)**

None presented.

**9. STA PRESENTATION**

**A. Presentation on Fairfield/Vacaville Train Station**

*Presented by Kevin Berryhill, City of Fairfield*

**B. Presentation on Proposed Solano Community College Student Transportation Fee**

*Presented by Rischa Slade, Solano Community College*

**C. Presentation on Safe Routes to School Program Update**

*Presented by Sarah Fitzgerald, STA*

**D. Directors Reports**

**1. Planning**

**2. Projects**

**3. Transit/Rideshare**

## 10. CONSENT CALENDAR

On a motion by Board Member Batchelor, and a second by Vice Chair Richardson, the STA Board unanimously approved Consent Calendar Items A-E. (8 Ayes)

### A. **Minutes of the STA Board Meeting of February 11, 2015**

#### Recommendation:

Approve STA Board Meeting Minutes of February 11, 2015.

### B. **Draft Minutes to the TAC Meeting of February 25, 2015**

#### Recommendation:

Approve TAC Meeting Minutes of February 25, 2015.

### C. **Fiscal Year (FY) 2014-15 Second Quarter Budget Report**

#### Recommendation:

Receive and file.

### D. **Contract Amendment - Travel Demand Model Validation Services**

#### Recommendation:

Authorize the Executive Director to amend the contract with Cambridge Systematics for validation of the Napa Solano Travel Demand Model for an amount not to exceed \$70,049.

### E. **Safe Routes to School (SR2S) GIS Mapping Contract**

#### Recommendation:

Authorize the Executive Director to enter into an agreement with Brian Fulfroost and Associates for an amount not-to-exceed \$17,000 as specified in Attachment A.

## 11. ACTION – FINANCIAL ITEMS

### A. **I-80 Cordelia Truck Scales and I-80/I-680/State Route (SR) 12 Interchange – Response to Pacific Gas and Electric (PG&E) Project Cost Increases**

Janet Adams and Bernadette Curry, Legal Counsel, has been coordinating with Pacific Gas & Electric on the relocation of a Gas Valve Lot associated with the construction of the I-80/I-680/State Route 12 Interchange Phase 1 construction project and on the relocation of a electric distribution line associated with the I-80 Cordelia Truck Scales Relocation Project. Both relocation projects have been managed by PG&E and both have experienced significant project cost increases. STA staff and legal counsel have reviewed both requests from PG&E for additional project cost compensation and are recommending the STA Board deny both requests

#### **Public Comments:**

None presented.

#### **Board Comments:**

After discussion, the STA Board suggested to modify the first paragraph of the letter and list the following important points:

1. ***For PG&E to take responsibility for the misuse of taxpayer's money;***
2. ***The project's benefit provided to PG&E by the two STA projects; and***
3. ***Mismanagement of the projects by PG&E.***

Recommendation:

Authorize the Executive Director to send the letters as shown in Attachments C and D to PG&E denying their requests for additional payment for allocation costs associated with the Cordelia Truck Scales and I-80/I-680/SR 12 Interchange Projects.

On a motion by Vice Chair Richardson, and a second by Board Member Spring, the STA Board approved the recommendations to amend the letter to include comments listed above as shown in ***bold italics***. (8 Ayes)

## 12. ACTION – NON-FINANCIAL ITEMS

### A. STA Soundwall Retrofit Policy

Robert Guerrero reviewed the STA staff's proposed version of a Soundwall Policy which he outlined 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.

**Public Comments:**

None presented.

**Board Comments:**

Based on input, the STA Board directed STA staff to work with the TAC to include additional text that emphasizes how low of a priority Sound Wall Retrofit Projects are for STIP funding. The STA Board also agreed that STIP funding should be concentrated on regionally significant countywide priority projects.

After further discussion, the STA Board requested to table this item for further discussion and consideration by the STA TAC and bring back at a future meeting.

### B. Legislative Update

Jayne Bauer summarized and outlined the four (4) bills listed below and recommended to take the following positions as listed below in ***bold italics***:

- ***Watch*** - Assembly Bill (AB) 4 (Linder) - Prohibiting the transfer of weight fee revenues from the State Highway Account to the Transportation Debt Service Fund;
- ***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;
- ***Support*** - Assembly Constitutional Amendment (ACA) 4 (Frazier) - Lower the voter approval requirements from 2/3 to 55 percent for the imposition of special taxes used to provide funding for transportation purposes; and
- ***Support in Concept*** - Senate Bill (SB) 321 (Beall) - Stabilization of the gasoline excise tax.

**Public Comments:**

None presented.

**Board Comments:**

None presented.

**Recommendation:**

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*
- 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; *Support*
- Assembly Constitutional Amendment (ACA) 4 (Frazier) - Lower the voter approval requirements from 2/3 to 55 percent for the imposition of special taxes used to provide funding for transportation purposes; *Support*
- Senate Bill (SB) 321 (Beall) - Stabilization of the gasoline excise tax; *Support in concept*

On a motion by Board Member Batchelor, and a second by Vice Chair Richardson, the STA Board approved the recommendations. (8 Ayes)

**13. INFORMATIONAL**

**A. Solano County Pothole Report Update – Impact of Proposed State Excise Tax on Gasoline Funding Cuts on Solano County**

Robert Guerrero provided an update of the proposed cut in state funding and the impact on each community's local streets and roads funding. He reported that the Board of Equalization (BOE) voted to reduce the State excise tax, from 18 cents to 12 cents a gallon, resulting in a 24% reduction in state transportation gas revenues to local streets and roads, the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP). He noted that the Governor released his initial Budget proposal that included a significant reduction in state funding for transportation resulting from the decrease in revenues from the excise tax funds dedicated to the State Highway Account (SHA). He also noted that with the repayment of the three transportation bonds given preference for Truck Weight Fees revenues in the Governor's proposed State Budget, the reduction in the SHA will be absorbed by state funds traditionally dedicated to cities and counties for road rehabilitation (44%), the State Transportation Improvement Program (STIP) for capacity projects (44%), and the State Highway Operation and Protection Program (SHOPP) for maintenance of the state highway system (12%). He outlined that for Solano County's seven cities and the County, this is a projected reduction of \$5 million for just local streets and roads for Fiscal Year (FY) 2015-16. Solano County's State Transportation Improvement Program (STIP) allocation for the 2016 STIP is also projected to decrease. Solano County's roads currently average a Pavement Condition Index (PCI) rating of 64 and are projected to decrease to a PCI rating of 49 by 2028.





**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**March 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  
Kevin Berryhill for George Hicks City of Fairfield  
Dave Melilli City of Rio Vista  
Dan Kasperson City of Suisun City  
Shawn Cunningham for Steve Hartwig City of Vacaville  
Allan Panganiban for David Kleinschmidt City of Vallejo  
Matt Tuggle Solano County

**TAC Members** Joe Leach City of Dixon

**Absent:**

**STA Staff**

**Present:** *(In Alphabetical Order by Last Name)*  
Janet Adams STA  
Anthony Adams STA  
Jayne Bauer STA  
Ryan Dodge STA  
Robert Guerrero STA  
Daryl Halls STA  
Drew Hart STA  
Judy Leaks STA  
Robert Macaulay STA  
Johanna Masielat STA  
Liz Niedziela STA

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

David McCrossan Menzies and McCrossan  
John McKenzie Caltrans District 4  
Adam Noelting MTC

**2. APPROVAL OF THE AGENDA**

On a motion by Kevin Berryhill, and a second by Graham Wadsworth, the STA TAC unanimously approved the agenda. ( 7 Ayes, 1 Absent (City of Dixon))

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**5. CONSENT CALENDAR**

On a motion by Graham Wadsworth, and a second by Dave Melilli, the STA TAC approved Consent Calendar as follows:

- Items A and C, (7 Ayes, 1 Absent (City of Dixon))
- Item B, (6 Ayes, 1 Abstention (City of Fairfield), 1 Absent (City of Dixon))

**A. Minutes of the TAC Meeting of February 25, 2015**

Recommendation:

Approve TAC Meeting Minutes of February 25, 2015.

**B. Lifeline Advisory Committee Recommendation for Lifeline Funding**

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.

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

Recommendation:

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

**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.

On a motion by Dan Kasperson, and a second by Allan Panganiban, the STA TAC unanimously approved the recommendation. ( 7 Ayes, 1 Absent (City of Dixon))

## 7. ACTION NON-FINANCIAL ITEMS

### A. STA Sound Wall Retrofit Policy

Robert Guerrero commented that 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. He noted that the STA Board members generally agreed that STIP funding should be concentrated on regionally significant countywide priority projects. As directed by the STA Board, Robert Guerrero reviewed 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."*

After discussion, the STA TAC concurred.

#### Recommendation:

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

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

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

Janet Adams reviewed the segment to close the gap of SR 12 East and Caltrans' proposal to include the construction of the 8 foot shoulders and standard 12 foot wide lanes in the scope, however, she noted that the individual safety history of this section may not qualify it for funding in the SHOPP program. She added that 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. She also noted that once Caltrans completes the PSR, the project will be eligible to compete for statewide SHOPP funding. She concluded by stating that staff is 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, and that this proposed Letter of Support will be more effective with additional Letters of Support from other agencies.

#### 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

On a motion by Dan Kasperson, and a second by Graham Wadsworth, the STA TAC unanimously approved the recommendation. ( 7 Ayes, 1 Absent (City of Dixon))

**C. Solano Rail Facilities Plan Update**

David McCrossan presented the Final Draft Solano Rail Facilities Plan which will be forwarded to the STA Board for consideration to release for public review and comment period for 30-days at their April 15<sup>th</sup> Board meeting. He reviewed the existing conditions (facilities and ridership), freight rail and station location criteria as well as the new chapters of the plan which included future passenger facilities, safety and sea level rise adaptation.

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.

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

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

Drew Hart reviewed the 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. 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.

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.

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

**E. Legislative Update**

Jayne Bauer introduced Assembly Member Jim Frazier’s Assembly Bill [\(AB\) 194](#), which would authorize a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane. She noted that 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 and specifically does not authorize the conversion of a mixed-flow lane into a HOT lane.

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.*

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

In addition, Jayne Bauer distributed and introduced H.R. 1308 – 114<sup>th</sup> Congress (2015-16) relative to the Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act which directs the Secretary of Transportation to establish a Multimodal Freight Funding Formula Program, National Freight Network and develop, maintain, and post on the public website of the Dept. of Transportation.

## **8. INFORMATIONAL – DISCUSSION**

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

Janet Adams noted that 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. She cited that 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. She also noted that the West Segment (Red Top Road to Airbase Parkway) project PS&E is being funded with bridge toll funds already allocated with the East Segment (Airbase Parkway to I-505) not yet funded, and will require further action BAIFA.

### **B. Regional Transportation Impact Fee (RTIF) – FY 2014-15 2<sup>nd</sup> Quarter Revenue Update**

Robert Guerrero provided a status update to the 2<sup>nd</sup> quarter revenue generated by the cities and the County of Solano. He summarized the estimated revenue reported for each District over the last year with a comparison to what was originally projected. In addition, he noted that the RTIF Working Groups will reconvene their meetings in April to discuss the status of their projects, schedule, anticipated agreements, and/or project implementation selection.

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

Drew Hart reported that STA staff will coordinate with the PAC, BAC, and agency staff during the months of March and April to update the Tiered Projects Lists. He noted that STA staff will present updated Tiered Project Lists in May and will ask the TAC for a recommendation to the STA Board which will inform short-term funding recommendations.

**D. Automated Bicycle and Pedestrian Counters**

Ryan Dodge reported that 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. He added that 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.

**NO DISCUSSION ITEMS**

**E. Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program Second Quarter Report**

**F. Summary of Funding Opportunities**

**G. Draft Meeting Minutes of STA Board and Advisory Committees**

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

**9. FUTURE STA TAC AGENDA ITEMS**

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

**10. ADJOURNMENT**

The meeting was adjourned at 2:40 p.m.

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



DATE: March 30, 2015  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Lifeline Advisory Committee 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 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 Board selects the Solano Lifeline projects for funding and STA 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:

\$ 1,875,212	State Transit Assistance Funds (STAF) over three years
\$ 899,217	Proposition 1B funds for one year
<u>\$ 1,111,109</u>	Job Access Reverse Commute (JARC) over three years with carryover
<b>\$ 3,885,538</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 FAST local taxi scrip program. The Lifeline Committee conditioned its recommended funding for FAST's local taxi scrip program based on FAST not cutting the program's service hours as mentioned in the grant application. FAST staff has indicated they do not plan to cut their local taxi scrip program. For SolTrans, sustaining local Route 2 that serves Solano Community College in Vallejo was recommended for funding.

MTC requires a resolution from the Project Sponsor for the Lifeline Funding. MTC has also requested the Lifeline funding be programmed at 95% of projected funding due to some uncertainty of actual funding. STA's Intercity Taxi Scrip Program was recommended for funding, and STA is submitting a resolution for STA Board approval (Attachment B). Since Faith in Action cannot claim STAF directly, the resolution will also include STA passing through STAF funds to Faith in Action for its Volunteer Driver Program.

At the Consortium meeting of March 24<sup>th</sup>, FAST staff requested members consider reducing funding for their projects to enable the increase of funding for the East Tabor project from \$160,000 recommended by the Lifeline Advisory Committee to \$300,000. On March 24<sup>th</sup>, on a motion by SolTrans and second by STA, the members approved forwarding a recommendation to the STA Board to approve the Lifeline Funding Recommendation with 7 Ayes and 1 No (FAST voted no). At the STA TAC meeting on March 25, the members approved forwarding a recommendation to the STA Board to approve the Lifeline Funding Recommendation with a 7 (Ayes) to 1 Abstention (City of Fairfield). Per MTC's request, all of the projects have been reduced by 5%. If the additional 5% is provided later, it will be awarded to each project.

**Fiscal Impact:**

The Lifeline Funding will assist in sustaining services, purchasing buses, mobility management programs and creating an accessible path to school. An estimated \$2.986 million in Lifeline funds (STAF and JARC) is recommended for allocation by the Lifeline Advisory Committee.

**Recommendation:**

Approve the following:

1. 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;
2. STA Resolution 2015-04; and
3. Authorize the Executive Director to enter into an agreement with Faith in Action (FIA) to pass through Lifeline State Transit Assistance Funds (STAF) funding for FIA volunteer driver program not to exceed \$75,535.

Attachment:

- A. Lifeline Advisory Committee Recommendations for Lifeline Funding 2015
- B. STA Resolution No. 2015-04

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Solano County Lifeline Advisory Committee Funding Recommendation

ATTACHMENT A

		STAF						
			2014	2015	2016			
Agency	Rank	Project Description	Requested Funding	Available Funds			Lifeline Committee Recommendation	STAF at 95%
STA	1	Solano County Intercity Taxi Scrip Program	\$200,000	\$ 668,858	\$ 674,934	\$ 630,115	\$ 1,973,907	\$ 1,875,212
				\$ 100,000	\$ 100,000		\$ 200,000	\$ 190,000
FAST	2	East Tabor Ave Sidewalk Gap Closure	\$ 1,360,000	\$ 160,000			\$ 160,000	\$ 152,000
SolTrans	3	Sustaining Route 85	\$ 975,000	\$ 244,161	\$ 272,467	\$ 277,558	\$ 794,186	\$ 754,477
SolTrans	4	Sustaining Route 1	\$ 925,000	\$ 244,162	\$ 247,467	\$ 252,557	\$ 744,186	\$ 706,977
FIA	5	Volunteer Driver Program 60 Years	\$ 246,035	\$ 20,535	\$ 55,000		\$ 75,535	\$ 71,758
FAST		FF/VV Intermodal Station FF Linear Park & Ped Infrastructure Access	\$ 1,750,000					\$ -
			<b>\$5,456,035</b>	<b>\$ 668,858</b>	<b>\$ 674,934</b>	<b>\$ 630,115</b>	<b>\$ 1,973,907</b>	<b>\$ 1,875,212</b>

		JARC						
			2014	2015	2016	Total		
Agency		Project Description	Requested Funding	Available Funds			Lifeline Committee Recommendation	Available Funds
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>	

Total Amount (95% of STAF and 100% of JARC)

\$ 2,986,320

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**STA Resolution No. 2015-04**

**SOLANO TRANSPORTATION AUTHORITY LIFELINE PROJECTS FOR  
FISCAL YEARS (FY) 2014-15, 2015-16, AND 2016-17**

WHEREAS, the Metropolitan Transportation Commission (MTC) has established a Lifeline Transportation Program to assist in funding projects that 1) are intended to result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, 2) are developed through a collaborative and inclusive planning process and 3) are proposed to address transportation gaps and/or barriers identified through a substantive community-based transportation plan or are otherwise based on a documented assessment of needs; and

WHEREAS, MTC has adopted principles, pursuant to MTC Resolution No. 4159, to guide implementation of the Lifeline Transportation Program for the three year period from Fiscal Year 2014-15 through Fiscal Year 2016-17, and has designated the County Congestion Management Agency (or another countywide entity) in each of the nine bay area counties to help with recommending project selections and project administration; and

WHEREAS, Solano Transportation Authority (STA) has been designated by MTC to assist with the Lifeline Transportation Program in Solano County on behalf of MTC; and

WHEREAS, STA conducted a competitive call for projects for the Lifeline Transportation Program in Solano County; and

WHEREAS, STA staff submitted the Solano Intercity Taxi Scrip Program in response to the competitive call for projects; and

WHEREAS, the STA Board has confirmed that the proposed Lifeline Program projects described on Attachment A to this Resolution, attached to and incorporated herein as though set forth at length, is consistent with the Lifeline Transportation Program goals as set out in MTC Resolution No. 4159; and

WHEREAS, the STA Board, after review, recommends the proposed Lifeline Program projects, described more fully on Attachment A to this Resolution, attached to and incorporated herein as though set forth at length, be funded in part under the Lifeline Transportation Program; and

WHEREAS, STA agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the Lifeline Transportation Program, provide for the required local matching funds, and satisfy all other conditions set forth in MTC Resolution No. 4159; and

WHEREAS, STA certifies that the project(s) and purpose(s) for which funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State

Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

WHEREAS, there is no legal impediment to STA making the funding request; and

WHEREAS, there is no pending or threatened litigation which might in any way adversely affect the ability of STA to deliver the proposed project(s) for which funds are being requested, now therefore be it

RESOLVED, STA requests that MTC program funds available under its Lifeline Transportation Program, in the amounts requested for which STA is eligible, for the project(s) described in Attachment A of this Resolution; and be it further

RESOLVED, that STA shall forward a copy of this Resolution, and such other information as may be required, to MTC, Solano County and such other agencies as may be appropriate.

---

Elizabeth Patterson, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of April 15, 2015.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 15<sup>th</sup> day of April, 2015 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masielat  
Clerk of the Board

**ATTACHMENT A**  
**Lifeline Transportation Program Cycle 4 Projects for Solano Transportation Authority**

Project Name	Project Description	Lifeline Transportation Program Funding Amounts					Local Match Amount	Total Project Cost
		1B	STA	JARC	STP	Total Lifeline Funding		
Intercity Taxi Scrip Program	Solano County Intercity Taxi Scrip program for ADA paratransit certified residents traveling between cities in Solano County.	\$	\$200,000	\$	\$	\$200,000	\$1,097,590	\$1,297,590
Faith in Action – Volunteer Driver Program	Providing Seniors Transportation Services to seniors 60 years and over in Solano County through a volunteer driver program.	\$	\$75,535	\$	\$	\$75,535	\$490,650	\$566,185
Total		\$	\$275,535	\$	\$	\$275,535	\$1,588,240	\$1,863,775

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DATE: March 26, 2015  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: SolanoExpress Intercity Transit Consortium 2015 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 from Consortium members 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.

At the Consortium and STA TAC meetings on March 24th and 25th, the members unanimously approved the SolanoExpress Intercity Transit Consortium 2015 Work Plan as specified in Attachment A.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the SolanoExpress Intercity Transit Consortium 2015 Work Plan as shown in Attachment A.

Attachments:

- A. SolanoExpress Intercity Transit Consortium 2015 Work Plan

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 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.

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DATE: March 26, 2015  
TO: STA Board  
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, and the unincorporated County located within the boundaries of the BAAQMD. 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 located within the boundaries of 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 to promote the use of travel alternative 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 and 19 new vanpools thus far in FY 2014-15), bicycle and pedestrian education, employer presentations, marketing events, and incentives campaigns (e.g. Bike to Work Day and Employer Commute Challenge).

Similar to last year, STA staff is recommending the continued allocation of \$220,000 for the SNCI program from the FY 2015-16 TFCA program to continue matching funding provided by ECMAQ for the SNCI program.

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.

On March 25, 2015, the STA TAC unanimously supported the staff's recommendation.

**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 \$220,000 in TFCA funds is necessary to support the SNCI program at its current level of effectiveness. A call for projects is recommended for the remaining balance of \$108,076.

**Recommendation:**

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: April 2, 2015  
TO: STA Board  
FROM: Ryan Dodge, Associate Planner  
RE: Solano Pedestrian Advisory Committee (PAC) Member Appointment

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**Background:**

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) is responsible for providing funding and policy recommendations to the STA Board on pedestrian-related issues for monitoring, implementing, and updating the Countywide Pedestrian Transportation Plan. The Committee is seeking to fill several vacancies at this time.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large special interest groups. The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for up to a 3-year term. These positions are voluntary. Preference is given to non-elected citizens and who are not employed by member agencies.

**Discussion:**

The Bay Area Ridge Trail Council has recommended Jody Lane as their representative. Ms. Lane is a resident of Vallejo, and would replace long-term PAC member Kathy Hoffman.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following:

1. Appoint Jody Lane representing Bay Area Ridge Trail Council to the PAC for a term to expire December 31, 2017; and
2. Authorize the STA Chair to forward a letter to Kathy Hoffman thanking her for many years of service on the STA PAC.

Attachments:

- A. PAC Statement of Interest Form for Bay Ridge Trail Council
- B. PAC Nominee for Bay Ridge Trail Council
- C. STA PAC Membership Roster

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**PEDESTRIAN ADVISORY COMMITTEE (PAC)  
NOMINATION/STATEMENT OF INTEREST  
FORM**

Please fill out the fields below. This nomination form is intended to state your interest. Completion of this form does not guarantee appointment to any position.\*For a complete list of vacancies and the application form, please visit STA's website at [sta.ca.gov](http://sta.ca.gov).

**Nominee:** Jody (Jo-Ann) Lane

**Address:** 595 Mountain View Ave, Vallejo, CA 94589

**Phone** (707) 643-0924 (home) (707) 310-4618 (cell)

**E-mail:** [jfaerdy@gmail.com](mailto:jfaerdy@gmail.com)

**Vacancy Interested in for Consideration:** Ridge Trail Representative to PAC

**Please provide a brief statement regarding your interest [or nominee's interest] in participating with the PAC:**

Pedestrian and bicyclist safety is a great concern to me, especially in Solano County. I am interested in this position to assure that the transitions of trails and pathways throughout the Ridge Trail, Solano County and the Bay Area provide opportunities for safe use, passage, commuting and recreation. As one who has been on the receiving end of a pedestrian vs. vehicle and bicycle vs. road (railroad tracts) incidents, I feel I bring some experience and concern to the committee and can help represent the Ridge Trail Committees concerns as well.

Please submit form to: Ryan Dodge, Associate Planner, Solano Transportation Authority, One Harbor Center, Suite130, Suisun City, CA, 94585, by email to [rdodge@sta-snci.com](mailto:rdodge@sta-snci.com) or fax to (707)424-6074. If you have questions, please contact Ryan Dodge at (707)399-3230.

\*To serve as a representative, nominee must be a resident of the City or fit the agency requirements. City or agency must formally nominate an individual for STA Board consideration for appointment through a Council action and/or Letter of Nomination.



March 30, 2015

Johanna Masiclat, Clerk of the Board  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585-2473

**RE: Nomination for Appointment to the Solano Transportation Authority (STA)  
Pedestrian Advisory Committee (PAC)**

Dear Ms. Masiclat:

This letter is to confirm Ms. Jody Lane's nomination as the Bay Area Ridge Trail Council's (BARTC's) representative to the STA Pedestrian Advisory Committee, succeeding Ms. Kathy Hoffman.

For questions regarding the BARTC's nomination, please contact Moira McEnespy ([MoiraMcEnespy@ridgetrail.org](mailto:MoiraMcEnespy@ridgetrail.org) or 414-561-2595).

Sincerely,

A handwritten signature in blue ink that reads "Janet McBride".

Janet McBride  
Executive Director  
Bay Area Ridge Trail Council



**STA Pedestrian Advisory Committee (PAC)**  
**Membership Status**  
**(April 2015)**

The following are the Membership Terms of the PAC Members:

Jurisdiction	Member	Term Expires
Benicia	Pete Turner	December 31, 2015
Dixon	Bil Paul	December 31, 2016
Fairfield	Tamer Totah	December 31, 2016
Rio Vista	Kevin McNamara	December 31, 2016
Suisun City	Vacant	N/A
Vacaville	Shannon Lujan	December 31, 2015
Vallejo	Teresa Booth	December 31, 2017
Solano County	Vacant	N/A
Member-At-Large	Timothy Choi	December 31, 2016
Bay Area Ridge Trail	Vacant	N/A
Solano Community College	Rischa Slade	December 31, 2017

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DATE: March 6, 2015  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: Contract Amendment for Engineering Services During Construction for the I-80 Eastbound Cordelia Truck Scales Relocation Project

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**Background:**

STA took lead with Final Design [Plans, Specifications and Estimate (PS&E)] and R/W engineering for the I-80 Eastbound Cordelia Truck Scales Relocation project. In spring 2008, STA retained HDR Engineering, Inc. (HDR) to provide Final Design and R/W engineering services, including coordinating utility relocations and demolition of two residences.

**Discussion:**

Under contract to STA, HDR designed the I-80 Eastbound Cordelia Truck Scales Relocation project and is currently providing engineering services during construction. Now that the construction contract is wrapped up and being closed out, including preparation of as-built drawings, it is necessary to evaluate the level of effort that was required to complete the design support services during construction of the project.

The proposed amendment is for supporting STA in an oversight role of the vendor responsible for the 30-month maintenance period of technology installed at the facility; completing the LEED certification process on behalf of Caltrans; and completing the project as-built drawings. These services are discussed in more detail in the attached letter from HDR dated March 5, 2015 (Attachment A). STA project management staff has reviewed the request and is recommending the Board approve a contract amendment for the HDR in a not-to-exceed amount of \$144,129 to cover these final design support services that were provided during construction of the project.

**Fiscal Impact:**

The I-80 Eastbound Cordelia Truck Scales Relocation project is being funded with bridge toll funds already allocated to this Project. This contract amendment is for \$144,129.

**Recommendation:**

Approve a contract amendment for HDR in the not-to-exceed \$144,129, to cover engineering services during completion of the construction of the I-80 Eastbound Cordelia Truck Scales Relocation project.

Attachment:

- A. Letter from HDR Engineering, Inc. dated March 5, 2015.

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March 5, 2014

Ms. Janet Adams  
Deputy Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**RE: Final Design and Construction Support Services  
I-80 Eastbound Cordelia Truck Scales Relocation Project**

Dear Ms. Adams,

HDR has been providing construction support services for the Cordelia Truck Scale Relocation Project and Cordelia Vehicle Management System (CVMS) contract since January of 2012. The construction efforts have lead to the completion of construction activities for the new truck scale facility building and site.

Now that the construction work is complete it is necessary to evaluate the level of effort and the estimated cost to complete for the oversight efforts of the CVMS contract work and the required effort for preparation of project as-built documentation.

On February 22, 2015 the HDR team received the redlined as-built plans from Caltrans construction staff and STA has agreed to have their consultant design team revise the CAD design drawings (based on redlines received) and submit final as-built plans to Caltrans District 4. Based on that direction, the HDR team has prepared estimates to complete the final as-built documentation for the Caltrans project work.

The IIS Maintenance Period for the CVMS contract began on August 13, 2014 and the maintenance period was established for a 30 month period. The HDR team has prepared estimates to complete the oversight work for the IIS CVMS Maintenance Plan that is set to finish in February 2017.

This request includes additions to the scope and the effort associated with the following four areas of work:

- Administration and Invoices
- CVMS Construction Support
- As-Built Documentation
- LEED Application and Review Fees

The following describes the activities included in the estimate to complete the design support during construction.

**Task 8.0 – Design Support During Construction** - The HDR team will continue to provide support during construction for the following activities:

- **Administration and Invoices** – This task includes the monthly effort to prepare, review and process invoices for the remainder of the project work. A monthly invoice will be prepared for February 2015 and then invoices will be sent to STA on a Quarterly basis through the end of the CVMS Contract Maintenance Plan work (February 2017).
  
- **CVMS Construction Support** – the HDR team will continue to provide oversight and management of the IIS work for the CVMS Maintenance Plan through February 2017. This task includes the following items:
  - An increased level-of-effort (24 hours) for the month of February to close out the System Performance Period (6 months) of the IIS Maintenance Plan; this effort will also include finalizing the Overheight Detector relocation and Lighting CCO.
  - An average level-of-effort of 4 hours per month for continued coordination with IIS and CHP throughout the Annual Performance Period (24 months) of the IIS Maintenance Plan; including resolution/documentation of any issues as they arise and conformance with the approved IIS Maintenance Plan. This period assumes three periodic field visits to verify on-site operations and adherence to IIS Maintenance Plan activities.
  - Reviewing, commenting on, and processing quarterly invoices for IIS and the HDR team.
  
- **As-Built Documentation** - The HDR team will prepare the project as-builts in coordination with Caltrans. The level of effort to complete the as-built documents has increased based on changes made to the building and systems, site work, and concrete culvert structures that were damaged by the contractor. Additional budget is required to prepare the As-Built plans for future reference. HDR has reviewed the redlines provided by Caltrans construction staff and estimated the level of effort to complete the work. There are 585 plan sheets that will be part of the As-Built Documentation Set.
  
- **LEED Application and Review Fees** - The HDR design team has submitted the project's LEED Certification application to the US Green Building Council (USGBC) and the team will require additional funds for the application and review fees required by USGBC. There is a \$2,750 fee for the review of the project application and registration. Also if USGBC's review results in the rejection of a LEED credit the team may need to request an appeal of the credit if it is required for Silver Certification of the Project. The cost for the appeal would be \$500 per item (assume 3). HDR has also established a \$1,250 budget for the fabrication of the LEED Certification Plaque and mounting to be installed on-site at the facility. A total budget of \$5,500 in direct costs is requested for the LEED Certification associated fees.

- **Assumptions:**

- We assumed that all sheets provided to HDR by Caltrans were ready for as-built documentation. Sheets with no redlines associated will be stamped as As-Built ready per Caltrans guidelines. Plan sheets that were not included in the plan package to HDR will not be included in the As-Built documentation set.
- Caltrans redline markups reference changes based on CCOs, however, the final CCOs were not included in the plan package submitted to HDR. Caltrans will need to furnish the final redlines/CCOs they used for the redlines to ensure accuracy.
- One full size hard copy set of As-Built Plans will be submitted to Caltrans District 4 along with a PDF file of the plans. The revised Microstation CAD files will also be transmitted to District 4.

Attached is our estimate of the cost to complete this work. In summary, the remaining project budget as of January 24, 2015 is \$28,852, while the estimated cost to complete the remaining tasks is \$172,980. Consequently, HDR is requesting a contract amendment for \$144,129.

We look forward to working with STA staff, Caltrans and IIS for successful completion of this important project. If you have any questions, please feel free to contact me.

Sincerely,



Carlton L. Haack, PE  
HDR Project Manager

cc: Dale Dennis

Attachments: Additional Fee Spreadsheet

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Budget Summary as of January 24, 2015

	HDR	WMH	KJ	BCA	Chaudhary	F&P	Parikh	WRECO	Haygood	EXARO	Benett	Geocon	Project
<b>Budget Remaining as of January 24, 2015</b>	\$ 52,003	\$ (23,152)		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,852
<b>Remaining Tasks - Estimate to Complete</b>													
Design Support During Construction	\$ 74,640	\$ 86,263		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,903
ODCs and Tech Charge Subtotal	\$ 10,002	\$ 2,076	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,077
<b>Total</b>	\$ 84,642	\$ 88,339	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 172,980
<b>Remaining Budget vs Remaining Tasks ETC</b>	\$ (32,638)	\$ (111,491)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (144,129)

I-80 Eastbound Cordelia Truck Scales Relocation Estimate to Complete - Construction Support Services As of January 24, 2015		HDR				WMH				BCA	KJ	F&P	Parikh	HA	TEAM TOTALS			
		HOURS	LABOR	ODC	TOTAL	HOURS	LABOR	ODC	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	HOURS	LABOR	ODC	TOTAL
Task No.	Task Description																	
<b>8</b>	<b>Construction Support</b>																	
	Administration and Invoicing	52	\$ 7,472	\$ 192	\$ 7,664	63	\$ 10,791	\$ 233	\$ 11,024						115	\$18,263	\$426	\$18,689
	IIS Oversight (CVMS Maintenance Period)	12	\$ 3,564	\$ 44	\$ 3,608	168	\$ 36,780	\$ 622	\$ 37,402						180	\$40,344	\$666	\$41,010
	As-Built Documentation	477	\$ 63,604	\$ 4,265	\$ 67,869	330	\$ 38,692	\$ 1,221	\$ 39,913						807	\$102,296	\$5,486	\$107,782
	LEED Fees (Direct Costs)	-	\$ -	\$ 5,500	\$ 5,500										-	\$0	\$5,500	\$5,500
	<b>TOTALS</b>	<b>541</b>	<b>74,640</b>	<b>10,002</b>	<b>84,642</b>	<b>561</b>	<b>86,263</b>	<b>2,076</b>	<b>88,339</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>1,102</b>	<b>\$160,903</b>	<b>\$12,077</b>	<b>\$172,980</b>

I-80 Eastbound Cordelia Truck Scales Relocation Estimate to Complete - Construction Support Services		HDR Engineering Inc.								TOTALS				
		Project Manager (Haack)	Design Engineer I (Stewart)	Design Engineer II (Patel)	CADD Technician (Kukenago)	Project Controls (Koh)					HOURS	LABOR	ODC	TOTAL
Task No.	Task Description													
	<b>Labor Rate</b>	\$297	\$196	\$155	\$120	\$128								
<b>8</b>	<b>Construction Support</b>													
	Administration and Invoicing		12			40					52	\$7,472	\$192	\$7,664
	IIS Oversight (CVMS Maintenance Period)	12									12	\$3,564	\$44	\$3,608
	As-Built Documentation		36	100	325	16					477	\$63,604	\$4,265	\$67,869
	LEED Fees (Direct Costs)												\$5,500	\$5,500
	<b>Hourly Subtotal:</b>	<b>12</b>	<b>48</b>	<b>100</b>	<b>325</b>	<b>56</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>541</b>			
	<b>Labor Subtotal</b>	<b>\$3,564</b>	<b>\$9,408</b>	<b>\$15,500</b>	<b>\$39,000</b>	<b>\$7,168</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		<b>\$74,640</b>	<b>\$10,002</b>	<b>\$84,642</b>

I-80 Eastbound Cordelia Truck Scales Relocation Estimate to Complete - Construction Support Services		WMH Corporation								TOTALS			
		Principal (Hadaya)	PM (Charles)	Senior PE	CAD/ ADMIN					HOURS	LABOR	ODC	TOTAL
Task No.	Task Description												
	<b>Labor Rate</b>	\$287	\$260	\$145	\$98								
<b>8</b>	<b>Construction Support</b>												
	Administration and Invoicing	9	18		36					63	\$10,791	\$233	\$11,024
	IIS Oversight (CVMS Maintenance Period)		108	60						168	\$36,780	\$622	\$37,402
	As-Built Documentation		16	80	234					330	\$38,692	\$1,221	\$39,913
	<b>Hourly Subtotal:</b>	<b>9</b>	<b>142</b>	<b>140</b>	<b>270</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>561</b>			
	<b>Labor Subtotal</b>	<b>\$2,583</b>	<b>\$36,920</b>	<b>\$20,300</b>	<b>\$26,460</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$86,263</b>	<b>\$2,076</b>	<b>\$88,339</b>



DATE: April 1, 2015  
TO: STA Board  
FROM: Liz Niedziela, Transit Program Manager  
RE: Rio Vista Transit Outreach and Analysis Study Request for Proposal (RFP)

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**Background:**

In March 2013, the City of Rio Vista requested assistance from STA regarding the City's transit finances and operations. Since that time, the STA Board has authorized the Executive Director to provide transit financial and operational services to the City of Rio Vista. The first contract began in May 2013 with an end date of November 30, 2013. In October 2013, the STA Board approved a contract amendment with Rio Vista to exercise the option to extend the Transit Financial and Operating Services Agreement with the City of Rio Vista for an additional six months and to work with Rio Vista to determine the cost share of the transit financial and operation services. Through this transition period, Rio Vista's Delta Breeze Transit Service stabilized and financial plan for longer term stability was developed. Currently, STA is just providing Transit Financial Support to Rio Vista through an agreement with NWC Partners. The City of Rio Vista has taken over operation of its Rio Vista Delta Breeze through a consultant, John Harris, and the City is preparing to hire a permanent Transit Manager.

**Discussion:**

In order to help improve transit service in Rio Vista and promote the financial sustainability of the Rio Vista Delta Breeze system, STA applied for a Transportation Planning Grant to fund a transit service outreach and analysis study for the Delta Breeze service. Caltrans approved the grant application August 2014 with the requirement that STA manage the Caltrans grant on behalf of Rio Vista, and the STA Board approved the Authorization Resolution for STA in September 2014.

The first step of the Rio Vista Transit Outreach and Analysis Study will be to ensure that target populations are knowledgeable of the existing resources and to determine if the available resources meet the demand. If the current services are not correctly structured to meet the needs, then the demands need to be established to develop a framework for implementation. This study is intended to solicit input from Rio Vista residents and potential riders of the Delta Breeze residents, then determine gaps in services, and finally develop a framework for implementing service to better fit the needs of the community. The final product shall be a "roadmap" to enhance transit services and programs within available resources to better meet the needs of a larger percentage of Rio Vista residents.

STA has an executed grant agreement with Caltrans and it authorized STA to begin work as of April 1, 2015. STA will issue a Request for Proposals to bring a consultant on board to begin the study once STA staff receives STA Board approval. With local match funds, Rio Vista plans to retain a Project Manager to assist with public outreach and coordination with the city.

**Fiscal Impact:**

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

**Recommendation:**

Authorize the Executive Director to:

1. Release a Request for Proposal for Rio Vista Transit Outreach and Analysis Study;
2. Enter into a Funding Agreement with Rio Vista for \$12,950 for the Project Management Study; and
3. Execute a contract with a Consulting Team for an amount not-to-exceed \$112,900 to conduct the Rio Vista Transit Outreach and Analysis.



DATE: March 30, 2015  
TO: STA Board  
FROM: Betsy Beavers, Walking School Bus Coordinator (Benicia, Dixon, & Vacaville)  
Karin Bloesch, Walking School Bus Coordinator (Fairfield & Suisun City)  
Ward Stewart, Walking School Bus Coordinator (Rio Vista & Vallejo)  
RE: Safe Routes to School Walking School Bus Program – Participant Recognition

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**Background:**

The Safe Routes to School (SR2S) program encourages students to walk and bicycle to school. The Walking School Bus (WSB) is one element of the program whereby adult leaders are trained by SR2S staff to lead walking groups of students to and from school.

**Discussion:**

Several parents and school staff have been responsible for the successful implementation of daily WSB routes, regularly scheduled Walking Wednesday programs, and the continuation of the SR2S events at their schools. The SR2S program would like to acknowledge the following five exemplary initiatives and their champions for the continued support of the SR2S program in their schools over the past couple of years.

Walking Wednesdays at Matthew Turner Elementary School, Benicia Unified School District

Suzanne St. Jacques, a parent at Matthew Turner in Benicia, has been supportive of SR2S since the inception of the WSB Pilot Program. She volunteered as a WSB Leader in October 2012. This school year, she has also led the effort to incorporate a Walking Wednesday monthly event at Matthew Turner Elementary. The Walking Wednesday program at Matthew Turner has over 100 students participating at each monthly event. SR2S staff would like to recognize Ms. St. Jacques as a parent champion at her school and in the Benicia Unified School District.

Walking School Buses at Callison Elementary School, Vacaville Unified School District

Located in Vacaville, Callison Elementary has been at the forefront of a sustainable WSB led by school staff in an effort to reduce traffic congestion around the school during pick-up and drop-off times. The following staff members: Patty Skiles, Michelle Redline and Chrissy Skiles have each tirelessly led up to 50 students daily to and from school safely, rain or shine, as part of the school's first WSB program. The Callison WSB is featured in the Solano SR2S video that will be used to promote the program to other schools and community stakeholders.

Walking School Bus at Center Elementary, Travis Unified School District

Center Elementary School in Fairfield has a consistent WSB that runs daily before and after school this year. The Center WSB is led by Joyce Bocade, who upon seeing a need for traffic reduction and safe travel options for students living close to Center Elementary, contacted the City of Fairfield who put her in touch with the SR2S program. She recruited parents in the surrounding neighborhood to help ensure the WSB would run daily before and after school. Mrs.

Bocade along with Mrs. Shabana Baker have been the leaders of the “Center Walking School Bus Scooter Nuggets” this school year along with the following adults: James Bocade, Carlos Baker Jr., Ki-Jana Baker, Sharol Calvin, Kayla Donohue, and Faith San Pedro. Together they support and lead the WSB on a regular basis to ensure students can walk, scoot and bike to school. This group has developed many best practices for a successful program by forming a Facebook page for communication between parents and attending school events to promote the WSB. These parents are champions at Center Elementary and in the SR2S Program.

Walking School Bus at B. Gale Wilson K-8 School, Fairfield-Suisun Unified School District

Located in Fairfield, B. Gale Wilson has run a continuous Walking School Bus WSB route since October 2012. This route has been led daily by volunteers averaging 15-20 students daily. Ann Blystra has led the WSB for the last year and a half. In April 2014, the bus had grown so large that it was in danger of having to be shut down if additional volunteers could not be identified. Mrs. Blystra contacted school Principal Cheryl Jones, used the PTA Facebook page, and outreached to the parents of the students walking on the WSB route. She was able to recruit additional volunteers to maintain an appropriate student to adult ratio. New volunteers were able to sign up for one to two days per week thereby spreading responsibility throughout the team. Mrs. Blystra continues to be the point person to lead the WSB everyday and has been the constant at the school for the SR2S program. The following volunteer leaders are Safe Route to School Parent Champions at B. Gale Wilson School: Ann Blystra, Graydon Cox, Terrell Parr, Lisa Hodge, Dana Johnson, Daniela Smith, Maria Pantoja, and Tisha Coury.

Walking Wednesdays at Grace Patterson Elementary, Vallejo City Unified School District

Nicholas Bellamy, the Academic Support Provider at Grace Patterson Elementary School in Vallejo has been an invaluable asset to the SR2S program at his school. After International Walk to School Day in October of 2014, he began a Walking Wednesday program at the school and has championed the students at Grace Patterson Elementary to walk to school every Wednesday. The school has on average over 100 students participating weekly in this fun event. Mr. Bellamy has been instrumental in the encouragement of the students to participate in the Walking Wednesday program, and has shown himself to be a Safe Routes to School Champion at Grace Patterson Elementary.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following proclamations and authorize SR2S staff to present the proclamations to the recipients at relevant School District Board Meetings:

1. Walking Wednesdays at Matthew Turner Elementary School, Benicia USD;
2. Walking School Buses at Callison Elementary School, Vacaville USD;
3. Walking School Bus at Center Elementary, Travis USD;
4. Walking School Bus at B. Gale Wilson K-8 School, Fairfield-Suisun USD; and
5. Walking Wednesdays at Grace Patterson Elementary, Vallejo City USD

Attachments (Proclamations):

- A. Walking Wednesdays at Matthew Turner Elementary School, Benicia USD;
- B. Walking School Buses at Callison Elementary School, Vacaville USD;
- C. Walking School Bus at Center Elementary, Travis USD;
- D. Walking School Bus at B. Gale Wilson K-8 School, Fairfield-Suisun USD; and
- E. Walking Wednesdays at Grace Patterson Elementary, Vallejo City USD

**MATTHEW TURNER ELEMENTARY SCHOOL WALKING  
WEDNESDAY PARENT CHAMPION**

**A PROCLAMATION OF THE GOVERNING BOARD OF THE SOLANO  
TRANSPORTATION AUTHORITY RECOGNIZING SUZANNE ST. JACQUES AS A SAFE  
ROUTES TO SCHOOL WALKING WEDNESDAY PARENT CHAMPION AND  
SUPPORTER OF THE SOLANO SAFE ROUTES TO SCHOOL PROGRAM.**

**WHEREAS**, the Solano Safe Routes to School program was developed by the Solano Transportation Authority in partnership with Solano Public Health and Solano County’s seven cities and seven school districts, and is working to improve the safety and health of its students traveling to and from school; and

**WHEREAS**, a key component of the success of the Safe Routes to School (SR2S) program is the partnership within each community with the city, the schools, its teachers, parents and students; and

**WHEREAS** Suzanne St. Jacques has enthusiastically supported SR2S activities at Matthew Turner Elementary school in Benicia since 2012 and became a Walking School Bus leader as part of a pilot program at Matthew Turner Elementary; and

**WHEREAS**, Suzanne has been active in coordinating International Walk to School Day at Matthew Turner Elementary for the last three years with 275 children participating in 2014; and

**WHEREAS**, Suzanne along with Principal Leslie Beatson has led the effort to incorporate a monthly Walking Wednesday event at Matthew Turner that has over 100 children participating; and

**WHEREAS**, the Walking Wednesday program has helped ease traffic and safety concerns at Matthew Turner Elementary; and

**WHEREAS**, Suzanne has helped to improve the health and fitness of children with increased physical activity by walking to school;

**NOW, THEREFORE IT IS PROCLAIMED on April 15, 2015**, by the governing Board of the Solano Transportation Authority that we recognize Suzanne St. Jacques for her dedication and commitment as an exemplary Parent Champion and her outstanding contribution to the Solano Safe Routes to School program.

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Elizabeth Patterson, Chair  
Solano Transportation Authority  
Mayor, City of Benicia

**CALLISON ELEMENTARY SCHOOL  
WALKING SCHOOL BUS LEADERS**

**A PROCLAMATION OF THE GOVERNING BOARD OF THE SOLANO  
TRANSPORTATION AUTHORITY RECOGNIZING PATTY SKILES, MICHELLE  
REDLINE, AND CHRISSY SKILES AS SAFE ROUTES TO SCHOOL WALKING SCHOOL  
BUS LEADERS AND THEIR EFFORTS TO PROVIDE THE STUDENTS OF CALLISON  
ELEMENTARY SCHOOL WITH SAFE AND SUPERVISED LEADERSHIP WALKING TO  
AND FROM SCHOOL.**

**WHEREAS**, the Solano Safe Routes to School program was developed by the Solano Transportation Authority in partnership with Solano Public Health and Solano County’s seven cities and seven school districts, and is working to improve the safety and health of its students traveling to and from school; and

**WHEREAS**, a key component of the success of the Safe Routes to School program is the partnership within each community with the city, the schools, its teachers, parents and students; and

**WHEREAS**, Patty Skiles, Michelle Redline and Chrissy Skiles have served as Walking School Bus Leaders for Callison Elementary School for the 2014-2015 school year; and

**WHEREAS**, Patty Skiles, Michelle Redline and Chrissy Skiles have tirelessly led up to 50 students daily to and from school safely, rain or shine, as part of the school’s first Walking School Bus program; and

**WHEREAS**, their participation in the WSB program has helped ease traffic and safety concerns at Callison Elementary school; and

**WHEREAS**, Patty, Michelle and Chrissy have helped to improve the health and fitness of children with increased physical activity by walking to and from school;

**NOW, THEREFORE IT IS PROCLAIMED on April 15, 2015**, by the governing Board of the Solano Transportation Authority that we recognize Patty Skiles, Michelle Redline and Chrissy Skiles for their dedication and commitment as exemplary Walking School Bus leaders and their outstanding contribution to the Solano Safe Routes to School program.

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Len Augustine, Board Member  
Solano Transportation Authority  
Mayor, City of Vacaville

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Elizabeth Patterson, Chair  
Solano Transportation Authority  
Mayor, City of Benicia

**CENTER ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL  
PARENT CHAMPIONS**

**A PROCLAMATION OF THE GOVERNING BOARD OF THE SOLANO  
TRANSPORTATION AUTHORITY RECOGNIZING JOYCE BOCADE, SHABANA  
BAKER, JAMES BOCADE, CARLOS BAKER, JR., KI-JANA BAKER, SHAROL CALVIN,  
KAYLA DONOHUE AND FAITH SAN PEDRO AS SAFE ROUTES TO SCHOOL  
WALKING SCHOOL BUS PARENT CHAMPIONS AND THEIR EFFORTS TO PROVIDE  
THE STUDENTS OF CENTER ELEMENTARY SCHOOL WITH SAFE AND SUPERVISED  
LEADERSHIP WALKING TO AND FROM SCHOOL.**

**WHEREAS**, the Solano Safe Routes to School program was developed by the Solano Transportation Authority in partnership with Solano Public Health and Solano County’s seven cities and seven school districts, and is working to improve the safety and health of its students traveling to and from school; and

**WHEREAS**, a key component of the success of the Safe Routes to School program is the partnership within each community with the city, the schools, its teachers, parents and students; and

**WHEREAS**, Joyce Bocade saw the need for traffic reduction and safe travel options for students living near Center Elementary in the Travis Unified School District and initiated and recruited volunteers for the Walking School Bus program for the 2014-2015 school year; and

**WHEREAS**, Joyce Bocade and Shabana Baker have been the leaders of the “Center Walking School Bus Scooter Nuggets”; and

**WHEREAS**, James Bocade, Carlos Baker, Jr., Ki-Jana Baker, Sharol Calvin, Kayla Donohue and Faith San Pedro have served as additional Walking School Bus Volunteers for Center Elementary; and

**WHEREAS**, the above named have tirelessly led up to 15 students daily to and from school safely, rain or shine; and

**WHEREAS**, the Walking School Bus leaders have helped to improve the health and fitness of children with increased physical activity by walking to and from school;

**NOW, THEREFORE IT IS PROCLAIMED on April 15, 2015**, by the governing Board of the Solano Transportation Authority that we recognize Joyce Bocade, Shabana Baker, James Bocade, Carlos Baker, Jr., Ki-Jana Baker, Sharol Calvin, Kayla Donohue and Faith San Pedro for their dedication and commitment as exemplary Walking School Bus parent champions and their outstanding contribution to the Solano Safe Routes to School program.

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Harry Price, Board Member  
Solano Transportation Authority  
Mayor, City of City of Fairfield

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Elizabeth Patterson, Chair  
Solano Transportation Authority  
Mayor, City of Benicia

**B GALE WILSON K-8 SCHOOL SAFE ROUTES TO SCHOOL PARENT CHAMPIONS**

**A PROCLAMATION OF THE GOVERNING BOARD OF THE SOLANO  
TRANSPORTATION AUTHORITY RECOGNIZING ANN BLYSTRA, GRAYDON COX,  
TERRELL PARR, LISA HODGE, DANA JOHNSON, DANIELA SMITH, MARIA  
PANTOJA AND TISHA COURY AS SAFE ROUTES TO SCHOOL WALKING SCHOOL  
BUS PARENT CHAMPIONS AND THEIR EFFORTS TO PROVIDE THE STUDENTS OF B  
GALE WILSON K-8 SCHOOL WITH SAFE AND SUPERVISED LEADERSHIP WALKING  
TO SCHOOL.**

**WHEREAS**, the Solano Safe Routes to School program was developed by the Solano Transportation Authority in partnership with Solano Public Health and Solano County’s seven cities and seven school districts, and is working to improve the safety and health of its students traveling to and from school; and

**WHEREAS**, a key component of the success of the Safe Routes to School program is the partnership within each community with the city, the schools, its teachers, parents and students; and

**WHEREAS**, B Gale Wilson K-8 School has run a continuous Walking School Bus since October 2012; and

**WHEREAS**, Ann Blystra, Graydon Cox, Terrell Parr, Lisa Hodge, Dana Johnson, Daniela Smith, Maria Pantoja and Tisha Coury have served as Walking School Bus Leaders for B Gale Wilson K-8 school for the 2014-2015 school year; and

**WHEREAS**, they have tirelessly led up to 15-20 students daily to school safely, rain or shine; and

**WHEREAS**, Ann Blystra has led the WSB for the last year and a half and continues to be the point person to lead the WSB every day; and has been the constant at the school for the Safe Routes to School program; and

**WHEREAS**, the WSB leaders have helped ease traffic and safety concerns at B Gale Wilson K-8 school; and

**WHEREAS**, the WSB leaders have helped to improve the health and fitness of children with increased physical activity by walking to school;

**NOW, THEREFORE IT IS PROCLAIMED on April 15, 2015**, by the governing Board of the Solano Transportation Authority that we recognize Ann Blystra, Graydon Cox, Terrell Parr, Lisa Hodge, Dana Johnson, Daniela Smith, Maria Pantoja and Tisha Coury for their dedication and commitment as exemplary Walking School Bus Champions and their outstanding contribution to the Solano Safe Routes to School program.

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Harry Price, Board Member  
Solano Transportation Authority  
Mayor, City of Vacaville

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Jim Spering, Board Member  
Solano Transportation Authority  
Solano County Supervisor

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Elizabeth Patterson, Chair  
Solano Transportation Authority  
Mayor, City of Benicia

**GRACE PATTERSON ELEMENTARY SCHOOL SAFE ROUTES TO SCHOOL  
CHAMPION**

**A PROCLAMATION OF THE GOVERNING BOARD OF THE SOLANO  
TRANSPORTATION AUTHORITY RECOGNIZING NICHOLAS BELLAMY AS A SAFE  
ROUTES TO SCHOOL AND WALKING WEDNESDAY CHAMPION AT GRACE  
PATTERSON ELEMENTARY SCHOOL.**

**WHEREAS**, the Solano Safe Routes to School program was developed by the Solano Transportation Authority in partnership with Solano Public Health and Solano County's seven cities and seven school districts, and is working to improve the safety and health of its students traveling to and from school; and

**WHEREAS**, a key component of the success of the Safe Routes to School (SR2S) program is the partnership within each community with the city, the schools, its teachers, parents and students; and

**WHEREAS**, Nicholas Bellamy, as an Academic Support Provider has served as an invaluable advocate for the Safe Routes to School program at Patterson Elementary in Vallejo for the 2014-2015 school year; and

**WHEREAS**, Nicholas Bellamy has led Patterson Elementary to participate in SR2S activities such as International Walk to School Day, Bicycle Training and the Bay Area Bike Mobile; and

**WHEREAS**, since January 14, 2015, Nicholas Bellamy has tirelessly led on average over 100 students each Wednesday as part of the Patterson Elementary Walking Wednesday program; and

**WHEREAS**, Nicholas' participation in the Walking Wednesday program has helped ease traffic and safety concerns at Patterson Elementary; and

**WHEREAS**, Nicholas has helped to improve the health and fitness of children with increased physical activity by walking to school;

**NOW, THEREFORE IT IS PROCLAIMED on April 15, 2015**, in recognition of his dedication and commitment as an exemplary Safe Routes to School and Walking Wednesday Champion, the Solano Transportation Authority recognizes and appreciates Nicholas Bellamy for his outstanding contribution to the Solano Safe Routes to School program.

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Osby Davis, Board Member  
Solano Transportation Authority  
Mayor, City of Vallejo

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Elizabeth Patterson, Chair  
Solano Transportation Authority  
Mayor, City of Benicia

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DATE: March 27, 2015  
TO: STA Board  
FROM: Sarah Fitzgerald, SR2S Program Administrator  
RE: Solano Safe Routes to School (SR2S) High School Pilot Program

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**Background:**

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

The majority of the funding for the SR2S program comes from federal grants, which stipulates the monies be spent in K-8 schools. Therefore, the SR2S program has had limited interactions with high schools in the county.

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

**Discussion:**

On August 14, 2013, the STA Board approved \$24,981 in TFCA Program Manager Funds for the SR2S program to fund a High School Trip Reduction pilot project

The purpose of the program is to encourage students to reduce their Single Occupancy Vehicle trips to and/or from school and choose a commute alternative, such as walking, bicycling or carpooling. This program will reduce traffic congestion around the schools in the morning and educate students on the benefits of active transportation. The program will be piloted for one school year.

This fiscal year, the Vallejo City Unified School District (VCUSD) has been enthusiastic and active in participating in SR2S activities. This includes 14 out of 16 elementary schools participating in International Walk to School Day on October 8, 2014, which was the best participation of any school district in Solano County. Their active participation has continued throughout the school year and to date there will be at least six schools forming new walking school bus routes, visits to family nights at more than 10 schools and the Bike Mobile has made 4 visits to Vallejo schools repairing over 60 bikes to date.

In February, the SR2S program was invited to present to Vallejo City USD High School Academy Leads at the VCUSD offices (students at both Jesse Bethel and Vallejo High Schools belong to a college/career academy) about this SR2S high school trip reduction pilot project. The college/career academies include Biotechnology, Engineering, Health & Fitness, the Green Academy, etc. The Academy leads were receptive and excited to participate in the program. Both high schools have agreed to work with SR2S staff to implement a trip reduction program. Program elements include: conduct pre and post travel surveys, host a SR2S assembly, provide incentives to those using alternate modes (walk, bike, bus, carpool, etc.), and conduct school facility audits.

The project will begin with planning this school year and will be implemented in August 2015 when the new school year begins. Both high schools will be required to provide updates and will complete a final report at the conclusion of the school year. Technical assistance from SR2S staff will be provided as necessary throughout the term of this agreement.

Working with the VCUSD on this project provides a great learning opportunity for STA's Safe Routes to School Program and the Vallejo School District. Lessons learned from this pilot project will provide a case study and data to apply for funding in the future to extend this work to high schools throughout the County.

**Fiscal Impact:**

A total of \$24,981 is available with these TFCA funds. \$20,000 is recommended to be provided to the VCUSD, with the remaining monies being used to cover STA staff time associated with providing technical assistance and support for the high school pilot project.

**Recommendation:**

Authorize the Executive Director to enter into a Funding Agreement with the Vallejo City Unified School District in the amount of \$20,000 for a high school trip reduction pilot program.



DATE: April 2, 2015  
TO: STA Board  
FROM: Drew Hart, Associate Planner  
RE: Cap and Trade Program Resolution of Support - Fairfield/Vacaville Intermodal Station

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**Background:**

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

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

STA worked with local project sponsors to identify the best possible candidate for AHSC funds. Staff identified the Fairfield-Vacaville Intermodal Station Project as a Solano County project that could be competitive for the AHSC Program. This project was presented to the STA Board at the January 29, 2015 meeting where the Board designated the Fairfield-Vacaville Intermodal Station as the priority project in the county for this competitive grant. The concept application was submitted on February 19, 2015. Because the first round of funding is relatively small with only \$120 million available statewide, and the competition is expected to be intense, it may be difficult for Solano projects (and other suburban and rural counties) to meet all of the AHSC criteria.

SGC received 147 concept applications requesting over \$760 million statewide. Despite much competition, the application submitted by Fairfield and STA staff received an invitation to submit a full application, and now competes against 53 other remaining proposals which total \$301 million. \$120 million is available this year. STA and City of Fairfield staff are currently working on the full application.

The following is a brief timeline of activities for the AHSC grant program:

- January 20, 2015 – Final AHSC guidelines adopted by SGC
- February 19, 2015 – Concept Proposals due
- March 11, 2015 – Invitation for full applications
- April 20, 2015 – Full applications due
- June 25, 2015 – Funding awards recommended

**Discussion:**

As a co-applicant with the City of Fairfield, STA must adopt a resolution of support for this project. This will be included in the full application to the SGC on April 20, 2015 along with a resolution of support from the City of Fairfield, maps, drawings, and the other elements of the application.

The application requests funds totaling \$4.8 million to support the new Capitol Corridor stop in the following ways:

- \$1.5 million for the completion of the intermodal station building
- \$3 million for site improvements that provide bicycle, pedestrian, and transit access to the intermodal station as well as parking, landscaping, and lighting
- \$300,000 in program/planning funds over 3 years for FAST bus service to re-align routes to serve and better support the intermodal station

**Fiscal Impact:**

None at this time.

**Recommendation:**

Approve the attached STA Resolution No. 2015-03 supporting the application to SGC's Affordable Housing Sustainable Communities grant program for the Fairfield-Vacaville Intermodal Station to be submitted by the City of Fairfield with STA as a co-applicant.

Attachment:

- A. STA Resolution No. 2015-03

**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION No. 2015-03**

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
SUPPORTING THE APPLICATION TO THE STRATEGIC GROWTH COUNCIL'S  
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIEIS GRANT  
PROGRAM FOR THE FAIRFIELD-VACAVILLE INTERMODAL STATION**

**WHEREAS**, AB 32 and SB 375, addressing regional transportation plans, and SB 753, addresses environmental thresholds of significance, aim to achieve greenhouse gas emission reductions; and

**WHEREAS**, the State of California, the Strategic Growth Council (SGC), and the Department of Housing and Community Development (Department) has issued a Notice of Funding Availability dated January 30, 2015 (NOFA), and amended as of March 19, 2015, under the Affordable Housing and Sustainable Communities (AHSC) Program established under Division 44, Part 1 of the Public Resources Code commencing with Section 75200; and

**WHEREAS**, STA desires to support the City of Fairfield (Applicant) to apply for AHSC Program funds and submit the Application Packaged released by the Department for the AHSC Program; and

**WHEREAS**, the SGC is authorized to approve funding allocations for the AHSC Program subject to the terms and conditions of the NOFA, Program Guidelines, Application Package, and Standard Agreement, and the Department is authorized to administer the approved funding allocations of the AHSC Program; and

**RESOLVED**, that Solano Transportation Authority is authorized to be listed as a co-applicant and to submit to the Department the AHSC Program Application as detailed in the NOFA dated January 30, 2015, and amended as of march 19, 2015, for the 2014-15 Fiscal Year in an amount not to exceed \$4,800,000. If the application is approved, the Applicant is hereby authorized and directed to enter into, execute, and deliver a State of California Standard Agreement (Standard Agreement) in an amount not to exceed \$4,800,000, and any and all other documents required or deemed necessary or appropriate to secure the AHSC Program funds from the Department, and all amendments thereto (collectively, the "AHSC Documents"); and be it further

**RESOLVED**, that Solano Transportation Authority agrees to be subject to the terms and conditions of a co-applicant as specified in the Standard Agreement. Funds are to be used for allowable capital asset project expenditures to be identified in Exhibit A of the Standard Agreement. The application in full is incorporated as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement. Applicant hereby agrees to use the funds for eligible capital asset(s) in the manner presented in the application as approved by the Department and in accordance with the NOFA and Program Guidelines and Application Package; and be it further

**RESOLVED**, the Executive Director is authorized to execute in the name of the STA as the co-applicant the AHSC Program Application Package and the AHSC Program Documents as required by the Department for participation in the AHSC Program; and be it further

**RESOLVED**, that a copy of this resolution shall be included in the application referenced herein.

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Elizabeth Patterson, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 15<sup>th</sup> day of April, 2015 by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstain: \_\_\_\_\_

Attest: \_\_\_\_\_  
Johanna Masiclat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was introduced, passed and adopted by said Authority at the regular meeting thereof held this day of April 15, 2015.

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Daryl K. Halls, Executive Director  
Solano Transportation Authority



DATE: March 25, 2015  
TO: STA Board  
FROM: Elizabeth Romero, Transit Program Manager  
RE: SolTrans Reduced American with Disabilities Act (ADA) Paratransit  
Certified Fare for SolanoExpress Routes 78, 80 and 85

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At SolTrans request, the following staff report and supporting documents have been added to the STA Board agenda as an item for action. SolTrans staff report is attached (Attachment A).

The SolanoExpress Consortium reviewed this item and unanimously supported STA staff's recommendation at their March 24th meeting.

**Recommendation:**

Approve the following:

1. Authorize SolTrans to charge ADA Paratransit Certified Clients and Personal Care Attendants (PCAs) a \$0.50 per ride cash fare each on the SolanoExpress Routes 78, 80 and 85 under a 3-year pilot program from the date of implementation through Fiscal Year (FY) 2018, per attachment Attachment A; and
2. Request SolTrans provide annual reports to the Consortium and STA Board.

Attachments:

- A. SolTrans Staff Report - Approve a Reduced ADA Paratransit Certified Fare

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**TO:** STA SOLANO EXPRESS INTERCITY TRANSIT CONSORTIUM  
**PRESENTER:** ELIZABETH ROMERO, ACTING PLANNING & OPERATIONS  
 MANAGER  
**SUBJECT:** APPROVE A REDUCED ADA PARATRANSIT CERTIFIED FARE  
**ACTION:** ACTION

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**ISSUE:**

As part of the SolTrans Regional Paratransit Policy development, SolTrans is putting forth a proposal for an ADA Paratransit Reduced Fare of \$0.50 on Solano Express Routes 78, 80 and 85 as a 3-year pilot.

**DISCUSSION:**

SolTrans will no longer operate ADA Plus trips outside of its ADA mandated paratransit service area in Vallejo and Benicia, beginning Spring 2015. SolTrans has been developing a Regional Paratransit Policy and conducting outreach to the public, and connecting operators to provide regional paratransit riders with alternative options.

The alternatives include the Solano Intercity Taxi Scrip Program, a limited shuttle with up to three daily trips to Fairfield, based on demand from ADA registrants in Vallejo and Benicia, and local paratransit feeder to Solano Express fixed route connections.

To make transferring from paratransit to Solano Express more attractive as an alternative, SolTrans staff has been asked to consider a reduced fare. Survey responses (see Attachment A) from 15 unique regional paratransit riders suggest that of the total 15 responses said yes to being willing to try feeder-to-fixed-route connections to Solano Express Routes 78, 80, or 85. From this we can infer that everyone who took the survey is willing to transfers to the fixed route relevant for their trip, since the number of positive responses equals the number of people surveyed. Furthermore, the majority indicated they would be encouraged to try Solano Express transfers if the fare was more affordable than regional paratransit, as shown in Attachment A.

The potential for feeder to fixed route transfers would be limited to passengers who are able to make the trip on fixed route independently, or with an attendant. SolTrans expects that the number of paratransit transfers to Solano Express Routes 78, 80, and 85 would be low, as summarized in the analysis in Attachment B.

Based on an annual total of 2,526 regional paratransit trips served by SolTrans in 2014, staff estimates the potential trips transferred to fixed route could be approximately 100 to 150 annual passenger trips. This includes ADA Paratransit riders and their attendants, assuming a 5% transfer rate, and that up to half of passengers may ride with an attendant. This factors in all the transfers that could occur to Routes 78, 80 and 85 in both directions, either to or from the SolTrans service area (i.e., this captures potential transfer activity that could be generated by FAST, East Bay Paratransit, County Connection, WestCAT, and Whistlestop to these Solano Express Routes.)

The Proposed Solano Express Reduced Fare Pilot is outlined in Attachment C. Under this pilot, passengers would save \$2 per one-way trip, or \$1.50 if traveling with an attendant. Personal Care Attendants (PCAs) would ride free on the local paratransit feeder, as per the law. The program would have no significant impact on Solano Express, while providing additional travel choices for ADA certified clients.

**FISCAL IMPACT:**

Impact would be negligible to Solano Express revenue and farebox recovery as transfer numbers would be low, and would bring new revenue to the fixed route system.

**RECOMMENDATIONS:**

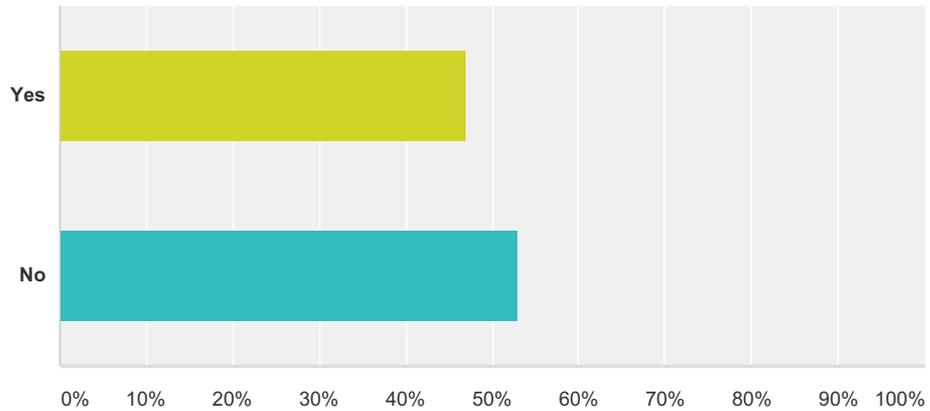
1. Approve SolTrans to charge ADA Paratransit Certified Clients and Personal Care Attendants a \$0.50 per ride cash fare each on the Solano Express Routes 78, 80 and 85 under a 3-year pilot program from the date of implementation through FY 2018, per Attachment C.
2. Provide annual reports to the Consortium and SolTrans Board from the date of implementation with a recommendation to suspend, adjust or continue the pilot program, given the intent to maximize mobility options for paratransit certified clients.

Attachments:

- A. SolTrans Regional Paratransit Rider Survey (includes residents of other operators)
- B. Ridership and Fare Analysis
- C. Proposed Solano Express Reduced Fare Pilot for ADA Paratransit Transfers

**Q1 1. If SolTrans Regional Paratransit Service was discontinued, would you consider using a SolTrans ADA Paratransit connection to Fixed Route 85 to Fairfield for FAST DART Paratransit or FAST Fixed Route? As well as for the return trip? (This is called “feeder-to-fixed route” service.)**

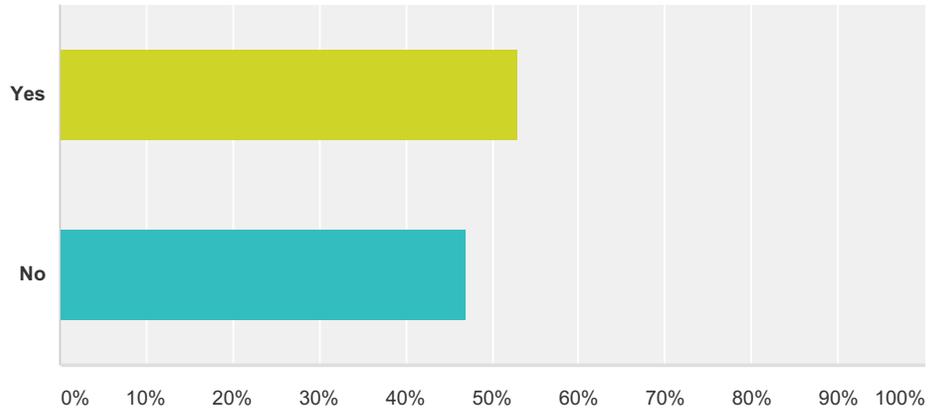
Answered: 17 Skipped: 4



Answer Choices	Responses	
Yes	47.06%	8
No	52.94%	9
<b>Total</b>		<b>17</b>

### Q2 Would you consider using a SolTrans Grouped Regional Shuttle for FAST DART Paratransit connections to Fairfield?

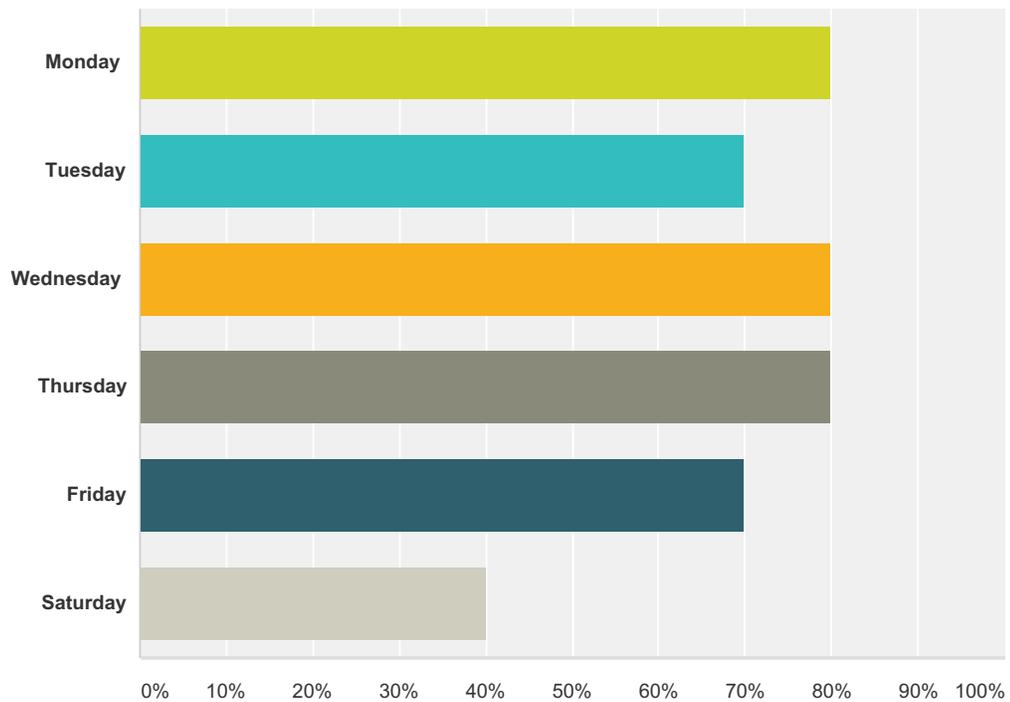
Answered: 17 Skipped: 4



Answer Choices	Responses
Yes	52.94% 9
No	47.06% 8
<b>Total</b>	<b>17</b>

### Q3 If such a shuttle was developed to run only a limited number of trips to/from Fairfield, what days would you need to travel?

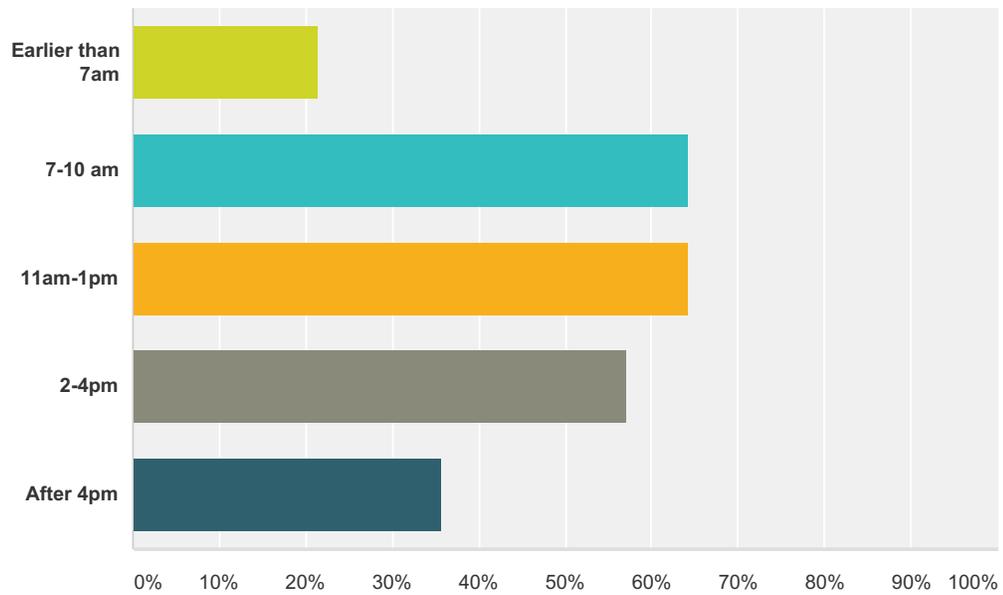
Answered: 10 Skipped: 11



Answer Choices	Responses
Monday	80.00% 8
Tuesday	70.00% 7
Wednesday	80.00% 8
Thursday	80.00% 8
Friday	70.00% 7
Saturday	40.00% 4
<b>Total Respondents: 10</b>	

### Q4 What times would you prefer to travel on such a shuttle?

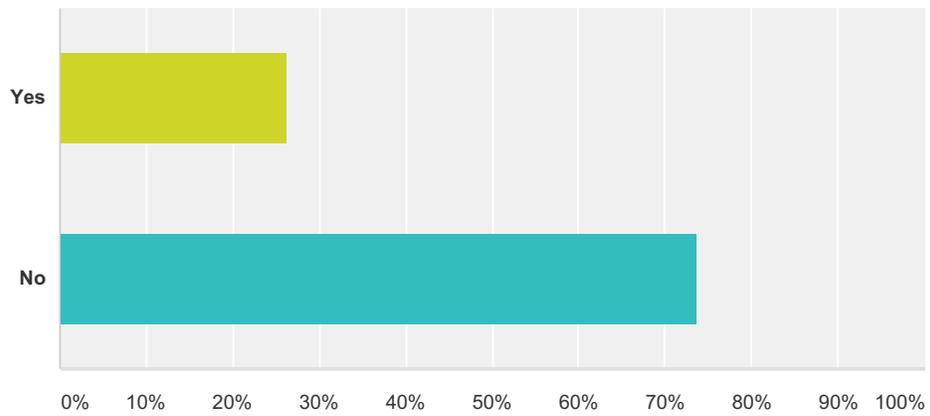
Answered: 14 Skipped: 7



Answer Choices	Responses
Earlier than 7am	21.43% 3
7-10 am	64.29% 9
11am-1pm	64.29% 9
2-4pm	57.14% 8
After 4pm	35.71% 5
<b>Total Respondents: 14</b>	

### Q5 Are you an Intercity Taxi Scrip Program user?

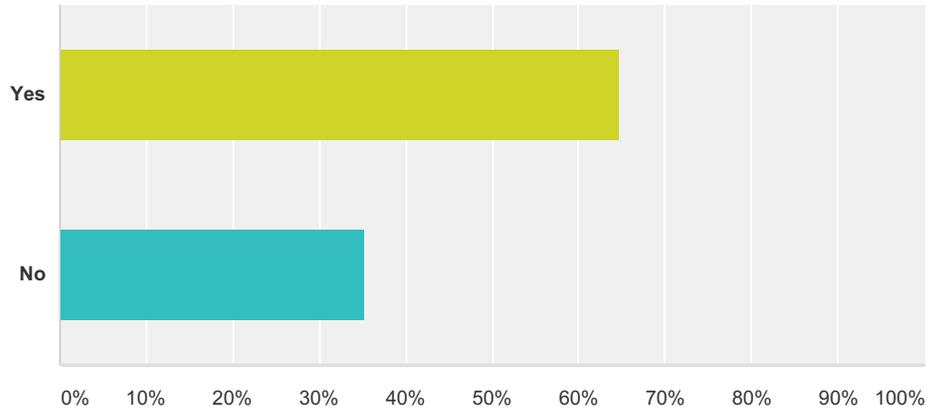
Answered: 19 Skipped: 2



Answer Choices	Responses
Yes	26.32% 5
No	73.68% 14
<b>Total</b>	<b>19</b>

**Q6 If not a current user would you consider this reduced taxi fare program to meet your regional travel needs?**

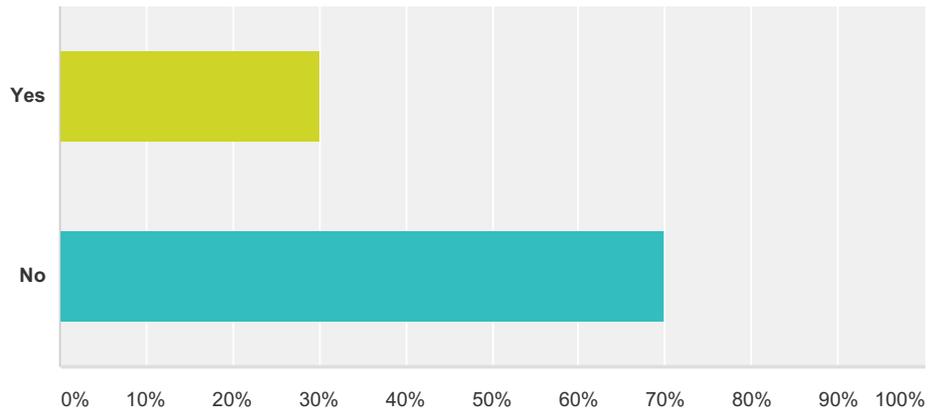
Answered: 17 Skipped: 4



Answer Choices	Responses	
Yes	64.71%	11
No	35.29%	6
<b>Total</b>		<b>17</b>

**Q7 If SolTrans Regional Paratransit Service was discontinued, would you consider using a SolTrans ADA Paratransit connection to Fixed Route 78 to Walnut Creek BART for connections to BART or County Connection LINK Paratransit? In addition, this route will begin providing direct service to Sun Valley Mall and Diablo Valley College in late January 2015.**

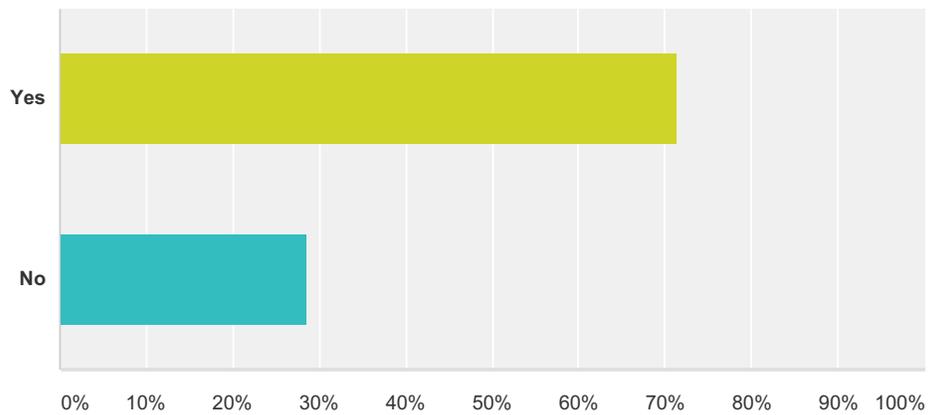
Answered: 10 Skipped: 11



Answer Choices	Responses
Yes	30.00% 3
No	70.00% 7
<b>Total</b>	<b>10</b>

**Q8 If SolTrans Regional Paratransit Service was discontinued, would you consider using a SolTrans ADA Paratransit connection to Fixed Route 80 to El Cerrito del Norte BART for connections to BART, East Bay Paratransit, and Golden Gate/Marin Transit Whistlestop Paratransit, or WestCAT Paratransit?**

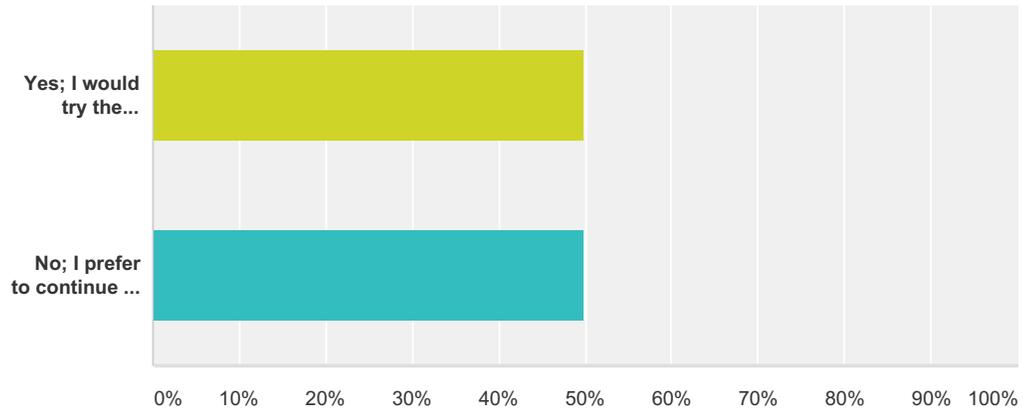
Answered: 14 Skipped: 7



Answer Choices	Responses
Yes	71.43% 10
No	28.57% 4
<b>Total</b>	<b>14</b>

### Q9 Would you consider using a SolTrans ADA Paratransit connection to NapaVine Route 11 for more travel time options, or do you prefer to continue to transfer to VineGo Paratransit?

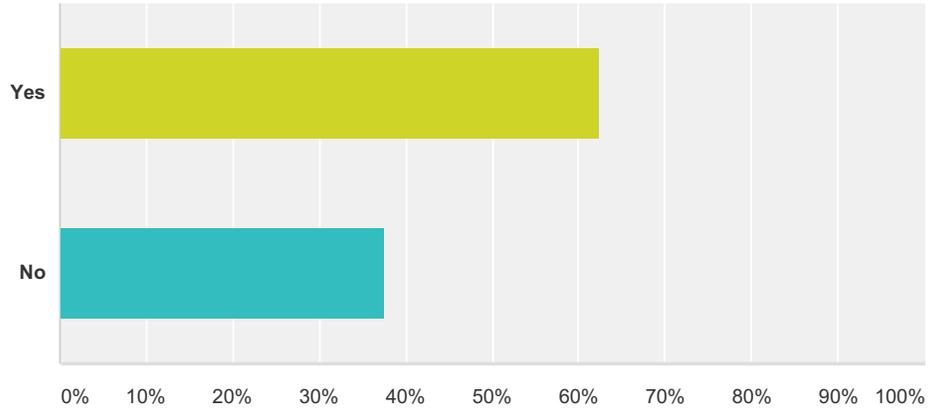
Answered: 8 Skipped: 13



Answer Choices	Responses
Yes; I would try the SolTrans ADA Paratransit to fixed route transfer	50.00% 4
No; I prefer to continue to transfer to VineGo Paratransit in Vallejo	50.00% 4
<b>Total</b>	<b>8</b>

**Q10 Would you be willing to try the feeder-Paratransit connections described in Questions 1, 7, 8 and 9 to fixed route, if the fare was more affordable than your current regional Paratransit fare?**

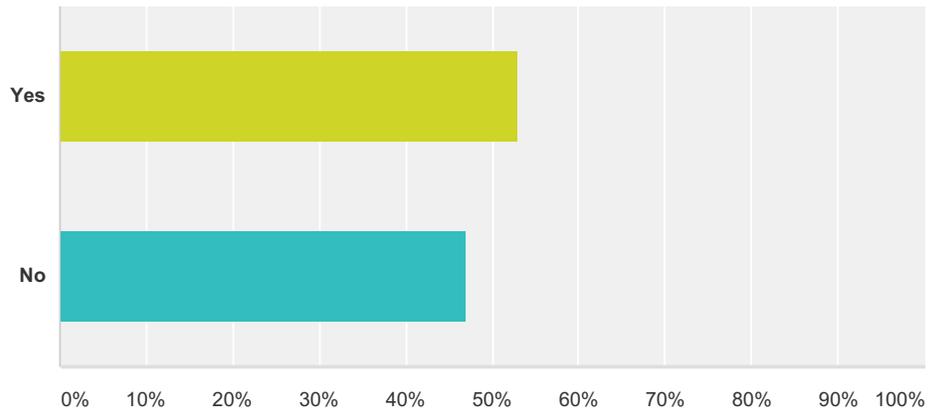
Answered: 16 Skipped: 5



Answer Choices	Responses
Yes	62.50% 10
No	37.50% 6
<b>Total</b>	<b>16</b>

**Q11 Fixed route can be an affordable and flexible alternative with multiple trips operating all day. Would you consider one-on-one travel training to help you try this option if appropriate for some of your travel needs? This is training that could be used for riders traveling alone or with Personal Care Attendants, where all of SolTrans' buses are fully accessible.**

Answered: 17 Skipped: 4



Answer Choices	Responses
Yes	52.94% 9
No	47.06% 8
<b>Total</b>	<b>17</b>

**Q12 12. Please provide your contact information to receive further information. Two proposed service change meetings for this policy are planned for January 2015; please see the website or enclosed flier for details.**

Answered: 21 Skipped: 0

Answer Choices	Responses	
Name	100.00%	21
Company	0.00%	0
Address	66.67%	14
Address 2	0.00%	0
City/Town	76.19%	16
State/Province	76.19%	16
ZIP/Postal Code	71.43%	15
Country	0.00%	0
Email Address	19.05%	4
Phone Number	76.19%	16

## Ridership and Fare Analysis

**Table 1. 2014 Annual Regional Paratransit Ridership on SolTrans System and Potential Transfers to Solano Express**

SolTrans Regional Paratransit Transfers with Partner Agencies	TO Para Trips	FROM Para Trips	Total One-way ADA Plus Passenger Trips	Potential Transfer Opportunities to Solano Express Fixed Route	Assume Mode Shift/Transfer Rate of 5%	Assume Trips with Personal Care attendants at 50%
East Bay	449	390	839	Route 80	42	
FAST	280	250	530	Route 85	27	
WestCAT	157	60	217	Route 80	11	
County Connection	113	93	206	Route 78	10	
Whistlestop	6	7	13	Route 80	1	
Napa	341	380	721	N/A	N/A	
<b>TOTAL TRIPS</b>	1346	1180	2526		90	145

**Table 2. Total One-way Premium Fare using Existing Regional Paratransit Transfers, between Two Transit Operators**

FROM	TO			
SolTrans Regional Transfer Fare	Connecting Operator	Connecting Operator Local Fare	Connecting Operator Regional Fare	Total One-way Regional Para Transfers
\$5.50	East Bay	\$4	\$6-10	\$9.50-\$15.50
\$5.50	FAST	\$3.50	\$5.50	\$9.00-\$11.00
\$5.50	WestCAT	\$3	N/A	\$8.50
\$5.50	County Connection	\$4	N/A	\$9.50
\$5.50	Whistlestop	N/A	\$8.75	\$14.25

Note: Passenger fare would be the same in both directions, as the Solano Express Reduced ADA Certified Fare would apply to all paratransit transfers to approved Solano Express Routes, whether traveling outbound (FROM) or inbound ( TO) towards the SolTrans service area.

**Table 3. Total One-way Fare with Proposed Reduced Solano Express Fare Pilot and ADA Local Paratransit Transfers, between Two Transit Operators**

FROM		TO				FARE DIFFERENCE	
SolTrans Local Fare	Solano Express Proposed Pilot ADA Fare	Connecting Operator	Connecting Operator Local Fare	Connecting Operator Regional Fare	Total One-way Local Feeders to Solano Express Fixed Route	Passenger Savings per trip compared to regional paratransit	New Solano Express Revenue per passenger trip
\$3	\$0.50	<b>East Bay</b>	\$4	\$6-10	\$7.50-\$13.50	<b>\$2</b>	<b>\$0.50</b>
\$3	\$0.50	<b>FAST</b>	\$3.50	\$5.50	\$7.00-\$9.00	<b>\$2</b>	<b>\$0.50</b>
\$3	\$0.50	<b>WestCAT</b>	\$3	N/A	\$6.50	<b>\$2</b>	<b>\$0.50</b>
\$3	\$0.50	<b>County Connection</b>	\$4	N/A	\$7.50	<b>\$2</b>	<b>\$0.50</b>
\$3	\$0.50	<b>Whistlestop</b>	N/A	\$8.75	\$12.25	<b>\$2</b>	<b>\$0.50</b>

Note: Passenger fare would be the same in both directions, as the Solano Express Reduced ADA Certified Fare would apply to all paratransit transfers to approved Solano Express Routes, whether traveling outbound (FROM) or inbound ( TO) towards the SolTrans service area.

### **Proposed Solano Express Reduced Fare Pilot for ADA Paratransit Transfers Three-Year Pilot**

- **Solano Express Pilot Routes:** 78, 80, 85
- **Pilot Period:** from April 2015 through June 2018, for three complete fiscal years
- **Fare:** \$0.50 cash one-way fare for ADA Certified Riders on Solano Express fixed route
- **Personal Care Attendant Fare:** Same as ADA Certified Rider, \$0.50 cash one-way fare on Solano Express
- **Validity:** Must show valid ADA Paratransit picture ID
- **Review Cycle:** Annually; present an update to the Consortium and SolTrans Board
- **Reporting & Monitoring:** SolTrans shall report on ADA Certified registrant and PCA ridership on Solano Express Routes operated by SolTrans on an annual basis, with a recommendation to suspend, continue or expand the pilot to maximize mobility options for ADA paratransit certified clients. For example, the pilot could be extended to all ADA Certified trips on Solano Express, not just the initial three Solano Express routes in this pilot.

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DATE: March 26, 2015  
TO: STA Board  
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 recommended for approval at the February 25, 2015 TAC meeting and 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 these types 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 be considered with this guiding principle.*

*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."*

The TAC reviewed STA staff's recommendation and unanimously recommended it for approval at their March 25, 2015 meeting.

**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:**

Approve the STA Sound Wall Retrofit Policy as specified in Attachment A.

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.

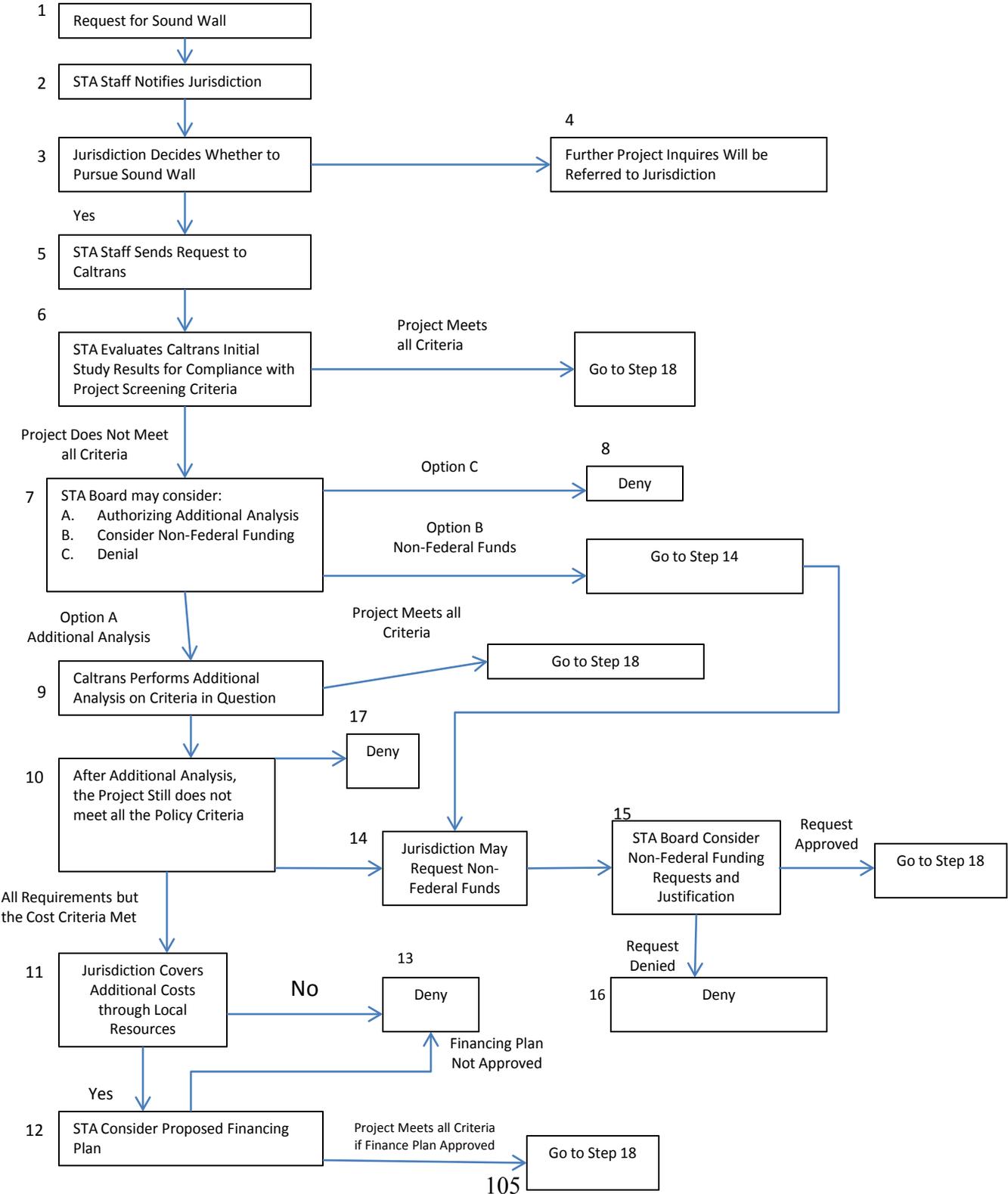
The jurisdiction must also pass a resolution of support as an agenda item at one of its meetings for alternative noise abatement projects. The resolution should be forwarded to the STA with the written signatures of the affected property owners acquiescing to the project.

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

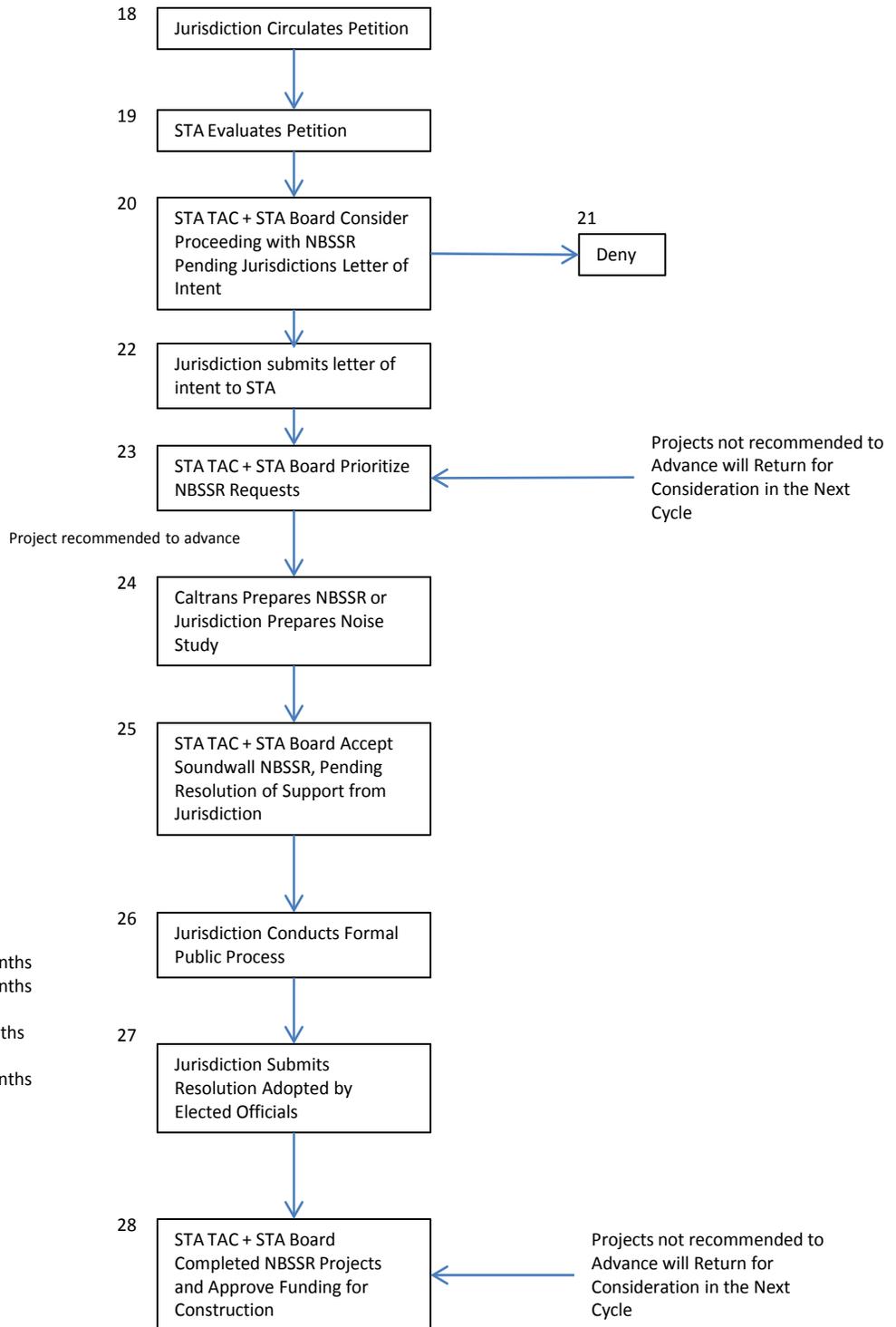
In the event that there is neither the staff time nor the funds available for all the requested projects, STA TAC will recommend which project should receive the highest priority. The criteria outlined in Step 23 to prioritize studies will be used in this step to prioritize the projects for funding. 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: April 8, 2015  
TO: STA Board  
FROM: Janet Adams, Deputy Executive Director/Director of Projects  
RE: I-80 Express Lanes Projects – PS&E Consultant Selection

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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). 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 by STA for public review and comment in the May 2015 time frame. Approval is schedule for late Summer 2015.

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. In January 2015, the Board authorized the Executive Director to issue a Request for Proposals (RFP) to select a firm/team to provide detailed preliminary engineering and final design for the I-80 Express Lanes – Red Top Road to I-505 project. The RFP has been 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 to design and construct the project. 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. STA has requested the Bay Area Infrastructure Financing Authority (BAIFA) fund the design of this segment and an action by BAIFA is anticipated by June 2015.

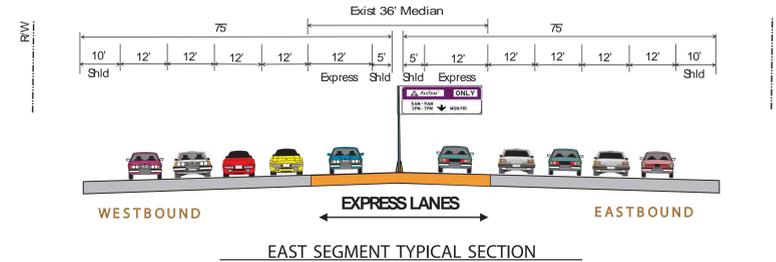
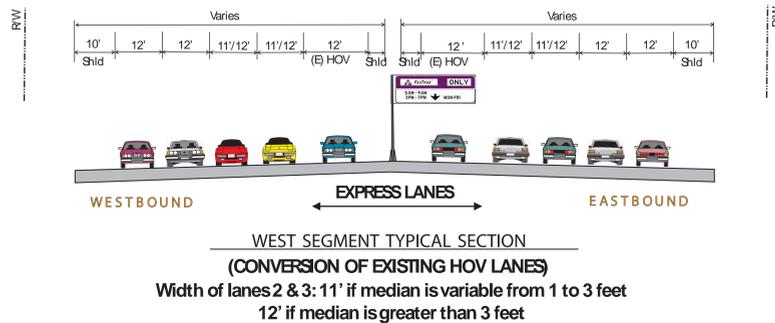
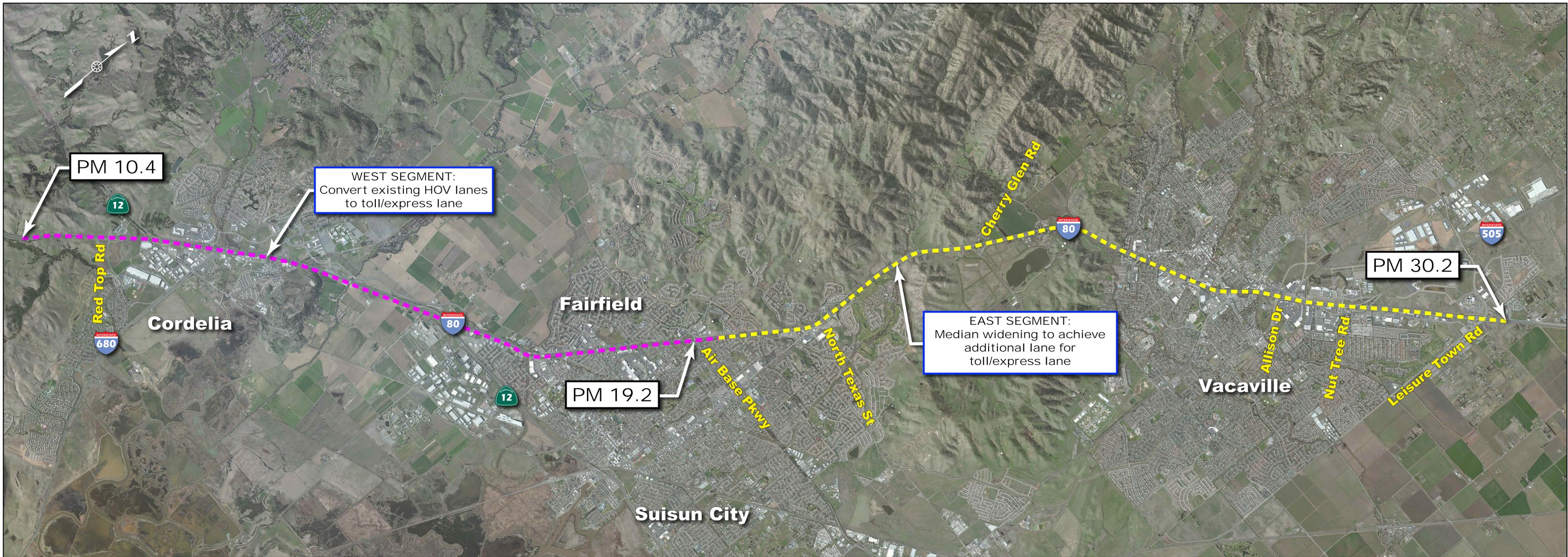
Three proposals were received on March 31, 2015. The proposals have been reviewed and AECOM Technical Services, Inc. has been recommended to be selected to provide detailed preliminary engineering and final design services for the entire I-80 Express Lanes – Red Top Road to I-505 project. As such, staff is now recommending the Executive Director be authorized to enter into a contract with AECOM Technical Services, Inc. for a not-to-exceed amount of \$12.5 million, of which \$3.7 million is for I-80 Express Lanes West Segment and \$8.8 million is for the I-80 Express Lanes - East Segment. A notice to proceed for the I-80 Express Lanes - East Segment would only be issued once funding is secured from BAIFA.

**Fiscal Impact:**

The I-80 Express Lanes - West Segment (Red Top Road to Airbase Parkway) project PS&E (\$3.7 million) 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 an allocation from BAIFA.

**Recommendation:**

Authorize the Executive Director to enter into an agreement with AECOM Technical Services, Inc. to provide detailed preliminary engineering and final design services for the entire I-80 Express Lanes – Red Top Road to I-505 project for a not-to-exceed amount of \$12.5 million, subject to BAIFA providing funding for the East Segment.



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# I-80 EXPRESS LANES

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

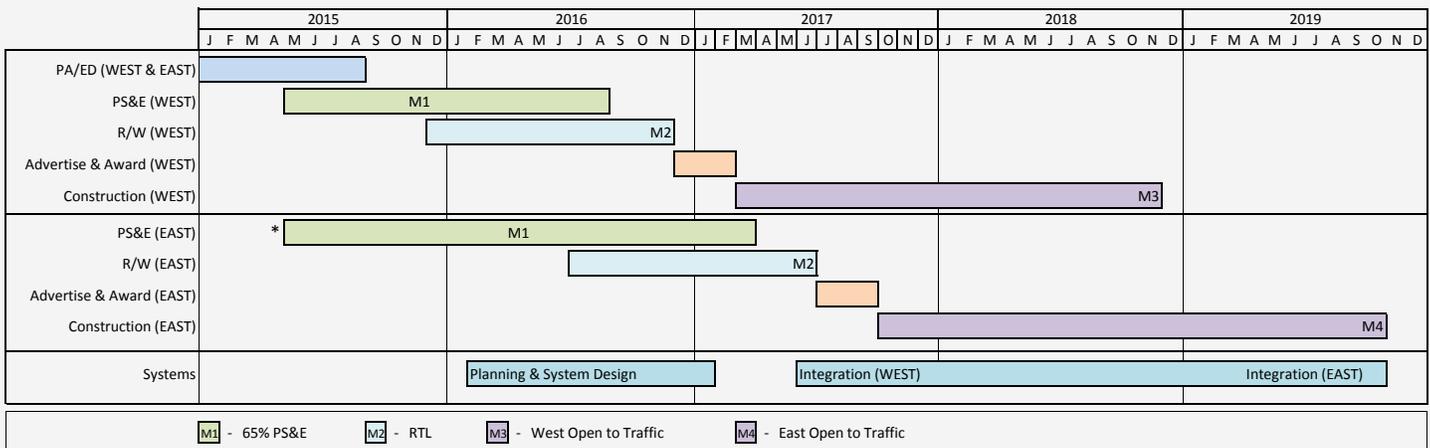


Proposed improvements include a High Occupancy Vehicle (HOV) Express Lanes in each direction on I-80 from west of Red Top Road to east of I-505. The project includes the conversion of an existing HOV Lane to an Express Lane (Western Segment - Red Top Road to Air Base Parkway) and new construction of 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 26, 2014  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Solano Rail Facilities Plan Update

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**Background:**

The Solano Rail Facilities Plan was adopted in 1995, and was followed up during 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:**

In 2014, the RTAC, Consortium, TAC and Board have reviewed the existing conditions (facilities and ridership), freight rail and station location criteria of the Plan. 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. Once the new Fairfield/Vacaville station is open and development in the area has occurred, document the ridership generation and modes of access at both stations. In no more than 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 was reviewed by the Consortium on March 24<sup>th</sup> and the RTAC and TAC on March 25<sup>th</sup>, and recommended forwarding to the STA Board a recommendation for release to the public to solicit additional comments. Committee members asked for the following additional information or content in the Plan:

- Note that the cities of Fairfield and Suisun City hope to re-open the Union Avenue crossing of the Union Pacific Railroad tracks in order to connect their downtowns. The benefits of re-establishing his connection will be further analyzed in the Priority Development Area plans being prepared by the two cities.
- Seek additional information, if available, on the potential types of rail vehicles, and track and station requirements, in the Vallejo – Napa service corridor.
- Provide a review of ridership generation tables from the California Rail Plan model in order to help the City of Dixon assess potential ridership generation.

If adopted, the updated Plan will serve as the basis for STA rail decisions until it is updated (anticipated in 2025). This includes seeking funds from state and federal grant programs for rail safety and performance improvements, Safe Routes to Schools funds and Cap and Trade projects.

**Recommendation:**

Release the Draft Solano Rail Facilities Plan Updated provided as Attachment A, for a 30-day public comment period.

Attachment:

For immediate review and printing, please click here:

- A. [Draft Solano Rail Facilities Plan Update \(March 2015\)](#)



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

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**Background:**

Within the City of Vallejo, two regional trail systems, the San Francisco Bay Trail and the Napa Valley Vine Trail, share some common planned and built alignments that connect Napa and Solano Counties. In coordination with the City of Vallejo, the Solano Transportation Authority (STA) is leading the collaboration with the Bay Trail and Vine Trail to develop a feasibility study and preliminary engineering to deliver both the Bay Trail and Vine Trail segments within City of Vallejo. The Feasibility Study will determine the scope of the gap closure project and costs involved with constructing a bicycle and pedestrian path that is consistent with the Bay Trail and Vine Trail alignments. STA selected a consultant team of Alta Planning + Associates and Parisi Transportation Consultants.

A Bay Trail Vine Trail Technical Advisory Committee (TAC) was established to provide input and feedback as elements of the Feasibility Study are developed. The TAC consists of Planning and Public Works staff from the cities of Vallejo and American Canyon, Napa County Transportation and Planning Agency, San Francisco Bay Trail, Napa Valley Vine Trail, and Caltrans.

**Discussion:**

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

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

**Fiscal Impact:**

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

**Recommendation:**

Approve the Bay Trail-Vine Trail Feasibility and Engineering Study as shown in Attachment A..

Attachment:

For review and immediate printing, please click the hyperlink below:

- A. [The Bay Trail-Vine Trail Feasibility and Preliminary Engineering Study](#)



DATE: April 3, 2015  
TO: STA Board  
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*.

In an effort to strengthen America's economic competitiveness, Congressman Alan Lowenthal (D-CA) has introduced bipartisan legislation which will provide a dedicated revenue source to invest in rebuilding the nation's crumbling freight infrastructure. House Resolution (HR) 1308, Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act (summary Attachment D) would establish the Freight Transportation Infrastructure Trust Fund and be funded through a national 1 percent waybill fee on the transportation cost of goods. To invest the funds, the bill creates two freight specific grant programs: a formula system, in which each state would receive funds annually based on the amount of existing freight infrastructure within the state; and a competitive grant program that would be open to all local, regional, and state governments. Solano County's I-80 corridor is included in both the state and national freight plan, and as such could be eligible for future federal funding should this bill become law. Staff recommends support of this bill.

The Department of Transportation (DOT) released the Notice of Funding Availability for the 2015 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant program. At this time, staff is reviewing potential projects in Solano County that would qualify under the criteria to receive TIGER funds.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the following positions:

- AB 194 (Frazier) authorizing a regional transportation agency to apply to the California Transportation Commission to operate a high-occupancy toll (HOT) lane; *Support in concept*
- HR 1308 (Lowenthal) establishing the Freight Transportation Infrastructure Trust Fund; *Support*

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. AB 194 (Frazier)
- D. HR 1308 (Lowenthal) Summary



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

April 2, 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 – April 2015**

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***Legislative Update***

The Legislature is currently on Spring Recess and will return to work in Sacramento on April 6. The last day for policy committees to meet is May 22, with June 5 being the deadline to move bills out of the house of origin. We have flagged several bills for STA's consideration and discuss some of the more relevant bills under ***Bills of Interest***, below.

***Solano County Cap and Trade Project Moving Forward***

Concept proposals for funding from the Affordable Housing and Sustainable Communities Program – a \$130 million Cap and Trade program – were due to the Strategic Growth Council on February 19. The City of Fairfield's Fairfield/Vacaville Intermodal Station project was selected by the Council to submit a full application for project funding, which is due on April 20. If approved, the project would pay for building components, site improvements for transit access and parking, and bicycle connections, as well as provide funding to subsidize the initial FAST transit service to the station. **We encourage STA members to submit letters in support of this project, as well as contact members of the STA legislative delegation.**

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

Earlier this year, 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.

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 serve a regional purpose. 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.

Tel: 916.446.4656  
 Fax: 916.446.4318  
 1415 L Street, Suite 1000  
 Sacramento, CA 95814

It is still early in the budget process, but these proposals, because of their policy implications, may not be included in the ultimate budget package, but rather handled through the normal policy bill process (meaning they would be heard in policy committees and sent to the Governor later in the year than if they were adopted with the budget by July 1). **AB 194 (Frazier)** will likely serve as the vehicle for anything to do with managed lanes and would need the Administration's support for it to be successful. We are actively engaged with both the Administration and Assembly Member Frazier's Office and have expressed the STA's initial comments related to both proposals.

### ***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. ***The STA Board SUPPORTS 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. ***We recommend the STA Board take a position of SUPPORT on this bill.***

#### **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. ***The STA Board SUPPORTS this bill.***

#### **AB 464 (Mullin) Local Sales Tax Limit Increase**

This bill would increase, from 2 percent to 3 percent, the statewide cap on sales tax at the local level. Currently, the statewide sales tax may not exceed 9.5 percent when combined with any local sales tax. This would increase the overall limit to 10.5 percent. ***We recommend the STA Board take a position of SUPPORT on this bill.***

#### **SB 9 (Beall) Changes to Cap and Trade Transit and Intercity Rail Capital Program**

This bill would amend the Transit and Intercity Rail Capital Program to remove operational investments and instead provide funding for large, transformative capital improvements with a total cost exceeding \$100 million. The bill would require CalSTA, when selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. The bill would require CalSTA, by July 1, 2016, to develop an initial 5-year estimate of revenues reasonably expected to be available for the program, with subsequent

estimates to be made every other year for additional 5-year periods. The bill would authorize the CTC to approve a letter of no prejudice.

**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. ***The STA Board SUPPORTS IN CONCEPT the goal of this bill.***

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

April 2, 2015

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

During the month of March we monitored transportation developments in Washington. We also met with Congressman Mike Thompson's staff person with Mona Babauta to discuss the importance of passing a multiyear transportation bill with stable funding levels and providing discretionary grants for public transportation projects.

**Surface Transportation Reauthorization**

On March 30, the Obama Administration released its proposed transportation legislation, which it calls *The Grow America Act*. The bill is slightly different from the bill it released last year. The bill released this week would authorize \$478 billion over six years for transportation spending. Authorized spending for fiscal year 2016 would increase by 45 percent over the current level. The bill would create a freight program funded at \$18 billion and provide \$115 billion for transit and \$317 for highway and safety programs over the six-year term.

The House and Senate transportation committees are working on drafting their own transportation bills. They will not adopt the Administration's bill, but may include certain provisions in their own bills. Transportation Secretary Anthony Foxx and House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) discussed areas of agreement in a joint appearance on March 19 organized by the National Journal. Both support using repatriated earnings from overseas as part of comprehensive tax reform to support a multi-year bill. The Administration has recommended mandatory repatriation at a rate of 14 percent and opposes a "tax holiday" which would allow corporations to voluntarily return earnings from overseas in exchange for favorable tax treatment. Chairman Shuster supports voluntary repatriation and has not suggested what rate would be applied to repatriated earnings.

The need to identify a funding stream for multiyear legislation is the major sticking point. The revenue provisions are under the jurisdiction of the House Ways and Means Committee and the Senate Finance Committee. Neither Committee has taken any action on comprehensive tax reform generally or addressing the shortfall in the Highway Trust Fund specifically. House Ways and Means Committee Chairman Paul Ryan (R-WI) recently stated that he is focused on identifying funding for a short-term extension of the transportation bill beyond its May 31 expiration date. He also stated that he is opposed to using either mandatory repatriation or a tax

Solano Transportation Authority  
April 2, 2015  
Page 2

holiday to fund transportation programs, a position that is shared by Senate Finance Committee Chairman Orrin Hatch (R-UT).

On March 17, the House Transportation and Infrastructure Committee heard testimony from witnesses representing state and local government associations: North Carolina Gov. Pat McCrory (R), representing the National Governors Association; Salt Lake City Mayor Ralph Becker (D), representing the National League of Cities; and John Cox, director of the Wyoming Transportation Department, representing the American Association of State Highway and Transportation Officials. Mayor Becker advocated increasing the amount of federal funds allocated directly to local governments, rather than distributing the funds through the state transportation departments. He also asked Congress to allow local governments more flexible use of the funds so that the resources can be used for transportation alternatives, asserting that the current funding formulas do not recognize the shift in traffic in urban areas to transit, bike-share and other alternatives.

### **Fiscal Year 2016 Appropriations**

The Fiscal Year 2016 budget resolutions adopted by the House and Senate propose increases in defense spending and a reduction in non-defense federal programs, including transportation programs. The House Budget Resolution proposes to hold transportation spending to the revenue generated taxes deposited in the Highway Trust Fund. The Center on Budget and Policy Priorities, a liberal-leaning think tank, estimated that under the House resolution, funding would be reduced over the next decade by 28 percent and under the Senate measure, by 22 percent. Both the House and Senate Budget Resolutions create a reserve fund which would allow for additional spending on transportation programs if the House and Senate can reach an agreement on increased funding for the Highway Trust Fund by identifying offsets in the form of cost savings or revenue increases. The House adopted similar provisions in the Budget Resolutions for fiscal years 2014 and 2015, but ultimately agreed to higher spending levels proposed by the Senate.

The House and Senate are negotiating a budget for fiscal year 2016 that would establish the spending allocations for the various appropriations subcommittees. The deadline for reconciling the budget proposals is April 15, but consideration may be extended if there is significant agreement. If the Budget Resolution is adopted by both chambers, it would be more difficult to increase spending above the allocations proposed under the agreement. If the House and Senate fail to agree to a federal budget, each chamber will use its own resolution to determine their respective allocations.

Solano Transportation Authority  
April 2, 2015  
Page 3

The appropriations subcommittee allocations are unlikely to correspond to the levels requested by the Administration, and may be less than fiscal year 2015 spending levels. House Appropriations Transportation-Housing and Urban Development Subcommittee Chairman Mario Diaz-Balart (R-FL) called the Obama Administration's budget request to increase transportation spending by \$10 billion from fiscal year 2015 to 2016 "borderline fantasy."

Reduced spending levels may prove problematic for moving a transportation appropriations bill through Congress. In 2014, the House failed to agree to a THUD appropriations bill because the bill lost the support of moderate Republicans and Democrats whose votes were necessary for final passage. Transportation spending was ultimately approved in the omnibus spending package approved in December 2014.

### **The Passenger Rail Reform and Investment Act of 2015**

The House voted 316-101 to passed *The Passenger Rail Reform and Investment Act* (H.R. 749) on March 4. The bill would provide approximately \$7.2 billion for rail programs for fiscal years 2016-2019.

The bill would authorize \$300 million annually from fiscal 2016 through 2019 for competitive grants to states for capital costs related to facilities, infrastructure and equipment for intercity passenger rail service. Half of the funding, approximately \$150 million a year through fiscal 2019, would go to grantees to finance capital projects under a new development and improvement program for the Northeast Corridor.

During the floor debate, the House adopted two proposals to improve safety at highway-rail crossings: 1) an amendment from Rep. Julia Brownley (D-CA) would require states to develop plans to improve safety at highway-rail crossings; and 2) an amendment by Rep. Ed Perlmutter (D-CO) to require the Government Accountability Office to issue a report on a Federal Railroad Administration rule on the use of locomotive horns at rail crossings.

Senate Commerce, Science and Transportation Chairman John Thune (R-SD) has said passenger rail is not a top priority on his agenda, but he has indicated that the passenger rail issues may move forward in a bill to address freight rail priorities.

### **The RAPID Act**

The House Judiciary Committee approved (15-11) *The Responsibly and Professionally Invigorating Development (RAPID) Act* (H.R. 348). This bill, sponsored by Regulatory Reform, Commercial and Antitrust Law Subcommittee Chairman Tom Marino (R-PA), would streamline

Solano Transportation Authority  
April 2, 2015  
Page 4

the approval process for federally-funded and federally-permitted infrastructure, energy and other construction projects to deliver faster project approvals. The House approved similar legislation in the 112th and 113th Congresses and will vote on H.R. 348 later this year.

### **Fiscal Year 2015 TIGER Grants**

On April 2, DOT released a notice of funding availability for fiscal year 2015 TIGER (the Transportation Investment Generating Economic Recovery) grants. The seventh round of the grant program made available \$500 million to be awarded on a competitive basis for projects that will have a significant impact on the Nation, a metropolitan area or a region.

The maximum award is \$200 million and no more than 25 percent of the funds made available for TIGER Discretionary Grants (or \$125 million) may be awarded to projects in a single State. The minimum award for projects located in urban areas is \$10 million, so the minimum total project cost for a project located in an urban area must be \$12.5 million to meet match requirements.

The grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development, or community revitalization. Priority will be given to transportation projects that demonstrate strong collaboration among a broad range of participants, integration of transportation with other public service efforts, and/or projects that are the product of a robust planning process. Grants cannot be made for planning, preparation, or design of capital projects (“TIGER Planning Grants”), although these activities may be eligible to the extent that they are part of an overall construction project that receives grant funding.

DOT also is encouraging the submission of projects that will improve economic competitiveness as highlighted in the national freight goals established in section 167 of title 23, United States Code. These projects may also advance specific goals established in a state freight plan, they may be used to further support the economic benefits of a project. Freight projects may have the goal of making the United States more competitive in global economy by facilitating efficient and reliable freight movement, particularly if the project will help reduce the costs of transporting export cargoes. Other examples of freight projects include projects that facilitate the safe movement of trucks through towns, cities and urban areas, as well as at rail grade crossings; provisions for improving work zone safety in areas of truck operations; and projects to provide safe truck parking facilities to address the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Solano Transportation Authority  
April 2, 2015  
Page 5

Pre-applications are required and due on May 4, 2015. Final applications must be submitted through Grants.gov on June 5, 2015. DOT is holding a seminar on April 16 for prospective applicants. Akin Gump will provide a summary of the discussion.

### **Legislation Introduced**

The following bills were introduced in the 114<sup>th</sup> Congress:

- *The Transportation Alternatives Program Improvement Act (S.705)* is intended to improve the Transportation Alternatives Program (TAP) to maximize resources available to cities and rural areas. The bill would: Restore funding for TAP to 2012 funding levels for the three consolidated programs (Transportation Enhancements, Safe Routes to School, and Recreational Trails) that were consolidated to create TAP; Ensure that two-thirds of the program's funds are distributed by population to ensure that rural areas, small towns and large cities are able to access their appropriate shares of resources; and Give states flexibility to meet federal cost-sharing requirements across the entire program, which would result in lower matching requirements for lower-resourced communities being offset by higher matches from larger communities within a state. The bill was introduced by Senators Thad Cochran (R-MS) and Ben Cardin (D-MD) on March 12.
- *The Transit Accessibility Innovation Act (H.R. 1448)* would establish a competitive grant program that would support innovative projects that improve transit service for individuals with disabilities. The bill was introduced by Rep. James Langevin (R-RI) on March 18 and referred to the House Transportation and Infrastructure Committee.
- *The Innovation in Surface Transportation Act (S. 762/H.R. 1393)* would establish a grant program funded through a set-aside of state formula funding to award competitive grants for innovative surface transportation projects. Eligible entities would include local governments, metropolitan planning organizations, regional transportation authorities, transit agencies, tribal governments, private providers of public transportation, nonprofit transportation organizations, port authorities, joint power authorities, and local rail authorities. The legislation was introduced by Sen. Roger Wicker (R-MS) and Rep. Rodney Davis (R-IL) on March 17 and referred to the Senate Environment and Public Works Committee and House Transportation and Infrastructure Committee, respectively.
- *The Developing Roadway Infrastructure for a Vibrant Economy ("DRIVE") Act (H.R. 1461)* would repeal authorization that allows the use of federal transportation funds for

Solano Transportation Authority  
April 2, 2015  
Page 6

mass transit, bike paths, sidewalks, and other enhancements. The bill was introduced by Rep. Thomas Massie (R-KY) along with Representatives Jim Jordan (R-OH), Justin Amash (R-MI), Jim Bridenstine (R-OK), and Ken Buck (R-CO) on March 19. The sponsors estimated that eliminating funding for local projects that have no federal nexus would free \$10 billion annually that could be used for highway and bridge projects. The bill was referred to Transportation and Infrastructure Committee, with subsequent referral to the Committee on Ways and Means.

- *The 414 Plan Act of 2014* (H.R. 1620) suspends for five years all federal regulations that do not pertain to the safety or durability of highway facilities, or of public and workplace safety in order to expedite the permitting for highways and bridges. The bill was introduced by Rep. Randy Forbes (R-VA) on March 25 and referred to the House Committee on Transportation and Infrastructure.
- *The Safety, Efficiency, and Accountability in Transportation Projects Through Public Inspection Act* (H.R. 1692) would require public employees to perform safety inspections on all surface transportation projects receiving federal funding. The bill was introduced by Rep. Donna Edwards (D-MD) on March 26 and referred to the Transportation and Infrastructure Committee.
- H.R. 1724 would amend title 23, United States Code, to reduce federal spending on surface transportation programs by limiting State and local taxation on purchases of construction materials made with funds made available from the Highway Trust Fund. The bill was introduced by Rep. Bruce Westerman (R-AR) on March 26 and referred to the House Transportation and Infrastructure Committee.
- *The Track, Railroad, and Infrastructure Network Act* (S.769) would streamline the permitting process for rail and transit infrastructure. It was introduced by Sen. Roy Blunt (R-MO) and referred to the Committee on Commerce, Science, and Transportation. The bill was cosponsored by Committee Chairman John Thune (R-SD) and Committee Member Sen. Joe Manchin (D-WV).
- *The Railroad Infrastructure Financing Improvement Act* (S.797) is intended to reform the Railroad Rehabilitation and Improvement Financing Program to support rail infrastructure projects. The provisions include: establishing new creditworthiness criteria focused on the merits of the project; increasing repayment flexibility; leveraging private financing opportunities; speeding up the process of application and approval process; and improving access to the program particularly for smaller applicants. The bill was

Solano Transportation Authority  
April 2, 2015  
Page 7

introduced by Sen. Cory Booker (D-NJ) on March 19 and referred to the Senate Committee on Commerce.

- *The National Interchange/Intersection Safety Construction Program (NIISCP) Act* (H.R. 1606) would establish a national program that would allocate a portion of federal highway funds every year for projects that improve interchange and intersection safety. Projects would be evaluated on a state-by-state basis and subject to congressional approval. Rep. Tom Emmer (R-MN) introduced the bill on March 25 and it was referred to the House Transportation and Infrastructure Committee.
- *The Infrastructure Jobs and Energy Independence Act* (H.R. 1663) would allow expanded oil and gas production on federal lands and use the revenue to support federal transportation spending. Rep. Tim Murphy (R-PA) introduced the legislation on March 26 and it was referred to the Committee on Natural Resources, with subsequent referral to the Committees on Energy and Commerce, the Judiciary, Rules, the Budget, and Transportation and Infrastructure.
- *The Transportation for Elderly and Disabled Americans Act* (H.R. 1645) would reauthorize the use of urban formula grants for operation and maintenance costs to provide transit services for the elderly and disabled. The bill was introduced by Rep. Marc Veasey (D-TX) on March 26 and referred to the House and Transportation and Infrastructure Committee.

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**ASSEMBLY BILL****No. 194**

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**Introduced by Assembly Member Frazier**

January 28, 2015

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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.

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**Summary: H.R.1308 — 114th Congress (2015-2016)** [All Bill Information](#) (Except Text)

There is one summary for this bill. [Bill summaries](#) are authored by [CRS](#).

**Shown Here:**

Introduced in House (03/04/2015)

**Economy in Motion: The National Multimodal and Sustainable Freight Infrastructure Act**

Directs the Secretary of Transportation to: (1) establish a Multimodal Freight Funding Formula Program to distribute funds to states, and a National Freight Infrastructure Competitive Grant Program to make grants to entities for projects, to improve the efficiency and reliability of freight movement in the United States; (2) establish a multimodal national freight network to accomplish the goals of the national freight policy, including increasing the productivity and efficiency of the national freight system and improving its safety, security, and resilience; (3) develop, maintain, and post on the public website of the Department of Transportation a national freight strategic plan that includes an assessment of the condition and performance of the national freight system; and (4) develop and improve tools to support an outcome-oriented, performance-based approach to evaluate proposed freight-related and other transportation projects.

Amends the Moving Ahead for Progress in the 21st Century Act (or MAP-21) to: (1) expand the membership and duties of state freight advisory committees; and (2) require state freight plans to include strategies and goals to decrease greenhouse gas emissions, local air pollution, water runoff, and wildlife habitat loss.

Amends the Internal Revenue Code to: (1) impose a 1% excise tax upon taxable ground transportation of property (i.e., transportation by freight rail or truck trailer and semitrailer chassis and bodies, suitable for use with a trailer or semitrailer with a gross vehicle weight of 26,000 pounds or more), and (2) deposit such tax revenues into a Freight Trust Fund (established by this Act) to finance the Multimodal Freight Funding Formula Program and the National Freight Infrastructure Competitive Grant Program.

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DATE: April 1, 2015  
TO: STA Board  
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. Attachment D is the draft STA Letter of Support.

The TAC reviewed STA staff's recommendation and unanimously recommended it for approval at their March 25, 2015 meeting.

**Fiscal Impact:**

There is no fiscal impact to STA.

**Recommendation:**

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
- D. Draft STA Letter of Support

# 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.

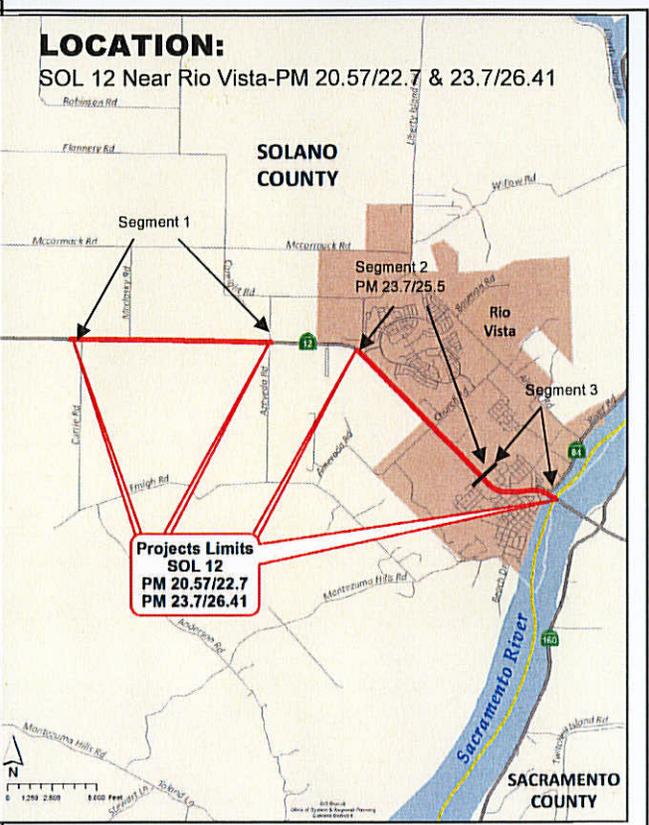
**Scope:** Roadway rehabilitation (3R). Rehabilitate roadway, provide standard shoulders and travel lanes, correct profile, provide ADA compliant pedestrian facilities and correct drainage deficiencies.

**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 identified 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

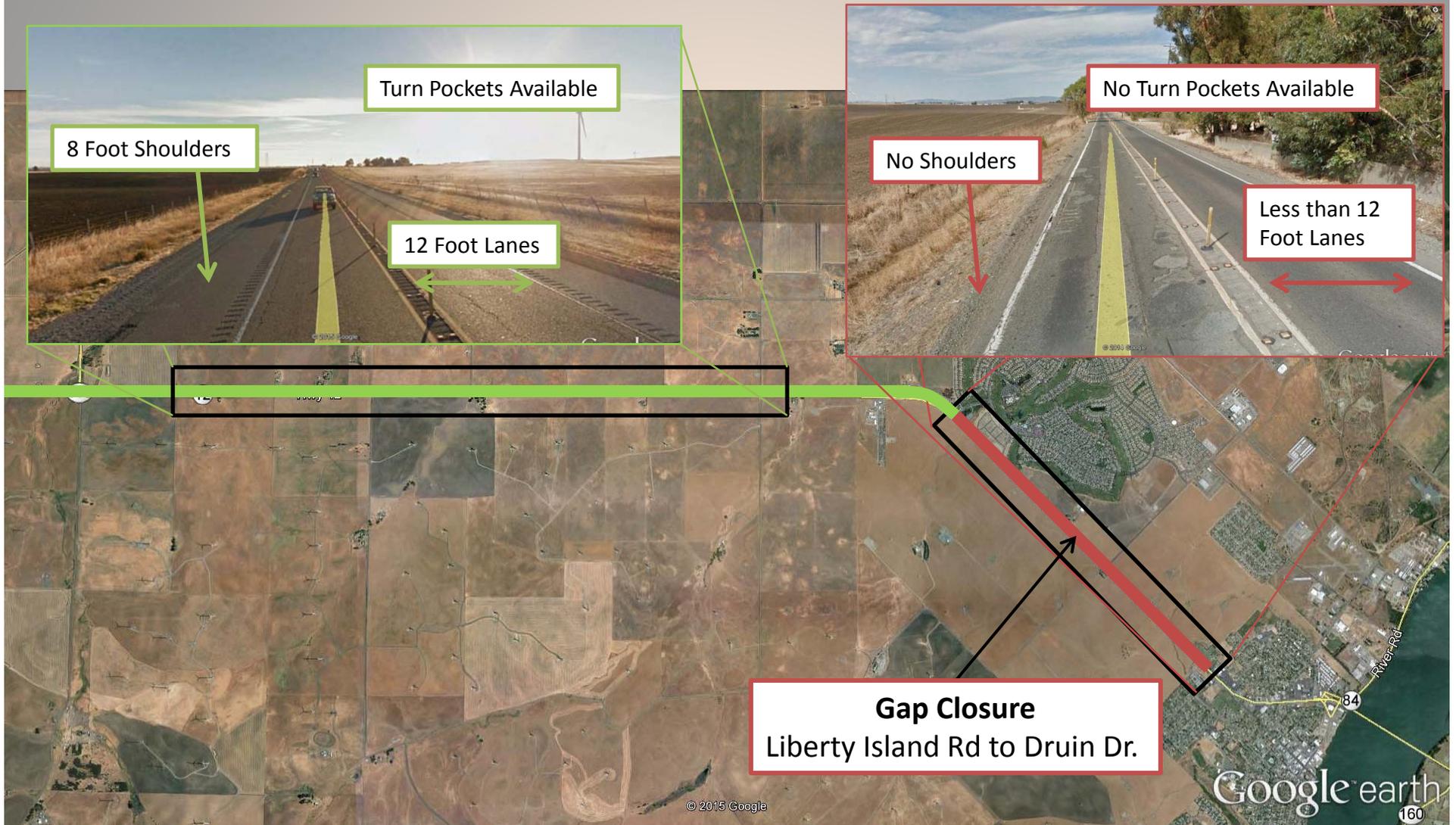
2016 - Downtown Rio Vista  
 Jan Vick SRTZ association

# State Route 12



Gap Closure Project

# SR12 Projects - Current Status



# 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





## SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

Benicia • Dixon • Fairfield • Rio Vista • Suisun City • Vacaville • Vallejo • Solano County

One Harbor Center, Suite 130, Suisun City, CA 94585-2473 • Phone (707) 424-6075 / Fax (707) 424-6074

Email: [staplan@sta-snci.com](mailto:staplan@sta-snci.com) • Website: [sta.ca.gov](http://sta.ca.gov)

April 15, 2015

*Via Electronic and US Mail*

Mr. Malcolm Dougherty, Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 95814

**RE: Support of State Route (SR) 12 East Gap Closure Project**

Dear Mr. Dougherty:

On April 15, 2015, the Solano Transportation Authority (STA) Board of Directors unanimously voted to support the SR 12 East Gap Closure Project to be funded as part of the 2016 State Highway Operations and Protection Program (SHOPP). As you are aware, SR 12 is a major east-west corridor that is in the recently completed State Freight Plan. This Plan identifies SR 12 as a Focus Corridor as it serves as an interregional, recreational, commercial, agricultural, and commuter route. STA appreciates Caltrans commitment and investment to improving safety on the State Route (SR) 12 Corridor.

This investment has seen Jameson Canyon constructed to meet current design standards with 12 ft. lanes and 8 foot shoulders throughout the canyon. SR 12 East has also been improved with the construction of the last funded improvements scheduled to be wrapped up this summer near Rio Vista. However, there remains a 1.9 mile gap in these necessary improvements. Whereas, the remaining gap is a non-standard section with less than 12 foot lanes and no shoulders located between Liberty Island Road (Post Mile (PM) 23.7) to Drouin Drive (PM 25.6). STA is urging Caltrans to complete the investment in the SR 12 corridor by investing in this 1.9 mile gap closure project to construct standard 12 foot lanes and 8 foot shoulders in the last section.

Caltrans District 4 has initiated a Project Study Report (PSR) for these gap closure improvements, however, we are seeking that Caltrans commit to completing this PSR before June 30, 2015 so the project can compete for the 2016 State Highway Operations and Protection Program (SHOPP) funding. Further STA is requesting Caltrans include this Gap Closure Project in the 2016 SHOPP.

The STA strongly supports the SR 12 East Gap Closure Project and looks forward to Caltrans continued investment and focus on the major corridor. Should you have any questions, please feel free to call Daryl Halls, STA's Executive Director, at (707) 424-6075.

Sincerely,

Elizabeth Patterson  
STA Board Chair  
Mayor, City of Benicia

cc: The Honorable Lois Wolk, 3<sup>rd</sup> Senate District  
The Honorable Jim Frazier, Assemblymember, District 11  
STA Board Members  
Will Kempton, Executive Director, California Transportation Commission  
Bijan Sartipi, Director, Caltrans District 4  
Highway 12 Association

DRAFT



DATE: April 15, 2015  
TO: STA Board  
FROM: Andrew Hart, Associate Planner  
RE: Active Transportation Program (ATP) Update - Candidate Projects

---

**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 ATP grant 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 several meetings between STA and agency staff, six applications have emerged 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, Fairfield, Suisun City, Rio Vista, Vallejo, 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** **\$2.9 M**

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 lanes on both sides of Suisun Valley Road from Fairfield City Limit to LedgeWood 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.

On March 25<sup>th</sup>, the STA TAC reviewed and unanimously supported staff's recommendation.

**Fiscal Impact:**

No impact to the STA budget at this time.

**Recommendations:**

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)
    - o Highlight multi-jurisdictional (County and City)
    - o 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 26, 2015  
TO: STA Board  
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 by the local agencies located in that district.

**Discussion:**

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

- Total RTIF revenue was \$780,000 for the first year of the program.
- The largest amount of the RTIF revenue collected to date has been generated in the Jepson Parkway Working Group.
- Fee revenue is quite variable from quarter to quarter.
- The original projections for the first year were \$1.3 million, so the total actual RTIF funds 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.
- One RTIF funded project is currently under construction this year; the Green Valley Overcrossing, and one project, the Benicia Industrial Transit Hub is scheduled to be under construction later this year.

STA staff has engaged Fehr and Peers and 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 April 16<sup>th</sup>. In addition, the RTIF Working Groups are reconvening in April to discuss the status of their projects, update schedules, discuss anticipated funding agreements and project funding allocations, and/or update project implementation.

**Fiscal Impact:**

No impact to the STA Budget at this time.

**Recommendation:**

Informational.

Attachments:

- A. 4-Quarter RTIF Revenue Estimate by District

### 4-Quarter RTIF Revenue Estimate by District

	FY 2013-14		FY 2014-15		Total
	3rd Quarter (Jan 1st to Mar 31st)	4th Quarter (Apr 1st to Jun 30th)	1st Quarter (Jul 1st to Sep 30th)	2nd Quarter (Oct 1st to Dec 31st)	
<b>RTIF Revenue for Eligible Projects</b>	\$ 89,673.10	\$ 292,900.95	\$ 118,061.28	\$ 279,527.12	\$ 780,162.45
<b>District 1 Jepson Corridor</b>	\$ 55,098.78	\$ 226,534.77	\$ 63,665.84	\$ 130,301.66	\$ 475,601.04
<b>District 2 SR 12 Corridor</b>	\$ 15,023.02	\$ 12,738.53	\$ 5,693.30	\$ 6,303.16	\$ 39,758.01
<b>District 3 South County</b>	\$ -	\$ 4,492.56	\$ 2,672.80	\$ 24,308.90	\$ 31,474.26
<b>District 4 Central County</b>	\$ 10,584.00	\$ 19,845.00	\$ 10,563.71	\$ 101,537.80	\$ 142,530.51
<b>District 5 SR 113</b>	\$ -	\$ -	\$ 23,659.50	\$ 17,075.52	\$ 40,735.02
<b>Transit (5%)</b>	\$ 4,483.66	\$ 14,645.05	\$ 5,903.06	\$ 13,976.36	\$ 39,008.12
<b>County Road (5%)</b>	\$ 4,483.66	\$ 14,645.05	\$ 5,903.06	\$ 13,976.36	\$ 39,008.12
<b>Total:</b>	\$ 89,673.10	\$ 292,900.95	\$ 118,061.28	\$ 279,527.05	\$ 780,162.38

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DATE: March 25, 2015  
TO: STA BOARD  
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:**

Receive and file.

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 Board  
FROM: Richard Weiner, Nelson\Nygaard Consulting Associates  
RE: Intercity Taxi Scrip Program Update

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**Background/Discussion:**

As of February 1, 2015, management of the Intercity Taxi Scrip Program has transitioned to Solano Transportation Authority from Solano County. As Program Managers, Nelson\Nygaard Consulting Associates has spent the last three months meeting with Solano County staff and participating transit operators. Following are issues that have emerged/ been addressed during this transition process:

- January Invoices
  - Some taxi companies have waited for unreasonably long periods to provide a return trip to passengers even though these trips are meant to be provided by companies in that location. A policy will need to be established to define the amount of time that a taxi driver can wait before providing the return trip
  - Until now there have not been clear deadlines for submission of invoices by taxi companies and transit operators, resulting in a lag of invoice payments over multiple months
- Given that the program has transitioned from Solano County to Solano Transportation Authority, there are nuances with how each agency reviews invoices and processes payments. We are working to make the process more efficient as we move forward.
- Additional concerns being investigated include:
  - Unlisted ADA #s found in the invoices
  - Unincorporated residents are not purchasing at STA
- Need to understand purchasing patterns and demand by jurisdiction in order to meet the goal of an equitable distribution of scrip among a larger pool of program participants

Attached is a matrix highlighted the number of taxi scrip trips by taxi company and by jurisdiction for the months of January and February 2015.

**Recommendation:**

Informational.

Attachment:

- A. Taxi Scrip Trips by Taxi Company and Jurisdiction for January and February 2015.

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**Intercity Taxi Scrip Program STATISTICS 4/7/15**

<b>JANUARY</b>	<b>No of Trips</b>	<b>Vallejo</b>	<b>Fairfield/ Suisun</b>	<b>Vacaville</b>	<b>Benicia</b>	<b>Dixon</b>	<b>Unincorporated</b>	<b>No of Passengers</b>	<b>Revenue Miles</b>	<b>Revenue Hours</b>
City Cab of Vallejo and Benicia	107	80			27			156	1923.55	56:41:00
Yellow Cab of Vallejo and Benicia	121	99			21			144	2231.91	69:05:00
AA Taxi	62			55		7		69	707.45	27:15:00
Fairfield Cab Co.	27		27					29	348.55	9:01
Vacaville Checker Cab (VA)	97			95		21		129	861.17	36:41:00
Yellow Cab of Vacaville and Dixon	98			94		4		105	1101.09	43:30:00
Fairfield Yellow Cab	18		18					19	229.27	6:18
Vacaville Checker Cab (FAST)	69		69					94	631.73	23:19
Veterans Cab of Fairfield	217		217					231	2790.09	109:32:00
<b>TOTAL</b>	<b>816</b>	<b>179</b>	<b>331</b>	<b>244</b>	<b>48</b>	<b>32</b>	<b>0</b>	<b>976</b>	<b>10824.81</b>	<b>381:22:00</b>
<i>Average</i>	<i>90.67</i>	<i>89.50</i>	<i>82.75</i>	<i>81.33</i>	<i>24.00</i>	<i>10.67</i>	<i>0</i>	<i>108.44</i>	<i>1202.76</i>	<i>42:22:27</i>
<b>FEBRUARY</b>	<b>No of Trips</b>	<b>Vallejo</b>	<b>Fairfield/ Suisun</b>	<b>Vacaville</b>	<b>Benicia</b>	<b>Dixon</b>	<b>Unincorporated</b>	<b>No of Passengers</b>	<b>Revenue Miles</b>	<b>Revenue Hours</b>
City Cab of Vallejo and Benicia										
Yellow Cab of Vallejo and Benicia				98		8				
AA Taxi	106							115	1459.91	51:23:00
Fairfield Cab Co.	24		24					24	298.55	6:40
Vacaville Checker Cab (VA)	111			102		5	4	141	987.17	41:27:00
Yellow Cab of Vacaville and Dixon	98			91		7		111	1317.45	42:12:00
Fairfield Yellow Cab	15		15					15	165.73	4:34
Vacaville Checker Cab (FAST)	74		74					101	677.27	25:34:00
Veterans Cab of Fairfield										
<b>TOTAL</b>	<b>428</b>	<b>0</b>	<b>113</b>	<b>291</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>507</b>	<b>4906.08</b>	<b>171:50:00</b>
<i>Average</i>	<i>71.33</i>	<i>0</i>	<i>37.67</i>	<i>97.00</i>	<i>#DIV/0!</i>	<i>6.67</i>	<i>4.00</i>	<i>84.5</i>	<i>817.68</i>	<i>28:38:20</i>

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DATE : March 26, 2015  
TO: STA Board  
FROM: Kristina Holden, Transit Mobility Coordinator  
RE: Consolidated Transportation Services Agency (CTSA)/Mobility Management Program Update

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**Background:**

The Solano County Mobility Management Program was developed in response to public input provided at two mobility summits held in 2009 and the Solano Transportation Study for Seniors and People with Disabilities completed in 2011. STA has been working with consultants, the Solano Transit Operators, the Paratransit Coordinating Council (PCC), and the Senior and People with Disabilities Transportation Advisory Committee since July 2012 to develop a Mobility Management Plan for Solano County. Mobility Management was identified as a priority strategy to address the transportation needs of seniors, people with disabilities, low income and transit dependent individuals in the 2011 Solano Transportation Study for Seniors and People with Disabilities. On April 9, 2014, the Solano Transportation Authority (STA) Board unanimously adopted the Solano County Mobility Management Plan.

The Solano Mobility Management Plan focuses on four key elements that were also identified as strategies in the Solano Transportation Study for Seniors and People with Disabilities:

1. Countywide In-Person American Disability Act (ADA) Eligibility and Certification Program
2. Travel Training
3. Senior Driver Safety Information
4. One Stop Transportation Call Center

This report summarizes the activities of Travel Training component of the Solano Mobility Management Plan.

**Discussion:**

***Countywide In-Person ADA Eligibility Program Update***

This update summarizes the Countywide In-Person ADA Eligibility activities of CARE Evaluators in February 2015.

Evaluations: Between February 1<sup>st</sup> and February 28<sup>th</sup>, there were 105 completed evaluations, 39 cancellations and 17 no-shows countywide.

Scheduling Assessments: On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately thirteen (13) business days. The program target is to schedule assessments within ten (10) business days of an applicant's call.

Eligibility Letters: The average duration between an applicant's assessment and receipt of the eligibility determination letter was twelve (12) days. In February, there were no violations of the 21-day assessment letter policy.

Paratransit Usage: On average, 50% of all applicants' utilized complementary paratransit service to and from their assessments.

Comment Cards: There were a total of 3 ADA Comment Cards received in February. Of those who completed comment cards, rating their assessment process and service 100% of clients were "highly satisfied".

### ***Travel Training***

#### Outreach

On March 3rd, STA Mobility Management staff presented mobility options and programs to 20 residents of Skylark Mobile Estates in Vacaville.

On March 17<sup>th</sup>, STA Mobility Management staff presented mobility options and programs to 18 residents of Heritage Commons Senior Community in Dixon and to 50 members of the Mt. Calvary Baptist Church, 50+ Ministries in Fairfield on March 19<sup>th</sup>.

#### Transit Ambassador Program

STA staff has met with SolTrans and FAST staff to discuss their Transit Ambassador Programs. Timelines have been set in place for each operator and once Ambassadors are on board recruitment for Trainees will begin. Both SolTrans and FAST programs are anticipated to be up and running by April.

### ***Solano Mobility Call Center/Solano Mobility Website***

#### Solano Mobility Call Center

The Solano Mobility Call Center and Transportation Info Depot continue to see an increase in Mobility inquiries. In February 2015, they received a total of 47 ADA/Mobility related calls and 39 ADA/Mobility related walk ins. In February, the call center processed 24 RTC Sales and had 3 Senior Clipper Sales.

#### Solano Mobility Website

The Solano Mobility website is now live and accessible to the public. The website provides a variety of resources to the community including, but not limited to local, private and non-profit transportation options, transit training information, a video library, non-profit services information and senior safety driver information.

### **Recommendation:**

Informational.

Attachment:

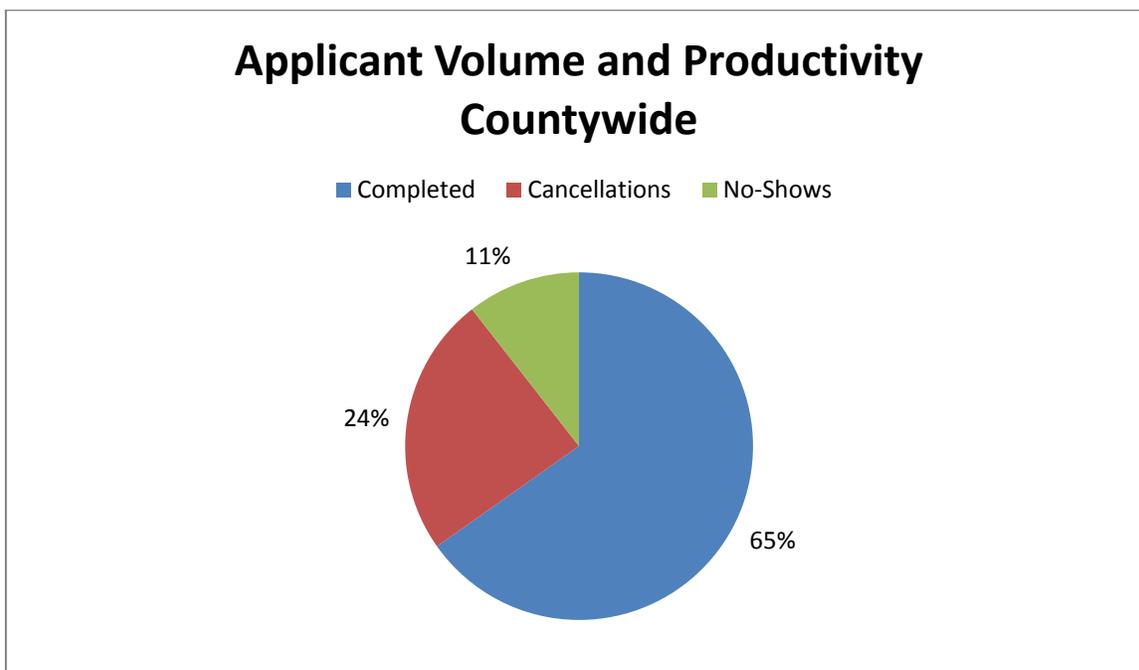
- A. Countywide In-Person ADA Eligibility Program February 2015 Progress Report

## Countywide In-Person ADA Eligibility Program February 2015 Progress Report

**Applicant Volume and Productivity:** Between February 1st and February 28th, the Call Center scheduled 161 appointments, and completed 105 assessments. Of the 161 scheduled appointments, 105 (65%) of the applicants appeared for their in-person assessment, 17 (11%) applicants were a no show, and 39 (24%) were cancellations. No shows and cancellations provide an incompleteness rate of 35%.

### Applicant Volume and Productivity by Location

	Countywide	Dixon Readi- Ride	FAST	Rio Vista Delta Breeze	SolTrans	Vacaville City Coach
<b>Completed</b>	105	2	32	1	48	22
<b>Cancellations</b>	39	0	11	0	21	7
<b>No-Shows</b>	17	0	8	1	8	0
<b>Incompletion Rate</b>	35%	0%	37%	50%	38%	24%

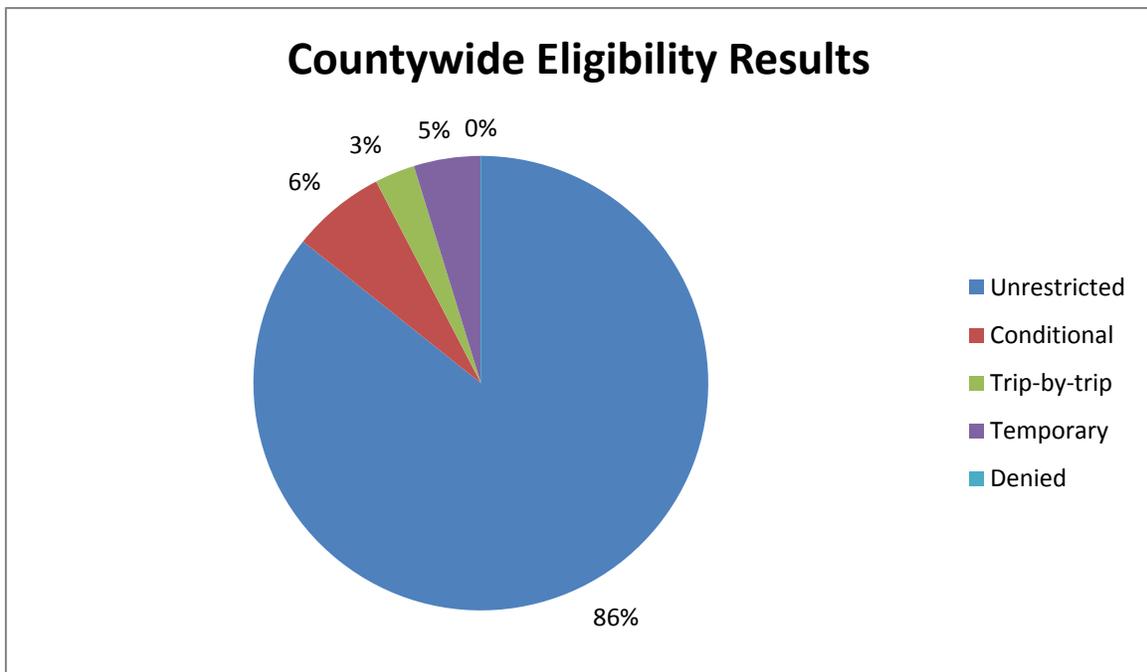


**New versus re-certification:** In February 86% of the applicants were new and 14% were applicants seeking recertification. There were no denials in either category.

Countywide Eligibility Results by Application Type					
NEW		Percentage	RECERTIFICATION		Percentage
Unrestricted	75	83%	Unrestricted	15	100%
Conditional	7	8%	Conditional	0	
Trip-by-trip	3	3%	Trip-by-trip	0	
Temporary	5	6%	Temporary	0	
Denied	0	0%	Denied	0	
<b>TOTAL</b>	<b>90</b>		<b>TOTAL</b>	<b>15</b>	

**Eligibility determinations:** Of the 105 assessments that took place in the month of February, 90 (86%) were given unrestricted eligibility, 7 (6%) were given conditional eligibility, 3 (3%) were given trip-by-trip eligibility, 5 (5%) were given temporary eligibility and none were denied.

Eligibility Results by Service Area						
	Countywide	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	SoTrans	Vacaville City Coach
Unrestricted	90	2	28	1	37	22
Conditional	7	0	2	0	5	0
Trip-by-trip	3	0	0	0	3	0
Temporary	5	0	2	0	3	0
Denied	0	0	0	0	0	0
<b>Total</b>	<b>105</b>	<b>2</b>	<b>32</b>	<b>1</b>	<b>48</b>	<b>22</b>



**Impact on paratransit:** As part of the new countywide in-person assessment program, applicants are provided a complimentary trip on paratransit for the applicant and the applicant’s Personal Care Attendant (PCA) upon request. Fifty percent (50%) of all assessments requested a paratransit trip to the assessment site in February.

<b>Transportation to and from In-Person Assessment</b>						
	<b>Countywide</b>	<b>Dixon Readi-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Own Transportation</b>	53	1	15	1	22	14
<b>Complementary Paratransit</b>	52	1	17	0	26	8
<b>Paratransit %</b>	50%	50%	53%	0%	54%	36%

**Type of Disability:** Applicants who complete the in-person assessment typically present more than one type of disability. The most common type of disability reported was a physical disability (74%) followed by cognitive disability (16%), visual disability (9%), and auditory disability (1%).

<b>Disability Type Countywide and by Service Area</b>						
	<b>Countywide</b>	<b>Dixon Readi-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Physical</b>	99	0	29	0	45	22
<b>Cognitive</b>	21	0	10	0	10	1
<b>Visual</b>	12	0	3	0	9	0
<b>Audio</b>	2	0	0	0	2	0
<b>Total</b>	134	0	42	0	66	23

**Time to receipt of eligibility determination letter:** On average, the time between an applicant’s assessment and receipt of their eligibility determination letter was 10 days. The longest an applicant had to wait for their determination letter was 6 days. In February there were 9 applicants that had to wait more than 15 days for their determination letter. STA staff will continue to work with CARE and monitor performance in order to ensure compliance with terms of the contract.

<b>Time (Days) from Evaluation to Letter</b>						
	<b>Countywide</b>	<b>Dixon Readi-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Average for Period</b>	12	14	11	13	12	10
<b>Longest</b>	16	14	15	13	16	13

**Time to scheduled assessment:** On average, the time between an applicant call to schedule an in-person assessment and the date of their assessment was approximately thirteen (13) days. The longest amount of time applicants had to wait for an appointment in was 25 calendar days. Eighty (80) applicants waited more than 10 business days for their assessment in February. The goal is for applicants to receive an appointment within 10 business days of their phone call. STA staff will continue to work with CARE and monitor performance in order to ensure applicants are receiving their appointment in a timely manner.

<b>Time (Days) from Scheduling to Appointment</b>						
	<b>Countywide</b>	<b>Dixon Read-Ride</b>	<b>FAST</b>	<b>Rio Vista Delta Breeze</b>	<b>SolTrans</b>	<b>Vacaville City Coach</b>
<b>Average for Period</b>	13	2	14	4	17	6
<b>Longest</b>	25	2	25	4	23	11
<b>Over 10 Business days</b>	80	0	30	0	49	1

**Comment Card Summary:** There were a total of 3 ADA Comment Cards received by the STA during the month of February. One comment card each was received from Fairfield, Vacaville, and Vallejo residents all being highly satisfied.



DATE: March 25, 2015  
TO: STA Board  
FROM: Judy Leaks, Program Services Manager  
RE: Bike to Work Week 2015

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**Background:**

May 11-15, 2015 marks the twenty-first (21<sup>th</sup>) annual Bike to Work campaign in the Bay Area. Bike to Work (BTW) Day is scheduled for Thursday, May 14<sup>th</sup>. The goal of this campaign is to promote bicycling as a commute option by encouraging individuals to pledge to bike to work (or school, or transit) at least one day during Bike to Work Week. Prizes, energizer stations, and participant rewards are just some of the methods of encouragement. Last year nearly 1,000 individuals participated in BTW in Solano and Napa Counties.

In addition to the week's activities, there are two additional activities to draw attention to cyclists. The Bike Commuter of the Year Award recognizes a resident from each county who is committed to biking. Every year, one winner is chosen from each of the nine Bay Area counties. This person epitomizes the health, environmental, social, and economic benefits of bicycling and inspires others by their commitment to pedaling. The Team Bike Challenge is a competition where teams compete to see who can travel the most days by bicycling during the month of May (National Bike Month). The team with the most points wins a grand prize.

STA's Solano Napa Commuter Information (SNCI) staff is organizing the campaign in Solano and Napa counties. Staff has been participating in regional Bike to Work Technical Advisory Committee meetings and coordinating locally with the Solano County and Napa County Bicycle Advisory Committees.

**Discussion:**

To increase awareness about the Bike to Work (BTW) campaign, staff performs outreach to employers, the bicycle community, and the general public. Regional materials and prizes are being incorporated and localized as needed. Local sponsors have also been secured to add value and increase interest in the campaign.

A mailing of BTW campaign materials will be sent by mid-April to major employers in Napa and Solano Counties. BTW pledge forms will be distributed by mail, events, displays, and newspaper inserts. Posters will be distributed throughout the community. Bike to Work web pages will be active on STA's websites so individuals may register on-line as well as learn where energizer stations will be located. Articles and advertisements for this event will be placed in several community publications.

**Bike Commuter of the Year/Team Bike Challenge**

SNCI staff program is requesting nominations for Solano and Napa Counties Bicycle Commuter of the Year through social media, press releases, employer mailings, events and meetings. To nominate, go to [www.youcanbikethere.com/bcoy](http://www.youcanbikethere.com/bcoy) and complete the nomination form. All entries must include the nominee's name, email, county and a brief write-up (200 words or less) on why he/she deserves the Bike Commuter of the Year Award. The deadline for nominations is April 20, 2015. A winner is selected from each county and all winners are recognized throughout the Bay Area.

Solano County is challenged to increase the participation in the Team Bike Challenge from 7 teams last year to 10 teams this year. Teams are comprised of up to 5 cyclists who must register at [www.teambikechallenge.com](http://www.teambikechallenge.com), where cyclists can track their trips. SNCI staff will encourage employers and the community to promote the Team Bike Challenge during follow-up calls and face-to-face meetings.

### **Bike to School**

National Bike to School Day is Wednesday, May 6, 2015. The Safe Routes to School (SR2S) program is encouraging schools to participate by offering incentives such as back packs and bike lights to students who cycle to school on the day. Schools need to pre-register by April 27<sup>th</sup>, to ensure timely delivery of the incentive items. Last year, 9 schools took part in Bike to School Day and our goal is to increase the number of schools involved this year. SR2S ran a poster competition in schools asking students to design a poster to promote Bike to School Day. The winner will be announced and posters incorporating the winning design will be delivered to schools by April 15<sup>th</sup>.

### **Recommendation:**

Informational.



DATE: April 6, 2015  
TO: STA Board  
FROM: Judy Leaks, Program Services Manager  
RE: SNCI Call Center/Transportation Info Depot Update

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**Background:**

STA's Solano Napa Commuter Information (SNCI) program staff provides call center services at two locations, at the Mobility Call Center, 1 Harbor Center, and at the Transportation Info Depot at the Suisun Amtrak Station, both in Suisun City. Here is an update of activities from both locations.

**Discussion:**

**Oliver Road Park & Ride Lot:**

In an effort to increase the number of vanpool groups using the Oliver Park & Ride Lot instead of the Fairfield Transportation Center (FTC), STA staff supported the new facility by holding two early morning events at the Oliver Road lot, the week of March 9<sup>th</sup>. Email invitations were sent to all vanpools that travel by the lot and staff distributed flyers about the events on vehicles parked at the FTC.

**Bike to Work Day:**

Staff is preparing for Bike to Work Day (BTWD), which is scheduled for May 14<sup>th</sup> this year. Marketing materials are being produced and will be ready to distribute on April 9<sup>th</sup>. Energizer station locations are being confirmed. Tote bags and t-shirts have been designed and will be available in May.

**Events:**

The 4<sup>th</sup> Annual Napa Commute Challenge will take place April 1 – June 30. Staff has prepared and mailed marketing materials and activated the Napa Challenge website. Napa employers are beginning to register. Staff attended three (3) employer events during the week of March 16: UTC Aerospace in Fairfield, Duckhorn Winery in St Helena, and Far Niente Winery in Oakville.

**Vanpools:**

Six (6) vanpools were started in February and three (3) new vanpools have been added through mid-March, bringing the total of new vans started to 19 during Fiscal Year (FY) 2014-15. Eight (8) of these vanpools are destined for Solano County.

**Transportation Info Depot/Mobility Call Center:**

Staff provides a variety of informational services at the Transportation Info Depot at the Suisun City Amtrak Station as well as at the Solano Mobility Call Center. See attached table for the March customer service update (Attachment A).

**Recommendation:**

Informational.

Attachment:

A. Solano Mobility Call Center – March 2015 Report

Call Center/Info Depot Activity	15-Jan	15-Feb	15-Mar	YTD Totals
<b><u>Emergency Ride Home</u></b>				
New Employees	32	8	9	55
New Employers	1	1	4	7
Trips Taken	7	1	5	22
<b><u>Bucks for Bikes</u></b>				
New Applications	0	0	2	2
Incentives Awarded	0	0	0	0
Follow up Surveys sent	11	3	8	42
<b><u>Train Depot Activity</u></b>				
Amtrak	204	225	286	1224
Greyhound	68	55	93	421
General Transit Questions	16	21	22	99
Trip Planning	17	16	16	87
RTC Questions	0	15	1	18
Clipper Questions	6	4	3	22
Other - Taxi, Misc	0	13	10	23
<b>Totals:</b>	<b>311</b>	<b>349</b>	<b>431</b>	<b>1894</b>
<b><u>ADA Call Center Telephone Calls</u></b>				
ADA Paratransit Eligibility	11	18	22	58
RTC Questions	10	16	27	62
Adult Clipper Questions	3	3	3	9
Senior Clipper Questions	2	1	3	6
Senior Trip Planning	2	3	9	18
Transit Training - Trainer	0	1	0	3
Transit Training - Trainee	0	0	1	1
Taxi Scrip Local	2	3	2	11
Taxi Scrip InterCity	3	2	3	8
Materials Mailed	3	7	11	21
<b><u>Calls Referred to Outside Agencies</u></b>				
* NonProfit	5	0	1	10
* Private	0	0	0	1
*Transit Agency	1	6	7	7
<b>Totals:</b>	<b>39</b>	<b>53</b>	<b>78</b>	<b>201</b>
Call Center ADA Customer <b><i>Walk-In Totals:</i></b>	<b>15</b>	<b>39</b>	<b>22</b>	<b>88</b>
<b><u>Clipper Cards Sales</u></b>				
Senior	2	3	4	12
Adult	4	2	3	19
Youth	0	0	0	0
<b>Totals:</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>31</b>
<b><u>RTC Apps processed to Date</u></b>	<b>11</b>	<b>26</b>	<b>22</b>	<b>88</b>



DATE: April 1, 2015  
 TO: STA Board  
 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
<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/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.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<sup>1</sup></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: April 1, 2015  
TO: STA Board  
FROM: Johanna Masiel, 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 Board.

**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., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Thurs., March 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., March 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 15	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., April 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., May 16	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
July 30 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 31 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
August 14 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., August 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
Wed., November 4	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