

**TECHNICAL ADVISORY COMMITTEE (TAC)
 AGENDA**

**1:30 p.m., Wednesday, August 26, 2015
 Solano Transportation Authority
 One Harbor Center, Suite 130
 Suisun City, CA 94585**

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 -1:35 p.m.)	
4. REPORTS FROM MTC, STA STAFF, AND OTHER AGENCIES (1:35 –1:40 p.m.)	
• Update on Solano Travel Safety Plan	Ryan Dodge
5. CONSENT CALENDAR <u>Recommendation:</u> Approve the following consent items in one motion. (1:40 – 1:45 p.m.)	
A. Minutes of the TAC Meeting of June 24, 2015 <u>Recommendation:</u> Approve TAC Meeting Minutes of June 24, 2015. Pg. 7	Johanna Masiclat
B. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - August 2015 <u>Recommendation:</u> Forward a recommendation to the STA Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for the City of Rio Vista. Pg. 13	Philip Kamhi

TAC MEMBERS

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

C. Solano Intercity Taxi Scrip Program Interim Changes

Richard Weiner,
Nelson\Nygaard

Recommendation:

Forward a recommendation to the STA Board to approve the following modifications to the Solano Intercity Taxi Scrip Program:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to:
 - a) 40 for \$100 worth of scrip,
 - b) Utilize a income verification by the STA to implement a sliding scale, where \$25 for \$100 worth of scrip for low income and \$40 for \$100 worth of scrip for non-low income;
2. Provide participants with 90 days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County.

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D. Intercity Paratransit/Taxi Scrip Program – New Service Delivery Model

Richard Weiner,
Nelson\Nygaard

Recommendation:

Forward a recommendation to the STA Board to implement one of the four service delivery options for the Intercity Paratransit/Taxi Scrip Program.

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6. ACTION NON-FINANCIAL ITEMS

A. Approval of the Build Alternative for the Redwood Parkway – Fairgrounds Drive Improvement Project and Certification of the Final Environmental Impact Report (EIR)

Janet Adams

Recommendation:

Forward a recommendation to the STA Board to:

1. **APPROVE** Resolution **CERTIFYING** the Environmental Impact Report (EIR) for the Project;
2. **ACCEPT** the Caltrans approved Project Report and **APPROVE** the Build Alternative as the Preferred Alternative for the Redwood Parkway-Fairgrounds Drive Improvement Project; and,
3. **DIRECT** the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

(1:40 – 1:50 p.m.)

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**B. Bicycle and Pedestrian Priority Project Lists - Annual Update
Recommendation:**

Drew Hart
Ryan Dodge

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

1. STA's Bicycle Priority Project List for FY 2015-16 and FY 2016-17; and
2. STA's Pedestrian Priority Project List for FY 2015-16 and FY 2016-17.

(1:50 – 2:15 p.m.)

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7. ACTION FINANCIAL ITEMS

**A. Transportation Development Act (TDA) Article 3 Funding
Recommendation for Fiscal Year 2015-16**

Drew Hart

Recommendation:

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

1. \$75,000 TDA Article 3 for Countywide Safe Routes to School Program;
2. \$30,000 TDA Article 3 for Rio Vista's Highway 12 Crossing;
3. \$128,659 TDA Article 3 for Suisun City's Driftwood Drive; and
4. \$103,000 TDA Article 3 for Vacaville's Rocky Hills Trail

(2:15 – 2:25 p.m.)

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**B. Fiscal Year (FY) 2015-16 and 2016-17 Federal Obligation
Recommended Funding Changes**

Anthony Adams

Recommendation:

Forward a recommendation to the STA Board to approve reprogramming of up to \$448,000 in CMAQ funds from Vacaville's Ulatis Creek Project, with approximately \$98,000 in CMAQ funds being programmed for Suisun City's Driftwood Dr. Project and \$350,000 in CMAQ funds being programmed for Vallejo's Downtown Streetscape Project.

(2:15 – 2:25 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

**A. Regional Transportation Plan/Sustainable Communities Strategy
– Priority Projects**

Robert Macaulay

(2:25 – 2:35 p.m.)

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**B. Comprehensive Transportation Plan (CTP) Update – Arterials,
Highways, and Freeways Element – State of the System Report**

Robert Macaulay

(2:35 – 2:45 p.m.)

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|---|---------------|
| C. Strategic Project Online Tracker (SPOT)
(2:45 – 2:50 p.m.)
Pg. 181 | Anthony Adams |
| D. Project Delivery Update
(2:50 – 2:55 p.m.)
Pg. 183 | Anthony Adams |
| E. Automated Bicycle and Pedestrian Counters
(2:55 – 3:00 p.m.)
Pg. 207 | Ryan Dodge |

INFORMATIONAL ITEMS – NO DISCUSSION

- | | |
|---|------------------|
| F. Bicycle Overall Work Plan
Pg. 209 | Drew Hart |
| G. Pedestrian Overall Work Plan
Pg. 211 | Ryan Dodge |
| H. Solano Safe Routes to School Program Fiscal Year (FY) 2014-15 Annual Report
Pg. 215 | Sarah Fitzgerald |
| I. Legislative Update
Pg. 225 | Jayne Bauer |
| J. Transit Corridor Study Phase 2 Update
Pg. 239 | Philip Kamhi |
| K. Summary of Funding Opportunities
Pg. 241 | Andrew Hart |
| L. Draft Meeting Minutes of STA Board & Advisory Committees
Pg. 245 | Johanna Masiclat |
| M. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015
Pg. 253 | Johanna Masiclat |

9. UPCOMING TAC AGENDA ITEMS

September 2015

- A. Future RM3 Bridge Toll Priorities – Janet Adams
- B. Draft 2nd Annual RTIF Report – Robert Guerrero
- C. Status of I-80 Ramp Metering Implementation – Robert Guerrero
- D. Discussion of 2016 STIP Priorities – Janet Adams
- E. Discussion of 2nd Annual Solano Pothole Report – Anthony Adams
- F. Discussion of Draft Safety Plan – Ryan Dodge
- G. Approval of Arterials, Highways & Freeways State of the System – Robert Macaulay
- H. CTP Update – Transit Element – Robert Macaulay

- I. Initial Discussion of OBAG Cycle 2 – Robert Macaulay
- J. 2015 SolanoExpress Marketing Plan – Jayne Bauer
- K. MTC Update in Arterials Plan
- L. Initial OBAG 2 Discussions

November 2015

- A. Approval of Update of Solano Safety Plan – Ryan Dodge
- B. Annual Pothole Report – Anthony Adams
- C. OBAG Cycle 2 Recommendations – Robert Macaulay
- D. Caltrans Update: SHOPP Projects – Caltrans
- E. Draft Priority Conservation Areas
- F. Solano ReGIS Update – County of Solano

10. ADJOURNMENT

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

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**TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
June 24, 2015**

1. CALL TO ORDER

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

TAC Members

Present:	Graham Wadsworth	City of Benicia
	Joe Leach (Arrived at the meeting at 1:35 p.m.)	City of Dixon
	George Hicks	City of Fairfield
	Dave Melilli	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Steve Hartwig	City of Vacaville
	Matt Tuggle (By Phone)	Solano County

TAC Members

Absent:	David Kleinschmidt	City of Vallejo
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STA Staff

Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Robert Guerrero	STA
	Philip Kamhi	STA
	Robert Macaulay	STA
	Johanna Masiclat	STA
	Liz Niedziela	STA
	Radmehr Nowroozi	STA Intern
	Chris Ronce	STA Intern

Others

Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Kevin Chen	MTC
	Aaron Elias	Kittelson & Associates, Inc.
	Michelle Go	MTC
	James Hsiao	Caltrans District 4
	Adrian Levy	Caltrans District 4
	John McKenzie	Caltrans District 4
	Chirag Safi	Kittelson & Associates, Inc.

2. APPROVAL OF THE AGENDA

On a motion by Steve Hartwig, and a second by Joe Leach, the STA TAC unanimously approved the agenda with the exception to pull Agenda Item 7.D, Update of the Bicycle and Pedestrian Project List until a future TAC meeting. Agenda Item 5.A was also revised to reflect the correct staff recommendation. (6 Ayes, 2 Absent).

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

1. Caltrans Update on Solano SHOPP Projects

Presented by James Hsiao, Caltrans

2. Update of Annual Pothole Report and Allocation Formulas for Local Street & Roads Funding

Presented by Anthony Adams

At this time, Joe Leach arrived at the meeting.

Additional updates were provided as follows:

1. Anthony Adams provided an update on Project Delivery.
2. Graham Wadsworth provided a construction update for the Benicia Hub Project. He also requested staff to add an Update to the Solano ReGIS as a future agenda TAC item.

5. CONSENT CALENDAR

On a motion by Steve Hartwig, and a second by Dave Melilli, the STA TAC approved Consent Calendar Items A to I as amended shown below (Items D and F) in ~~strikethrough~~ **bold italics**. (7 Ayes, 1 Absent)

A. Minutes of the TAC Meeting of May 27, 2015

Recommendation:

Approve TAC Meeting Minutes of May 27, 2015.

B. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - July 2015

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for the Solano Transportation Authority, the City of Dixon, and the City of Fairfield.

C. City of Fairfield and Solano County Transit (SolTrans) SolanoExpress Maps and Schedules Funding Request

Recommendation:

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

1. \$9,717 of State Transit Assistance Funds to the City of Fairfield to reimburse cost for FAST SolanoExpress signage and schedules; and
2. Authorize the Executive Director to enter into a funding agreement with the City of Fairfield to cover the cost up to \$9,717 for the FAST SolanoExpress signage and schedules.

3. \$7,665.38 of State Transit Assistance Funds to Solano County Transit to reimburse cost for SolTrans SolanoExpress signage and schedules; and
4. Authorize the Executive Director to enter into a funding agreement with Solano County Transit to cover the cost up to \$7,665.38 for the SolTrans SolanoExpress signage and schedules.

D. SolanoExpress Service Expansion

Recommendation:

Forward a recommendation to the STA Board to approve the \$738,2000 of RM2 funding to be used in FY 2015-16 for Phase 2 of the Transit Corridor Study and for SolanoExpress service expansion on Routes 40, 78, 80 and 90 as follows:

1. Transit Corridor Study Phase 2: \$421,9742
2. SolanoExpress Route 40 Midday Service Expansion: \$143,722
3. SolanoExpress Route 78 Sunday Service Expansion: \$5,000
4. SolanoExpress Route 78 Increase weekday frequency in middays and evenings: \$55,000
5. SolanoExpress Route 80 Sunday Service Expansion: \$40,000
6. SolanoExpress Route 90 Saturday Service Expansion: \$72,536

E. American Disability Act (ADA) In-Person Eligibility Program Request for Qualifications

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to release the RFQ for the Countywide ADA In-Person Eligibility Program.

F. Solano Travel Training Universal Pass

Recommendation:

~~Forward a recommendation to the STA Board to approve City of Suisun's Driftwood Drive Safe Routes to School project at the amount of \$108,076 for the FY 2015-16 Solano TFCA Program Manager Funds.~~
 Forward a recommendation to the STA Board to approve use of the Travel Training Universal Pass on all Solano County bus systems.

G. Comprehensive Transportation Plan – Transit and Rideshare Element State of the System

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Transit and Rideshare State of the System Report for inclusion in the Transit and Rideshare Element of the Solano CTP.

H. Transportation Fund for Clean Air (TFCA) 40% Program Manager Funds

Recommendation:

Forward a recommendation to the STA Board to approve the Driftwood Drive Safe Routes to School project in Suisun City at the amount of \$108,076 for the FY 2015-16 Solano TFCA Program Manager Funds.

I. STA Grant Submittal: MTC Climate Initiatives Grant Program

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to submit two grant proposals for the MTC Climate Initiatives Parking Management and TDM Grant program:

1. New Solano Express Bus Service Park and Ride Stop: City of Dixon for a request of \$1.3 million; and
2. SNCI Employer and Vanpool and County Bicycle Map App Services for \$500,000.

6. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF) 3rd Quarter Status for Fiscal Year (FY) 2014-15 and Allocation Recommendations for FY 2014-15

Robert Guerrero distributed a handout which summarized each RTIF Working Group District discussion and recommendations (as of March 31, 2015). He noted that the recommended funding disbursements will be funded entirely with RTIF revenue collected. He commented that all recommended disbursements of RTIF funds are to reimburse project sponsors for eligible RTIF projects, and invoices specifying cost related to project will be required. He also noted that through the third quarter of FY 2014-15, the total amount of recommended disbursements total \$1,166,907. This is 88% of the total RTIF revenue collected.

At the request of George Hicks and Steve Hartwig, the recommendation was amended to reflect a 2/3 to 1/3 credit for Fairfield and Vacaville's local match for the Jepson Parkway project. The TAC concurred.

Recommendation:

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

1. RTIF disbursement for all revenue collected in District 1 up to June 30, 2015 for Jepson Parkway Right of Way (ROW) *with a 2/3 and 1/3 local match credit for the Cities of Fairfield and Vacaville segments of the project;*
2. RTIF fund disbursement for the Church Road/SR 12 project for an amount not to exceed available RTIF funds for District 2 in accordance with existing funding agreement;
3. Authorize the Executive Director to enter into a RTIF funding agreement with the County of Solano to disburse up to \$40,000 from District 3 RTIF funds for the SR 37/Redwood St/Fairgrounds Dr. Project;
4. RTIF disbursement for all revenue collected from District 4 up to June 30, 2015 for the Green Valley Overcrossing Project;
5. RTIF disbursement for all revenue collected from Working Group 6 to June 30, 2015 for the Benicia Bus Hub Project.

On a motion by Steve Hartwig, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation as amended shown above in ~~***bold italics.***~~ (7 Ayes, 1 Absent)

7. ACTION NON-FINANCIAL ITEMS

A. **Managed Lanes Implementation Plan (MLIP) Priority Projects**

Michelle Go and Kevin Chen, MTC, presented and provided a project overview and next steps of the MLIP. Robert Guerrero identified each of the STA recommended MLIP projects consistent with the 2014 Draft I-80/I-680/I-780 Transit Corridor Study.

He noted that STA staff will continue to work with MTC staff to include these projects in their MLIP process. MTC will then submit a list of supportive MLIP projects as part of the program's Regional Transportation Plan project submittal later this fall.

At the request of Steve Hartwig, the I-80 Express Lanes from Red Top Road to I-505 was added as No. 1 to the recommended MLIP list of projects. The TAC concurred. The proposed MLIP list of Solano Projects is now as follows:

1. ***I-80 Express Lane from Red Top Road to I-505***
2. Direct access improvements at the Fairfield Transit Center
3. New station stop at the Solano College campus in Fairfield
4. Transit priority measures (e.g. signal priority, queue jumps and bus bulbs, and bus lanes).
5. New park and ride lots at Hiddenbrooke/I-80, SR 37/Fairgrounds Drive (adjacent to I-80), City of Dixon and I-680/Gold Hill.
6. Curtola Park and Ride Phase 2

Recommendation:

Forward a recommendation to the STA Board to approve the proposed Managed Lanes Implementation Plan list of Solano Projects consistent with the 2014 Draft I-80/680/780 Transit Corridor Study as specified in Attachment A.

On a motion by Joe Leach, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation to include the I-505/I-80 Interchange as No. 1 project to the MLIP list as shown above in ***bold italics***. (8 Ayes)

B. **Phase 2 I-80 Ramp Meter Rate Plan**

Aaron Elias and Chirag Safi, Kittelson & Associates, Inc., presented and provided an update in the development of the Phase 2 of the Ramp Metering Rate Plan was subsequently developed for Phase 2 and is the subject of this staff report and recommendation. The tentative activation date for the Phase 2 meters is in October 2015.

Recommendation:

Forward a recommendation to the STA Board to approve the Phase 2 I-80 Ramp Meter Rate Plan.

On a motion by George Hicks, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent)

C. **Comprehensive Transportation Plan Committee Membership**

Robert Macaulay commented that the Solano CTP Advisory Committees (Active Transportation Committee and the Arterials, Highways and Freeways Committee) will be meeting in the July – December 2015 time period and in order to ensure that TAC issues are properly conveyed to the Committees, it is recommended that different TAC members be assigned to each committee.

Recommendation:

Appoint STA TAC representatives to the Active Transportation Committee and the Arterials, Highways and Freeways Committee.

By consensus, the STA TAC re-appointed Matt Tuggle to serve as TAC representative to the Active Transportation Plan and Steve Hartwig, City of Vacaville, to serve as TAC representative to the Arterials, Highways and Freeways Committee. (7 Ayes, 1 Absent)

D. Update of the Bicycle and Pedestrian Priority Project Lists

This item was pulled until a future TAC meeting.

8. INFORMATIONAL – DISCUSSION

Robert Macaulay provided a brief review to Items A-C but no comments were made by the TAC.

A. Comprehensive Transportation Plan Updated Project List

B. Priority Development Area Planning Update

C. Legislative Update

NO DISCUSSION ITEMS

D. Fiscal Year (FY) 2015-16 PAC Overall Work Plan

E. Update on Transit Corridor Study Phase 2

F. Intercity Paratransit/Taxi Scrip Program- Proposed Approach to Service Alternative Analysis

G. Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program Third Quarter Report

H. Summary of Funding Opportunities

I. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for August and September 2015 were presented.

10. ADJOURNMENT

The meeting was adjourned at 3:00 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, August 26, 2015.**



DATE: August 9, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
Mary Pryor, STA Consultant
RE: Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix
August 2015

Background:

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

The Solano FY 2015-16 TDA fund estimates by jurisdiction are shown on the attached MTC Fund Estimate as of July 22, 2015 (Attachment A).

Discussion:

TDA funds are shared among agencies to fund joint services such as SolanoExpress intercity bus routes and Intercity Taxi Scrip Program. To clarify how the TDA funds are to be allocated each year among the local agencies and to identify the purpose of the funds, the STA works with the transit operators and prepares an annual TDA matrix. The TDA matrix is approved by the STA Board and submitted to MTC to provide MTC guidance when reviewing individual TDA claims. The TDA matrix for FY 2015-16 with Rio Vista's claim amounts (Attachment B) is being submitted to the STA Board for approval. This is the last of five transit operators TDA claims for FY 2015-16.

The TDA Matrix is based on MTC's Fund Estimate dated July 22, 2015. Previous versions of the TDA Matrix approved by the STA Board were based on MTC's Fund Estimate dated February 25, 2015. The primary change to the Fund Estimate is a reduction of approximately \$216,000 for Solano County in the FY 2014-15 Revenue Adjustment. This reduction is based on actual revenues as of June 2015 rather than the estimated revenues as of February 2015. MTC has not changed the FY 2015-16 TDA Revenue Estimate in its July 2015 update. Additional changes include updates to the "FY 2013-15 Outstanding Commitments" (Column D) and "FY 2014-15 Transfers/Refunds" (Column E) to incorporate returns and allocations made between February 1, 2015 and June 30, 2015. STA includes FY 2014-15 Allocations and Returns that have occurred after MTC's cut-off date for the Fund Estimate (June 30, 2015). This action includes a return of excess operating funds from Rio Vista.

Previously, the STA Board has approved the following TDA claims:

Solano County Transit (SolTrans)

Solano County Transit requested \$5,816,220 in TDA funds. TDA funds in the amount of \$3,975,016 will be used for operating and the amount of \$1,841,204 will be used for capital projects. SolTrans' capital projects include the CNG fueling facility and new bus wash at the operations and maintenance facility, an Automatic Vehicle Locator (AVL) system, facility and vehicle maintenance, and the Curtola Park & Ride Hub Renovation. The claim is consistent with the TDA matrix approved by the STA Board on June 10, 2015.

The City of Vacaville

The City of Vacaville requested \$1,658,745 in TDA funds. TDA funds in the amount of \$993,745 will be used for operating and the amount of \$665,000 will be used for capital projects. Vacaville's capital projects include two (2) paratransit bus replacements, one (1) van, transit amenities, and Compressed Natural Gas (CNG) fuel station upgrades. The claim is consistent with the TDA matrix approved by the STA Board on June 10, 2015.

Solano Transportation Authority

Solano Transportation Authority is planning to request \$1,140,945 in TDA funds. TDA funds in the amount of \$508,777 will be used for transit program, administration, coordination, and planning. TDA funds in the amount of \$50,000 will be claimed against Suisun City's TDA share for operating and maintenance cost for the Suisun City AMTRAK station. TDA funds in the amount of \$582,168 are planned to be claimed for the Intercity Taxi Scrip Program. This amount may be subject to change pending discussions with the Consortium regarding modifications contributions from selected jurisdiction. The claim is consistent with the TDA matrix approved by the STA Board on July 8, 2015.

The City of Dixon

The City of Dixon requested \$453,678 in TDA funds as shown in Attachment B. TDA funds in the amount of \$440,000 will be used for operating and the amount of \$13,678 will be used for capital projects. Dixon's capital funding is for a bus replacement. The claim is consistent with the TDA matrix approved by the STA Board on July 8, 2015.

The City of Fairfield

The City of Fairfield is requesting \$6,143,184 in their local TDA funds as shown in Attachment B. TDA funds in the amount of \$4,484,764 will be used for operating and the amount of \$1,658,420 will be used for capital projects. Fairfield's capital projects include:

- Paratransit vehicle conversion to propane and related infrastructure
- Tools/Equipment/Extensive & Miscellaneous Bus Maintenance
- Administrative Vehicle Replacement
- Bus/Vehicle Camera Installations
- Security Cameras for the FTC garage
- FTC Interior Security Improvements
- NextBus/AVL System
- FTC Phase II Design and Engineering activities

The claim is consistent with the TDA matrix approved by the STA Board on July 8, 2015.

The following TDA claim is being brought forward for approval:

City of Rio Vista

The City of Rio Vista is requesting \$271,700 in TDA funds as shown in Attachment B. TDA funds in the amount of \$206,200 will be used for Rio Vista Delta Breeze operations, and \$65,500 is planned for capital projects. Rio Vista's capital funding is for two bus replacements and a radio system.

Fiscal Impact:

The STA is a recipient of TDA funds from each jurisdiction for the purpose of countywide transit planning. With the STA Board approval of the July TDA matrix, it provides the guidance needed by MTC to process the TDA claim submitted by the transit operators and STA.

Recommendation:

Forward a recommendation to the STA Board to approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for the City of Rio Vista.

Attachments:

- A. FY 2015-16 TDA Fund Estimate for Solano County
- B. FY 2015-16 Solano TDA Matrix

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**FY 2015-16 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

FY2014-15 TDA Revenue Estimate		FY2015-16 TDA Estimate	
FY2014-15 Generation Estimate Adjustment		FY2015-16 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 14)	15,512,708	13. County Auditor Estimate	17,358,114
2. Actual Revenue (June, 15)	17,142,477	FY2015-16 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	1,629,769	14. MTC Administration (0.5% of Line 13)	86,791
FY2014-15 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	86,791
4. MTC Administration (0.5% of Line 3)	8,149	16. MTC Planning (3.0% of Line 13)	520,743
5. County Administration (Up to 0.5% of Line 3)	8,149	17. Total Charges (Lines 14+15+16)	694,325
6. MTC Planning (3.0% of Line 3)	48,893	18. TDA Generations Less Charges (Lines 13-17)	16,663,789
7. Total Charges (Lines 4+5+6)	65,191	FY2015-16 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	1,564,578	19. Article 3.0 (2.0% of Line 18)	333,276
FY2014-15 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	16,330,513
9. Article 3 Adjustment (2.0% of line 8)	31,292	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	1,533,286	22. TDA Article 4 (Lines 20-21)	16,330,513
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	1,533,286		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2014	FY2013-14	6/30/2014	FY2013-15	FY2014-15	FY2014-15	FY2014-15	6/30/2015	FY2015-16	FY 2015-16
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	757,670	3,557	761,227	(984,637)	0	297,844	31,292	105,726	333,276	439,002
Article 4.5										
SUBTOTAL	757,670	3,557	761,227	(984,637)	0	297,844	31,292	105,726	333,276	439,002
Article 4/8										
Dixon	528,009	1,269	529,278	(392,489)	0	643,546	67,611	847,946	734,437	1,582,383
Fairfield	2,307,466	5,733	2,313,199	(6,033,242)	1,000,000	3,774,523	396,552	1,451,033	4,251,582	5,702,615
Rio Vista	360,240	1,686	361,926	(472,174)	0	265,072	27,848	182,672	306,605	489,277
Solano County	676,146	3,428	679,574	(496,476)	0	660,883	69,432	913,413	741,586	1,654,999
Suisun City	4,888	82	4,970	(976,939)	41,845	984,871	103,471	158,217	1,103,260	1,261,477
Vacaville	4,430,121	19,066	4,449,187	(3,309,998)	603,988	3,232,799	339,638	5,315,615	3,617,620	8,933,235
Vallejo/Benicia ⁴	632,929	5,373	638,302	(4,624,882)	0	5,032,663	528,732	1,574,815	5,575,423	7,150,238
SUBTOTAL⁵	8,939,798	36,638	8,976,436	(16,306,200)	1,645,833	14,594,355	1,533,286	10,443,711	16,330,513	26,774,224
GRAND TOTAL	\$9,697,469	\$40,194	\$9,737,663	(\$17,290,837)	\$1,645,833	\$14,892,199	\$1,564,578	\$10,549,437	\$16,663,789	\$27,213,226

1. Balance as of 6/30/14 is from MTC FY2013-14 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/14, and FY2014-15 allocations as of 6/30/15.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning in FY2012-13, the Benicia apportionment area is combined with Vallejo, and available for SolTrans to claim.

FY2015-16 TDA Matrix

REVISED DRAFT

Attachment B

12-Aug-15

FY 2015-16

AGENCY	TDA Est from MTC, 7/22/15	Projected Carryover 7/22/15	Available for Allocation 7/22/15	FY2014-15 Allocations / Returns after 6/30/15	Paratransit		Local Transit					Intercity						STA Planning	Other Swaps	Transit Capital	Total	Balance					
					ADA Subsidized Taxi Phase I	Paratransit	Dixon Read-Ride	FAST	Rio Vista Delta Breeze	Vacaville City Coach	SolTrans	FAST Rt 20	FAST Rt 30	FAST Rt 40	SolTrans Rt 78	SolTrans Rt 80	SolTrans Rt 85						FAST Rt 90	FAST Intercity Subtotal	SolTrans Intercity Subtotal		
					(2)																		(4)	(4)	(6)	(7)	(8)
Dixon	734,437	847,946	1,582,383		5,000		440,000						\$ 2,746	\$ 61,004	\$ 1,077	\$ 2,674	\$ 483	\$ 978	\$ 9,370	\$ 74,197	\$ 4,135	\$ 22,434			13,678	\$ 559,445	1,022,938
Fairfield	4,251,582	1,451,033	5,702,615		40,000	1,244,880		894,769					\$ 47,723	\$ 70,809	\$ 120,360	\$ 8,920	\$ 3,388	\$ 12,541	\$ 291,687	\$ 530,579	\$ 24,848	\$ 131,585			1,658,420	\$ 4,525,082	1,177,533
Rio Vista	306,605	182,672	489,277	-75,432	5,000				206,200				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ 9,240			65,500	\$ 210,508	278,769
Suisun City	1,103,260	158,217	1,261,477		0	219,685		745,664					\$ 8,364	\$ 20,126	\$ 41,186	\$ 1,532	\$ 868	\$ 3,625	\$ 108,539	\$ 178,214	\$ 6,025	\$ 34,334	\$ 50,000			\$ 1,233,922	27,555
Vacaville	3,617,620	5,315,615	8,933,235		70,000	281,492			712,253				\$ 64,727	\$ 101,730	\$ 90,967	\$ 4,249	\$ 1,939	\$ 5,475	\$ 94,521	\$ 351,944	\$ 11,663	\$ 112,700			665,000	\$ 2,205,052	6,728,183
Vallejo/Benicia (SolTrans)	5,575,423	1,574,815	7,150,238		85,000	1,357,093				2,346,148			\$ 15,372	\$ 48,223	\$ 21,080	\$ 92,020	\$ 43,213	\$ 57,721	\$ 42,386	\$ 127,061	\$ 192,954	\$ 175,445			1,841,204	\$ 6,124,905	1,025,333
Solano County	741,586	913,413	1,654,999		377,168								\$ 14,874	\$ 28,045	\$ 25,788	\$ 14,017	\$ 7,182	\$ 10,951	\$ 49,063	\$ 117,769	\$ 32,150	\$ 23,038				\$ 550,125	1,104,874
Total	16,330,513	10,443,711	26,774,224	-75,432	582,168	3,103,150	440,000	1,640,433	206,200	712,253	2,346,148	\$ 153,806	\$ 329,937	\$ 300,457	\$ 123,412	\$ 57,072	\$ 91,291	595,565	\$ 1,379,766	\$ 271,775	\$ 508,777	\$ 50,000	\$ 4,243,802	\$ 15,409,039	11,365,185		

NOTES:
 Background colors on Rt. Headings denote operator of intercity route
 Background colors denote which jurisdiction is claiming funds

- (1) MTC July 22, 2015 Fund Estimate; Reso 4177; columns I, H, J
- (2) STA will be claimant. Amounts subject to change.
- (3) Includes flex routes, paratransit, local subsidized taxi
- (4) Consistent with FY2015-16 Intercity Transit Funding Agreement and FY2013-14 Reconciliation
- (5) Note not used.
- (6) Claimed by STA from all agencies per formula; approved by STA March 11, 2015.
- (7) To be claimed by STA for Suisun Amtrak station maintenance.
- (8) Transit Capital purchases include bus purchases, maintenance facilities, etc.



DATE: August 14, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
Richard Weiner, Nelson\Nygaard Consulting Associates
RE: Solano Intercity Taxi Scrip Program Interim Fare Changes

Background:

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority from Solano County. The Solano Intercity Taxi Program has been a highly popular program, with nearly all booklets available selling out each month. Phase II of this program will seek to incorporate non-ambulatory riders. Additionally, a new program delivery model will be recommended to achieve long-term program sustainability. In the interim, staff are proposing a number of interim program modifications that address current program deficiencies that are not dependent on adoption of a new program delivery model.

Discussion:

In order to ensure the long-term sustainability of the Solano Intercity Taxi Program, it is key objective, to keep costs in line with expenses. Fares have remained constant for the first five years of the program, while operating costs have increased each year. It is expected that the costs will increase even more when non-ambulatory trip options are added. Currently, it costs a customer \$15 for a \$100 scrip booklet. The 85% subsidy significantly exceeds the 50% subsidy provided in local user side taxi subsidy programs in Solano County cities. An increase in fare revenues will result in more service availability due to the expansion of program revenues, and will partially address capacity constraints. As such, staff recommends increasing fares \$40 for a \$100 scrip booklet. The proposed 60% subsidy for the Intercity Taxi Program will still exceed local taxi scrip program subsidies.

The proposed fare change was brought for review to the Solano Seniors and People with Disabilities Transportation Advisory Committee (SSPWD-TAC) meeting, Paratransit Coordinating Council (PCC) and the Consolidated Transportation Services Agency Advisory Committee (CTSA-AC). Some of the comments received (Attachment B) recommended looking at identifying low-income riders that are using this program, and utilizing a sliding scale to provide lower costs to these users. As most of the current riders are believed to be low-income, a sliding scale program would not impact farebox recovery without an increase. Therefore, if Consortium recommends an income based fare, STA staff recommends that the low-income fare should be \$25, and all non-low-income fare should be \$40. If Consortium were to recommend this option, it would require additional program administration as the income verification would need to occur. One option would be to provide income verification as part of the in-person ADA eligibility process.

Under the current program, the cost for each jurisdiction varies. Rio Vista and Dixon currently pay almost twice as much per scrip booklet as SolTrans, Vacaville and FAST. While this

discrepancy is large, the average cost per booklet across the County is \$43.54. Staff recommends that the cost be equitable for each transit provider, which would set the cost per booklet at \$43.54 for each transit provider as follows:

Agency	Annual Contribution	Annual Scrip Allocation	Cost per Booklet	Average for All Agencies
SolTrans	\$85,000	2,072	\$41.02	\$43.54
Vacaville	\$70,000	1,600	\$43.75	
FAST	\$40,000	916	\$43.67	
Dixon	\$5,000	60	\$83.33	
Rio Vista	\$5,000	60	\$83.33	
Unincorporated County	\$292,645	92	N/A	

Additionally, staff and the consultant team would like input from the Consortium members on the varying policies throughout the County on scrip booklet limits (Attachment A).

Fiscal Impact:

An increase in the cost of scrip booklets from \$15 to \$40 per booklet, would provide \$25 more per scrip booklet more towards the program. The increase from \$15 to \$25 per booklet for low income participants would provide \$10 more per booklet. At current usage, this increase would generate approximately \$48,000 - \$65,000 per year in additional fare revenue. The recommended adjustment of the cost for each jurisdiction as shown in the above table per booklet to \$43.54 would equalize costs throughout the County.

Recommendation:

Forward a recommendation to the STA Board to approve the following modifications to the Solano Intercity Taxi Scrip Program:

1. Increase the cost of scrip booklets from the current level of \$15 for \$100 worth of scrip to:
 - a) 40 for \$100 worth of scrip,
 - b) Utilize a income verification by the STA to implement a sliding scale, where \$25 for \$100 worth of scrip for low income and \$40 for \$100 worth of scrip for non-low income;
2. Provide participants with 90 days notification prior to fare increase implementation; and
3. Normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County.

Attachments:

- A. Intercity Taxi Program Update (5/15/15)
- B. Comments Received on Intercity Taxi Program

MEMORANDUM

To: Consortium
 From: Nelson\Nygaard Consulting Associates
 Date: May 15, 2015
 Subject: Intercity Taxi Scrip Program Update

The Intercity Taxi Scrip Program has operated over the last few years with flexibility that allows transit operators to set jurisdictional policies regarding scrip booklet sales and caps. Each program contributes a set amount at the beginning of a fiscal year, committing to a set amount of scrip booklets over the course of that year. The following is a breakdown of both the scrip booklet sales policy and the scrip booklet costs for each jurisdiction.

Figure 1 Jurisdictional Scrip Booklet Policies

Jurisdiction	Policy
Soltrans	8 booklets per person per month – Vallejo 4 booklets per person per month – Benicia
Vacaville	5 booklets per person per day, 20 booklets per month maximum
FAST	2 booklets per person every 2 weeks
Dixon	1 booklet per person per week
Rio Vista	2 booklets per person per month
Unincorporated County Residents	3 booklets per person per month

Limits on Scrip Booklets Per Person

Vallejo and Benicia were allowed to set their own limits based on their anticipated demand for each city. Soltrans has allowed Benicia to sell up to 8 booklets per person per month, should a customer from Benicia request more than the standard 4 booklet limit. However, Benicia rarely receives requests for more than 4 booklets per person in a given month.

This flexible approach has allowed individual jurisdictions to customize their policy based on expected demand in each area. However, should residents choose to change jurisdictions within Solano County, their mobility will be impacted based on policy differences between jurisdictions. In addition, for Quarter 3 (January-March 2015), each jurisdiction sold out (with the exception of Rio Vista). This signifies there is excess demand, especially in jurisdictions with larger populations.

Discrepancies in Booklet Costs

The discrepancy in cost per booklet to the jurisdiction is evident on an annual basis. The average cost per booklet in three jurisdictions is approximately \$43, with Rio Vista and Dixon paying nearly double for each booklet. When factoring in farebox, Rio Vista and Dixon are paying 98% of the costs, whereas the remaining jurisdictions are paying closer to 58% of the costs. To remedy this, jurisdictions should discuss either redistributing booklets or reallocating contributions in order to create a more equitable cost impact for Dixon and Rio Vista.

Figure 2 Jurisdictional Financial Contributions

Agency	Annual Contribution	Annual Scrip Allocation	Cost per Booklet for Agency	Average for All Agencies
Soltrans	\$85,000	2,072	\$41.02	\$43.54
Vacaville	\$70,000	1600	\$43.75	
FAST	\$40,000	916	\$43.67	
Dixon	\$5,000	60	\$83.33	
Rio Vista	\$5,000	60	\$83.33	
Unincorporated County	\$292,645	92	N/A	

Comments Received on Proposed Changes

Date	Meeting	Person	Agency	Comment
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Father Robert Fuentes	Faith in Action	Father Fuentes discussed the need to identify the low-income riders who are utilizing the Intercity Taxi Scrip program and how fare changes would impact them.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Mona Babauta	Solano County Transit	In regards to Father Fuentes comment, Mona Babauta commented that there are other transit programs that may be better suited to certain types of trips. Mona advised that people should also explore other transportation program options.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Susan Rotchy		Susan Rotchy expressed the importance of serving non-ambulatory People with Disabilities.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Tracee Stacy		Tracee Stacy expressed concerns on cost increases.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Ellen Kolowich		Ellen Kolowich praised the taxi scrip model and discussed finding a bigger pool of taxi to pull from, using fuel-efficient cars and exploring Uber type models. Also expressed importance of serving non-ambulatory.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Brian McLean	Vacaville City Coach	Brian McLean reminded the group that there are other options available outside of the Intercity Taxi Scrip Program.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Stephan Betz		Stephan Betz recommended projecting out future needs for the Senior population which is growing drastically.
5/28/2015	Solano Seniors and People With Disabilities Transportation Advisory Committee (SSPWD-TAC)	Supervisor Jim Spering	Solano County	Chair Spering requested to bring back a discussion on the Average Cost per Trip for the past, present and future.
6/25/2015	Paratransit Coordinating Council (PCC)	Ernest Rogers	PCC Vice Chair	Suggested an income-based sliding scale for taxi scrip pricing, after hours service, and non-ambulatory service. Commented that overall ridership will increase with non-ambulatory service.
6/25/2015	Paratransit Coordinating Council (PCC)	Judy Nash	PCC Member	Suggested that ADA eligible users be notified when scrip is available for purchase. Commented that some individuals may not be aware that scrip is available and will miss the opportunity before scrip sells out. Also suggested special pricing for low-income patrons.
6/25/2015	Paratransit Coordinating Council (PCC)	Kumar Puar	Northbay Transit	Supported the provision of service for non-ambulatory patrons and noted that Northbay Transit is in possession of 6-8 wheelchair accessible vans. Commented that additional training is required to assist non-ambulatory riders. Recommended flat-rate intercity pricing agreements with taxi companies to reduce overall program costs.
6/25/2015	Paratransit Coordinating Council (PCC)	Cynthia Tanksley	PCC Member	Supported the usage of smart cards (similar to Clipper) as a form of payment.
7/30/2015	CTSA - AC	Supervisor Jim Spering		How is the \$15/85% subsidy established?
7/30/2015	CTSA - AC			Do we track the number of people buying scrip?
7/30/2015	CTSA - AC			Are trips tracked and monitored?
7/30/2015	CTSA - AC	Mayor Batchelor		Is a particular category of service targeted? Medical Centers, etc?
7/30/2015	CTSA - AC	Tracee Stacey		Are we tracking duplicate purchasers?
7/30/2015	CTSA - AC	Tracee Stacey		Are we able to track the income of purchasers?
7/30/2015	CTSA - AC			What is the reason for different subsidy levels for local scrip programs?
7/30/2015	CTSA - AC	Tracee Stacey		Does it matter that 7 people take 30% of the trips?
7/30/2015	CTSA - AC			Will CTSA committee make policy decision on the people using 30% of trips?
7/30/2015	CTSA - AC	Supervisor Jim Spering		Requested breakdown of what percentage of TDA funds goes to the Taxi Scrip Program
7/30/2015	CTSA - AC	Tracee Stacey		Look at sliding scale model instead of flat rate
7/30/2015	CTSA - AC	Mona		Intercity Taxi is not the only solution
7/30/2015	CTSA - AC	Brian McLean		Controls need to be put into place so someone who needs to go to the doctor doesn't get pushed out by someone going to the bar. Mentioned Uber model for paratransit.
7/30/2015		Supervisor Jim Spering		Mentioned that trip purpose was not necessary, as this was quality of life issue.
7/30/2015	CTSA - AC	Lyll Abott		Specific Medical Scrip?
7/30/2015	CTSA - AC	Nathan Atherstone		Limit purchasing power of individuals
7/30/2015	CTSA - AC	Father Robert Fuentes		Faith in Action bumps people to prioritize medical appointments
7/30/2015	CTSA - AC		Community Action Northbay	\$15 is an affordable subsidy for extreme low-income. Regional Fare market transportation costs? Means testing?
7/30/2015	CTSA - AC	Tracee Stacey		If Phase 2 isn't feasible (non-ambulatory) then it's ok not to do it.

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DATE: August 14, 2015
TO: STA TAC
FROM: Richard Weiner, Nelson\Nygaard Consulting Associates
RE: Intercity Paratransit/Taxi Scrip Program – New Service Delivery Model

Background:

On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the Solano Transportation Authority from Solano County. The Solano Intercity Taxi Program has been a popular program, with nearly all booklets available selling out each month. Phase II of this program will seek to incorporate non-ambulatory riders. Additionally, Nelson\Nygaard Consulting Associates have analyzed options for a new service delivery model that are being proposed in order to achieve long-term program sustainability.

Discussion:

In the attached memo (Attachment A), Nelson\Nygaard Consulting Associates provide a brief history of the Intercity Taxi Program and present ridership patterns and costs. As part of a study conducted when the transition of administrative responsibility transferred from Solano County to the Solano Transportation Authority (STA), one of STA's key program objectives was to ensure the long-term sustainability of the Solano Intercity Taxi Program. In the attached memo, Nelson\Nygaard Consulting Associates present a variety of options for consideration by the Consortium in order to ensure the long-term sustainability of the Solano Intercity Taxi Program. It is anticipated that after STA Board selection of the preferred service option in the Fall of 2015, actual implementation of this option will occur in 2016.

In the attached memo, Nelson\Nygaard discuss four service delivery options:

1. Modified taxi scrip
2. Taxicards
3. Centralized reservations
4. Dedicated fleet

Of these four options, Option 1 modified taxi scrip, and Option 4, service using a dedicated fleet (similar to the old Solano Paratransit model), are not sustainable within existing resources and do not address the issue of long-term sustainability. The modified taxi scrip model does not adequately address accessibility for non-ambulatory riders, does not create effective options for controlling costs, and does nothing to reduce the administrative burden of the existing program. A service using a dedicated fleet would not be financially feasible.

Of the two feasible options, Option 2, taxicards, and Option 3, centralized reservations, Nelson\Nygaard recommends centralized reservations. A centralized reservations model would:

- Greatly reduce the administrative burden on operators
- Create better accountability and reduce opportunities for misuse of the program

- Establish a more convenient method for customers to pay for trips
- Allow ambulatory riders and wheelchair users to use the same reservations and payment system
- Create multiple options for cost containment such as trip grouping, trip priorities or limits, and multi-tiered fares or surcharges

In comparison, a system based on taxicards would create separate and probably unequal services for ambulatory and wheelchair users, add significant cost for equipment in taxicabs as well as a need to keep this equipment operating, and involve substantial upfront cost to set up the new system. In addition, there appears to be only one vendor available to provide and administer the taxicard system.

Fiscal Impact:

None at this time.

Recommendation:

Forward a recommendation to the STA Board to implement one of the four service delivery options for the Intercity Paratransit/Taxi Scrip Program.

Attachment:

- A. Service Delivery Options Memo (5/12/15)



MEMORANDUM

To: Solano Transportation Authority
From: David Koffman
Date: May 12, 2015
Subject: Service Delivery Options for Solano Intercity Paratransit Service

INTRODUCTION

The Solano Intercity Taxi Program allows paratransit eligible individuals to take subsidized taxi trips between all of the cities within the county. The program is open to individuals certified as ADA paratransit eligible by one of the participating transit operators. Booklets containing scrip worth \$100 in taxi rides are sold for \$15 per booklet. Each transit operator sells scrip to its residents who use it to pay for taxi rides between the cities of Solano County. There are nine actively participating taxi companies. The precise number of customers is not known. An analysis of taxi company invoices in 2013 showed 210 distinct users over a three-month period. Making allowance for some infrequent riders, there are probably at least 300 eligible participating individuals.

The taxi companies turn in the scrip that drivers receive from customers to the cities in which they are licensed, along with an invoice for reimbursement. The cities review and approve the taxi company invoices and forward them for payment by STA. At the end of each fiscal year, there is an accounting reconciliation to ensure that each transit operator pays for usage by its riders.

The Solano Intercity Taxi Program provides a valuable service to ADA paratransit eligible residents of Solano County who are able to travel in non-wheelchair accessible vehicles. Over the course of the program's history, ridership has grown significantly and so have costs. The result is that the available quantity of taxi scrip is limited and runs out at most locations most months. While the popularity of the program is a positive sign from the community's perspective, it is clear that the current design is not meeting needs. In addition, wheelchair users who cannot transfer to a standard taxi are completely left out of the program due to the lack of accessible vehicles.

In 2013 the Solano Transportation Authority (STA) hired Nelson\Nygaard Consulting Associates and Nancy Whelan Consulting to conduct a study that documented how riders currently use the program, explored whether there are efficiencies that can be built into the program, and examined if there were alternative service delivery models that could provide the service more efficiently and cost-effectively, while also providing wheelchair-accessibility. The results of the study were delivered as a memorandum to STA that was presented to the STA Board in May 2014.

One of the key purposes of the study was to determine the feasibility of STA adopting administrative responsibility for the program, and how to ensure program sustainability into the future if STA were to take it over. As of January 2015, STA did in fact assume administrative responsibility. STA contracted with Nelson\Nygaard Consulting Associates to provide interim

program management services to: 1) help transition the existing program to STA administration, 2) determine in what ways the program should be modified, and 3) to assist in the transition to a modified program.

The existing program is now being administered by STA and incremental improvements are being implemented. To help with the next step, this memorandum provides an updated analysis of options for longer-term changes. The memorandum includes:

- A brief summary of key data about the existing program
- Analysis of four options for revised service delivery methods. These have been modified from the options presented in the earlier memo, taking advantage of additional information that has become available.
- Analysis of implementation issues

HISTORY

Solano County has tried multiple methods for providing paratransit service between communities, supplementing the ADA and other paratransit services provided by the transit operators within their own service areas. For several years the City of Fairfield administered a program known as Solano Paratransit that was operated by the same contractor that provided ADA paratransit in Fairfield and Suisun. Solano Paratransit was designed to provide ADA paratransit corresponding to Route 20, between Fairfield and Vacaville, and also countywide intercity service for residents of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and unincorporated areas. This service was discontinued in 2009, after which ADA paratransit service between transit service areas was provided by arranging transfers between the operators' local paratransit services.

In February 2010 a new service, the Solano Intercity Taxi Scrip program, began operations under the leadership of the City of Vacaville Transportation Division. The new service was designed as supplemental, non-ADA service, while ADA paratransit between cities continued to be provided by means of transfers. A Memorandum of Understanding among all of the cities, the County of Solano, and eight participating taxi companies outlined responsibilities under the new program.

The Intercity Taxi Scrip program has been popular and operates with few complaints. However, demand for trips has exceeded the available budget, so that several cities routinely sell their entire monthly allocation of scrip before the end of the month, and some have implemented caps on the amount of scrip that will be sold to each person. In addition, since there are no wheelchair accessible taxis in the county, service is only available for customers who can ride in a standard passenger vehicle. There are also concerns about the degree of accountability and oversight that is possible with the current service design; the cost of very lengthy trips that operate, as is normal in taxi operations, with no shared riding; and a high percentage of trips that are taken by a small number of individuals to a limited number of destinations.

In 2013, the County of Solano agreed to take over administration of the program as part of a plan to transition to a new service concept. The County led a process that produced a draft Request for Proposals for a contractor to implement the new service. The County later determined that it would be more appropriate for STA to administer the existing program and any replacement service. Following a review of alternative service concepts and feasibility, STA agreed to assume responsibility from the County and contracted with Nelson\Nygaard Consulting Associates to

manage the transition process, including implementation of a new program and administration of the existing program.

Since February 2015, the Solano Intercity Taxi Scrip program has operated under STA administration with few changes.

RIDERSHIP PATTERNS AND COSTS

This section provides a statistical snapshot of the Intercity Taxi Scrip Program based on limited data gleaned from three months of 2013 invoices submitted by seven participating taxi companies and from summary data prepared by staff of Solano County.

Summary Data

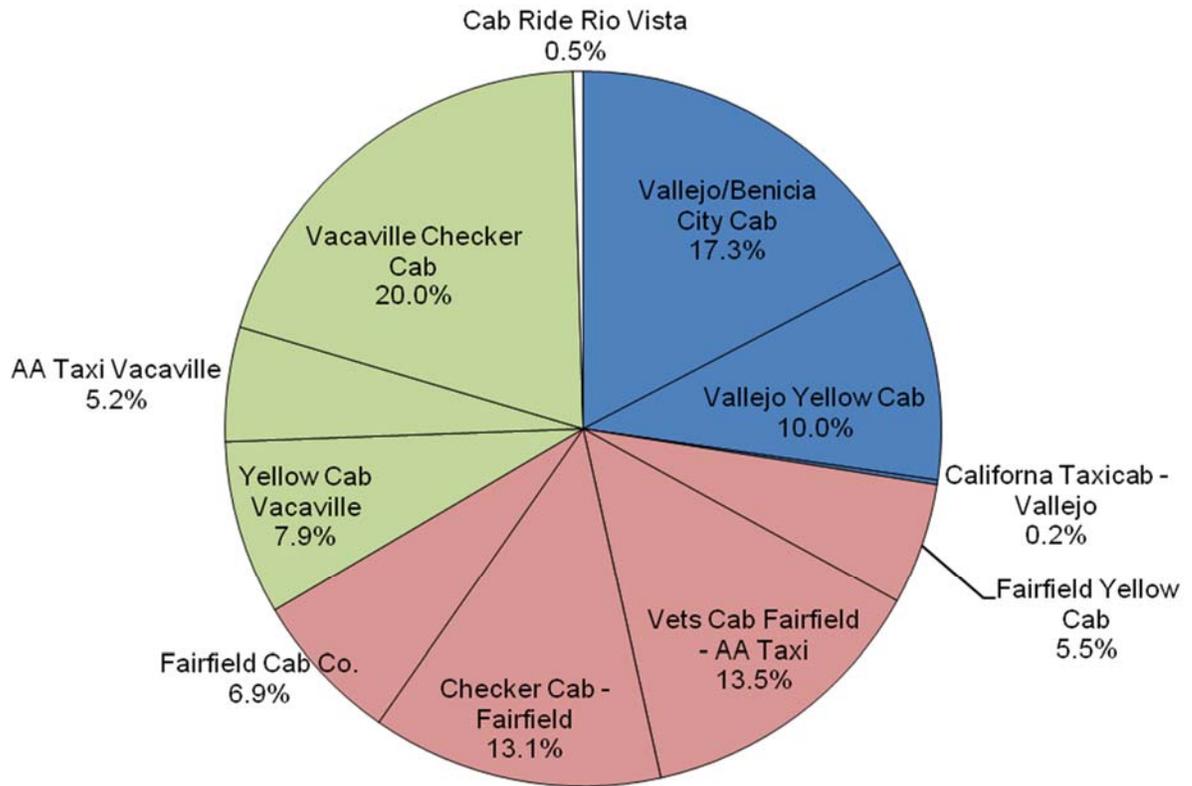
Full-year statistics for 2013-14 were:

Passenger-trips	11,844
Trips	9,948
Cost (paid to taxi companies)	\$397,406
Average trip length	13.4 miles
Average cost per trip	\$39.95
Average cost per mile	\$2.98
Passengers per trip	1.19

The number of passenger-trips and the cost of service has fallen from a peak in 2012-13 when 12,780 passenger-trips were provided at a cost of \$529,865. The 2012-13 peak was a sharp increase from 2011-12 when 9,643 passenger-trips were provided at a cost of \$364,045. Monthly data show that usage had already begun to fall off in the second half of 2012-13 because scrip had to be limited as the program ran up against budget constraints. The Intercity Taxi Scrip Program is still providing more trips at lower cost than the former Solano Paratransit program. In its final year of 2008-09, that program cost \$612,793 to provide 7,557 passenger-trips, at an average cost per passenger-trip of \$81.09.

Of the nine actively participating taxi companies, four, Vacaville Checker Cab, Vallejo-Benicia City Cab, Veterans Cab of Fairfield, and Checker Cab of Fairfield, provide 64% of the trips (see Figure 2). Color coding in Figure 1 indicates the cities in which the companies are based. In 2012-13 companies based in the city pairings of Vallejo and Benicia, Fairfield and Suisun, and Vacaville and Dixon carried about one-third of trips each. In 2013-14, as shown, the share of trip carried by Fairfield companies has grown while the share of trips by Vallejo-Benicia companies has fallen.

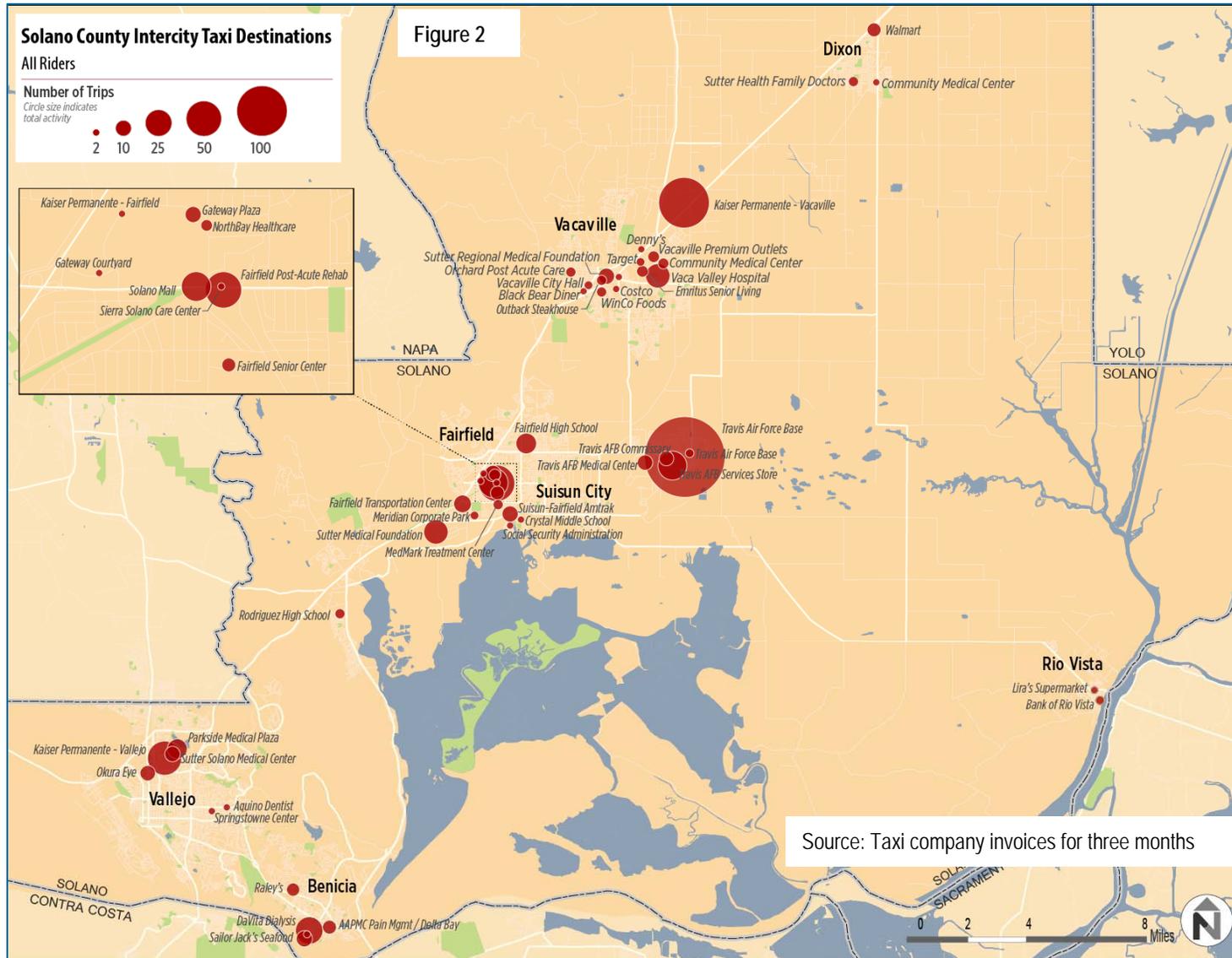
Figure 1 Shares of Taxi Companies
(Percentage of Trips in 2012-13)



Common Destinations

The most common non-home destinations of taxi scrip users are locations within Travis Air Force Base, especially one location that houses a call center, and Kaiser Permanente in Vacaville. (Most of the trips to Travis originate in Vallejo and Benicia.) These locations and others are shown in Figure 2. (A “non-home destination” is one that a rider travels to from their home; return trips to home are not shown.) Other popular destinations include the Solano Mall, Sutter Medical Center and various medical offices in Fairfield, the Vaca Valley Hospital, Kaiser Permanente in Vallejo, and DaVita Dialysis in Benicia. The size of the circles represent the number of trips to each location in three months of taxi company invoices.

Solano Intercity Paratransit Service Options
Solano Transportation Authority

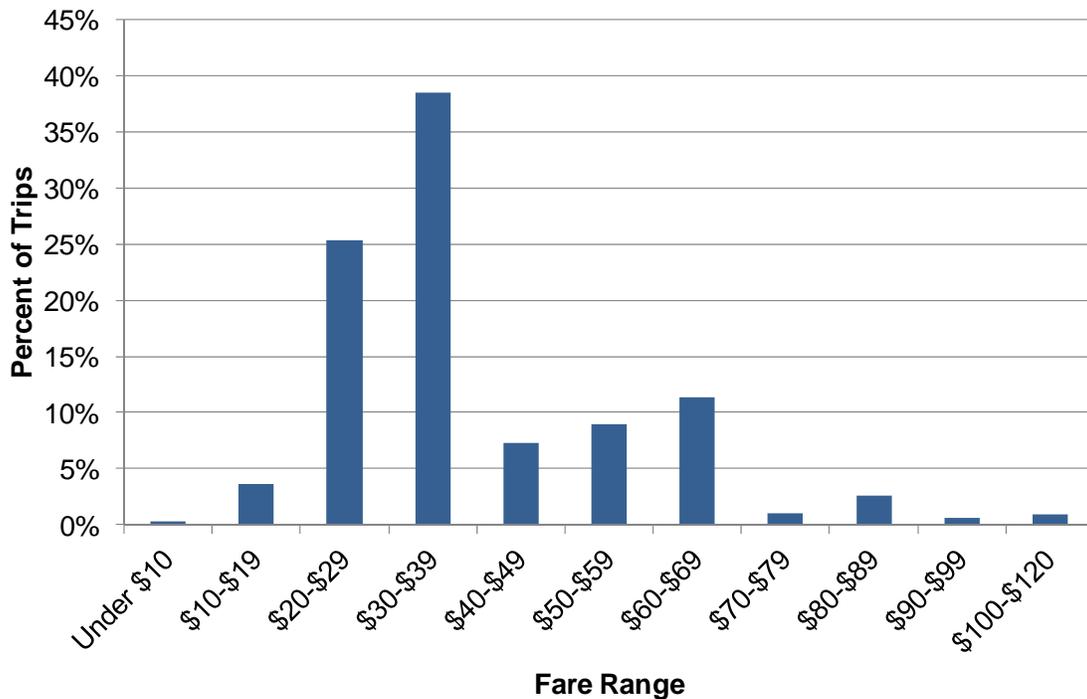


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Trip Fares

Most trips have a fare between \$20 and \$39, but there are substantial numbers of trips with fares over \$60. Figure 3 provides detail. Typical trips in the \$20 range (around eight miles) include trips between Vacaville and Travis Air Force Base and between Benicia and Vallejo. Typical trips in the \$30 range (around 12 miles) include some longer trips between Benicia and Vallejo and trips between Vacaville and central Fairfield. Typical trips in the \$60 range (over 20 miles) are those between Vallejo and Fairfield, including Travis Air Force Base.

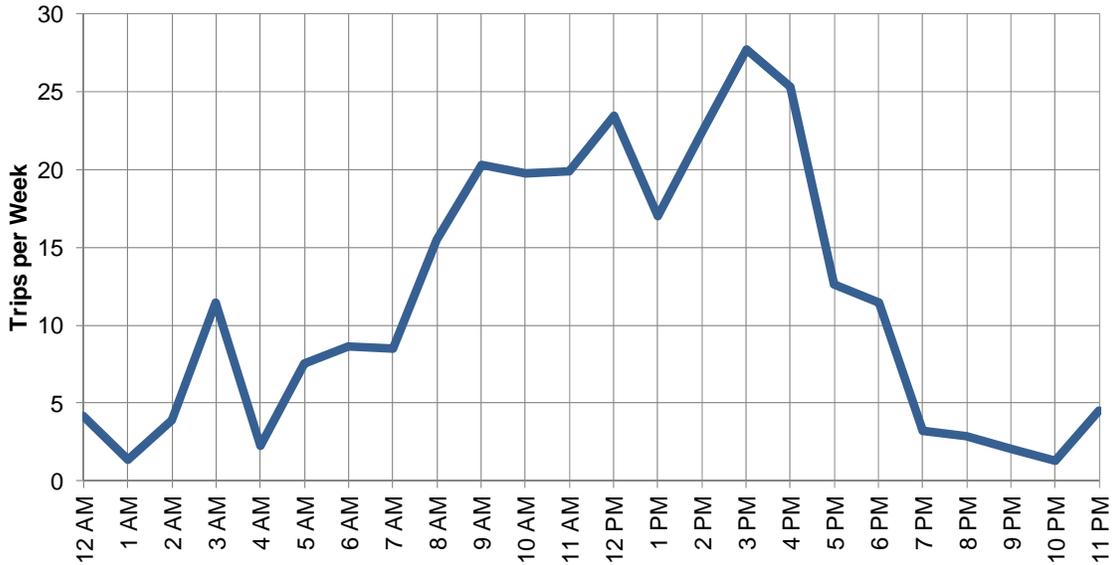
Figure 3 Percent of Trips in Fare Ranges



Time of Day of Travel

Most taxi scrip trips take place between 8 AM and 4 PM. An early peak at 3 AM and a peak at 3 PM appear to be largely due to trips to and from the call center in Travis Air Force Base. Figure 4 shows estimated weekly trips per hour of day, assuming that total travel is about 1,200 trips per month, as it was in the middle of 2012-13. The taxi invoices analyzed included about 875 trips per month. If this is accurate and complete (possibly reflecting continued scrip limits), then the trip levels in Figure 4 should be adjusted downward by about one-fourth.

Figure 4 Time of Day of Taxi Scrip Trips

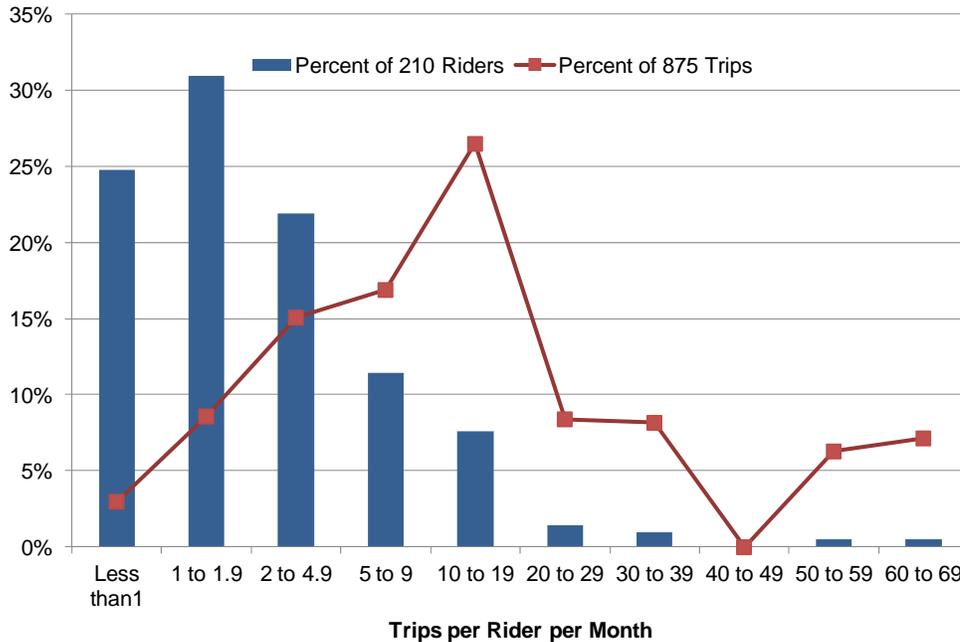


Estimated from taxi company invoices, assuming approximately 1,200 trips per month.

Frequency of Travel by Riders

A total of 210 distinct individuals used taxi scrip. The average rider made between four and six trips per month, depending on overall trip volumes. Using the actual 875 trips per month represented in the invoices that were analyzed, 56% of riders used the program for less than two trips per month, on average, as shown in Figure 5, accounting for 12% of all trips provided. Since these are one-way trips, this means that a typical scrip purchaser takes one round trip every month or two. About 13% of all trips were taken by two riders who made more than 50 trips per month. Another 16% of trips were taken by five riders who made between 20 and 39 trips per month.

Figure 5 Trips per Rider per Month



FOUR SERVICE DELIVERY OPTIONS FOR INTERCITY PARATRANSIT SERVICE

Four options for intercity paratransit service in Solano County are analyzed in this section. The four options are:

1. A modified version of the existing Intercity Taxi Scrip Program
2. Replacement of scrip with taxicards
3. Centralized reservations
4. Service using a dedicated fleet of vehicles, similar to the earlier Solano Paratransit program.

All of the options include wheelchair accessible van service. Each option is reviewed, focusing on how wheelchair-accessible service would be provided and identifying opportunities for cost containment. The advantages and disadvantages of each option are presented.

Option 1: Modified Taxi Scrip Program

The current service delivery method would be continued, but with some modifications to provide accessible service and contain costs. The first issue considered is how wheelchair accessible service could be added to the taxi scrip program. Two possibilities are: 1) a separate arrangement with wheelchair van providers, and 2) working with one or more taxi companies to develop wheelchair accessible taxi service.

Accessible Service by Wheelchair Van Providers.

There are several private providers of wheelchair van transport in Solano County. These include:

- NorthBay Transit Group, based in Vallejo, operates a fleet of wheelchair vans under the name Meditrans Service. The same company operates several taxi companies in the county.
- AA Medical Transportation, based in Vallejo, provides nonemergency medical transportation using wheelchair vans, sedans, and ambulance-style vehicles for patients who need stretcher/gurney transport of life support during transportation. <http://www.aamedtrans.com/>
- MedXpress, based in Fairfield, provides wheelchair and gurney transportation in Solano County and beyond. <http://www.yelp.com/biz/medxpress-llc-fairfield>
- Murphy Medical Transportation in Fairfield provides nonemergency medical transportation in Solano County and adjacent areas. www.murphymedicaltransport.com

These companies typically serve medical providers, hospitals, nursing homes, and some specialized programs for people with disabilities. In some cases, the transportation is paid for by Medi-Cal, directly or through Partnership Health. Typically, reservations from private-pay clients are also taken. Except for the one company that already participates in the Intercity Taxi Scrip Program, these companies have not been contacted to determine their interest in participating in an intercity paratransit program or the rates they would charge.

Medi-Cal pays providers \$17.65 plus \$1.30 per mile for pre-authorized wheelchair van trips to Medi-Cal covered services. The starting rate increases to \$23.78 at night. Providers are free to charge any rates they wish for other clients. The Medi-Cal rates have not changed in many years (at least since 2002 and probably much longer). The mileage rate is actually less than the rate charged by taxi companies in Solano County. As a result, most companies probably charge much more than the Medi-Cal rates when they can. For example, one company in San Jose advertises rates of \$45 plus \$3.00 per mile. (<http://www.ai4transport.com/rates.html>) For a 13.4-mile trip (the average intercity scrip trip in 2013-14), that would work out to \$85.20.

Currently taxi companies in Solano County charge \$2.25 (the drop charge) plus \$2.75 per mile. In practice, this averaged out to \$2.98 per mile overall in fiscal year 2013-14. Based on experience in Alameda County, accessible service is likely to cost from 50% more to twice as much as conventional taxi service. Based on an average trip cost of \$39.98 in fiscal year 2013-14, wheelchair-accessible trips might be expected to cost between \$60 and \$80 at current rates.

Companies that provide wheelchair van service typically work on a reservations basis. It might be possible to arrange for same-day appointments, but on-demand service of the type provided by taxicabs would probably not be reliably available.

Since none of these providers would use taxi fares, a different method of payment than taxi scrip would need to be established.

Wheelchair-Accessible Taxi Service

It would also be possible to work with taxi companies to have them include accessible vehicles in their fleets. In order to ensure availability that is equivalent to the availability for non-wheelchair users, one company in each jurisdiction would need to have at least two wheelchair accessible vehicles. These vehicles are more expensive to operate than a standard taxicab, but the Americans with Disabilities Act prohibits taxis charging a higher fare for wheelchair accessible service.

However, STA and/or the participating cities could pay a higher rate for trips sponsored under the Intercity Taxi Scrip Program. This rate would have to be set high enough to cover drivers' or companies' added cost to operate these vehicles at other times as well. The companies would also probably require assistance purchasing the accessible vehicles. Since STA would probably want to limit the arrangement to certain companies, some mechanism would be needed to determine which companies would receive the accessible vehicles. It is unknown whether any companies would actually be interested in this arrangement. Finally, the willingness of taxi drivers to operate the accessible vehicles is unknown. All these arrangements would add to the already complicated process of verifying and processing taxi company invoices. This option is theoretically possible but would be extremely difficult to implement in Solano County. It is not recommended.

Cost Containment

There are limited options for cost containment using scrip, but there are some. The purchase price could be increased from the current \$15 for a \$100 book, for example to \$25 or more if necessary. It would also be relatively simple to limit the amount of scrip that any given participant can purchase.

Variable fare structures, as have been discussed in the past, would be more difficult than with other service models. For example, a three-tier fare structure was proposed by the County in 2013, as follows:

Figure 6 Three-Tier Fare Structure Proposal from 2013

Tier	Advance Reservation	Time Period	Rider Payment (Percent of the Meter)
Tier 1	Yes	Mon. – Fri. 9 AM – 5 PM	25%
Tier 2	Yes	Mon. – Fri. 7 AM – 9 AM and 5 PM – 7 PM Sat. 9 AM – 5 PM	50%
Tier 3	Yes	Mon. – Fri. 5 AM – 7 AM and 7 PM – 9 PM	75%
	No	All times	

Source: “Intercity Paratransit in Evolution.” presentation by Solano County staff, October 2013

This type of fare structure would be impossible to enforce using a scrip-based system. However, it might be possible to charge a higher amount for scrip purchases over a set monthly limit. This assumes that participants would either buy their scrip from a central location for each jurisdiction, or that there would be a way to track purchases centrally for each jurisdiction.

Administrative Simplification

As long as scrip is retained, opportunities for administrative simplification would be very limited. Figure 7 summarizes the advantages and disadvantages of modified taxi scrip.

Figure 7 Advantages and Disadvantages of Modified Taxi Scrip

Advantages	Disadvantages
<p>A less significant overhaul of the current program than other options would allow for an easier transition</p> <p>No significant issues for participants due to program changes</p> <p>Cost can be contained by raising prices, limiting scrip purchases, or possibly charging more for purchases over a monthly limit</p> <p>Current reasonable quality of service will be maintained</p>	<p>Does not address issue of current lack of accountability and reliable billing of current taxi companies</p> <p>No significant options for administrative simplification</p> <p>Difficult to control fraud issues</p> <p>Fewer options for cost containment than with other models</p> <p>Issues with developing and administering accessible service:</p> <ul style="list-style-type: none"> • Would need separate accessible service with medical transport providers, with a new payment mechanism, different than taxi scrip • Ability of the available accessible van operators to provide reasonably demand-responsive service is unknown • Theoretically possible to establish wheelchair accessible taxi service, but extremely difficult <p>Limited ability to modify the fare structure:</p> <ul style="list-style-type: none"> • Very hard to establish higher charges for same-day or off-peak travel • Higher charges for ticket or scrip purchases over set limits are possible, but have administrative issues

Option 2: Taxicard Payment System

How Taxicards Work

A card-based system could replace scrip without fundamentally altering the concept of the taxi scrip program. The same system is currently used in Chicago, Los Angeles, and Baltimore. According to the company that provides this service, MJM Innovations of Baltimore, some much smaller cities also use the system.

Instead of purchasing paper scrip, participants would pay into an account managed by STA with the support of MJM. Each customer would have access to a website where they could replenish their account, or customers could make payments in person or by mail and STA would update the online account. Customers could also review their recent trip history. Each customer would be

issued a card that identifies them and that is used by equipment in each taxicab to contact the MJM server on which the customer's account balance and other information would be kept.

After ordering a taxi and entering the vehicle, a customer would present the card to the driver who would run it through a swipe reader. This operation would trigger communication with the MJM server to verify that the card has sufficient balance for a minimum-length trip and would initiate the process of determining the cost of the trip. At the end of trip, the driver would run the card through the reader again. The rider would pay some flat fare amount set by STA and also any meter amount over a maximum, also set by STA. To illustrate the flexibility in the amounts, Figure 8 shows the flat fare and the maximum that can be charged to the card in three cities.

Figure 8 Taxicard Fare Structures in Three Cities

City	Flat Fare	Maximum per Trip Charged to the Card
Chicago	\$5	\$13.50
Los Angeles	None	\$12
Baltimore	\$3	\$20

STA would probably set the per-trip maximum higher than the cities shown, since taxi fares under the Solano Intercity Taxi program average over \$40 per trip. It would probably be possible to implement a different type of fare structure, for example one that uses a percentage of the meter. This would be similar to the way scrip works.

Taxicards offer a number of advantages compared to scrip. As discussed under "Cost Containment" a variety of fare structure options become feasible. In addition:

- The exact amount can be charged for each trip, rather than an approximation based on available scrip denominations remaining in the customer's booklet.
- As an option, the taxicard can be used as a photo ID, enabling drivers to quickly verify that the person using the card is the registered card holder.

The Cost of Taxicards

Taxicards would eliminate the need to print and distribute scrip, which is budgeted at \$10,000 for 2015-16. However, they would have their own costs, including:

- The cost of the taxicards (\$1 each for a basic card, or \$2 for a photo ID card)
- An initial setup cost exceeding \$10,000 and probably significantly more to program a custom fare structure, plus another \$5,000 initial cost to establish a payment website.
- On-going payments to the vendor of about \$6,000 per year at current trip volumes, plus an additional \$0.50 per trip if trip volumes grow.
- A need for every participating taxicab to have equipment capable of reading the cards and communicating with the MJM server, and that is linked to the meter in the cab. The vendor will provide customized tablets that perform this function for approximately \$500 to \$1,000 per taxicab.

The on-going costs would be comparable to the current costs of scrip. The initial setup cost would probably be on the order of \$20,000, which might be grant fundable. The most difficult cost to cover would be the cost of providing the necessary equipment for each taxicab. Assuming on the

order of 50 cabs operated by all of the companies, this cost could amount to about \$50,000. Taxi companies would probably pay for some of this cost *if the equipment is capability reading credit cards in addition to the special taxicards for the intercity program*. Otherwise the cost would need to be covered by the program. Further, if the only use for the equipment were for the intercity program, keeping all of the tablets operating would be an ongoing task that would require attention from STA or the operators.

Cost Containment

There are more fare structure possibilities using taxicards. Each of them would require some amount of custom programming that would be included by the vendor in the initial setup fee. The fee would be related to the degree of programming difficulty. Potential options and the level of programming difficulty include:

- Different rates for residents of various cities—easy
- Time of day (as in the three-tier proposal)—probably not too hard
- Fares that depend on how many trips the individual has made—unknown
- Variable subsidies depending on distance or zones—possible but harder

Different fares for advance reservations and on-demand trips would not be possible.

Administrative Simplification

The difficulties of processing taxi company invoices, including processing scrip, would be greatly reduced using taxicards. Opportunities for introducing any unauthorized charges would be nearly eliminated and invoices would be pre-verified by the software.

- The cost of printing and distributing scrip would be eliminated,
- Taxi companies would no longer need to accumulate, count, and submit scrip for reimbursement. The companies would prepare their invoices using the program website.
- Program managers (or STA) would no longer need to verify scrip totals and would have improved ability to verify taxi company charges, since a record of each trip is maintained on the program website, showing the taxi company, the driver, the vehicle, the GPS coordinates of the start and end of the trip, the time of trip, and the meter charge.

Figure 9 Advantages and Disadvantages of a Taxicard System

Advantages	Disadvantages
Retains the basic structure of how participants interact with taxi companies, easing any transition	Adds significant cost for equipment in taxicabs, as well as a need to keep this equipment operating
Adds some options for containing costs beyond raising prices, probably including time-of-day pricing	Upfront cost of setting up the new system including fees to the system vendor, purchasing and distributing cards to participants
Current reasonable quality of service will be maintained	Continuing administration fees to the system vendor
Adds significant accountability by creating an automatic electronic record of all trips for verifying invoices	Dependence on a single vendor—availability of other vendors is unknown
Should increase the speed and accuracy of billing	Issues with developing and administering accessible service:
Eliminates the cost of scrip printing and distribution issues	<ul style="list-style-type: none"> • Would need separate accessible service with medical transport providers, with a different payment mechanism than taxicards • Ability of the available accessible van operators to provide reasonably price demand-responsive service is unknown • Theoretically possible to establish wheelchair accessible taxi service, but extremely difficult
Drivers, companies, and programs not would not need to count, store, and deliver scrip	
Eliminates issues with control of multiple scrip sales locations	
Participants can purchase taxi trip credit without needing to travel to a sales location	
Participants can use the exact amount of credit needed for each trip	

Option 3: Central Reservations

How Central Reservations Would Work

In a central reservations model, a **reservations agent** would receive all ride requests from riders, verify eligibility, schedule trips with providers, determine the fare and subsidy for each trip, maintain credit accounts for each rider, and debit these accounts for each trip taken.¹

A similar model is used by Marin Transit for its Catch-a-Ride taxi subsidy service. Marin Transit’s Catch-a-Ride program offers discounted taxi rides to seniors age 80 and older, seniors between 60 and 80 who no longer drive, and paratransit eligible riders. Riders call a scheduling center (operated by MV Transportation from the facility they use to operate ADA paratransit for Santa Rosa) to request a ride. The scheduling center determines the mileage of the trip using Google Maps, which by agreement with the three participating taxi companies determines the amount that will be paid for the trip. (The meter is not used.) This information is provided to the rider at the time of the call. Marin Transit pays up to \$14 or \$18 (depending on the rider’s income) and

¹ In the analysis done for STA in April 2014 a “broker model” was described that was similar to the central reservations model described here, but that involved much more extensive responsibilities for the broker.

the rider pays any excess fare. If the trip costs no more than the \$14 or \$18 limit, the trip is free to the rider.

In Solano County, the fare structure would be different, but the concept would be the same. For example, to essentially duplicate the effect of the current scrip program, the following procedure would apply:

- Riders would pay \$15 to establish credit for \$100 worth of taxi trips. (The dollar amounts in this example are for illustration only—the actual amounts are likely to change.)
- When a rider wants to travel, he or she would call the reservations agent and give the desired time, pickup location, and destination, and the taxi company on which the rider wants to travel.
- The reservations agent would check the rider's eligibility and account balance.
- Assuming that the caller is eligible and there is sufficient trip credit in his or her account, the reservations agent would calculate the cost of the trip based on its mileage (measured using an online mapping program) and inform the rider.
- If the rider accepts the calculated cost, the reservations agent would transmit the reservation to the taxi company and debit the rider's account the cost of the trip.
- At the end of the accounting period, the taxi company would submit an invoice for completed trips and be paid the previously-agreed cost of all the trips.
- The reservations agent would also be responsible for conducting spot checks to verify that the reserved trips actually take place, for making adjustments when either the rider or the taxi company reports a no-show or cancellation, and for investigating complaints.

No payment would occur on the vehicle at all. Since riders are used to buying scrip in advance, the concept of paying in advance for trips is already well established. This method allows for maximum flexibility in fare structures. It avoids all issues of handling and reconciling cash or tickets. It allows for third parties to pay for (or sponsor) a rider's travel. It also works for riders with mental or physical disabilities that prevent them from dealing with cash or tickets.

The reservations and accounting task is simple enough that it could easily be managed by any of the contract providers that currently operate ADA paratransit in the county. STA could also consider acting as the reservations agent itself through its Mobility Call Center. In principle, the reservations agent need not be located in Solano County. Marin Transit provides a model for this possibility, since its program is run from a location in Sonoma County.

In Marin's case, MV is responsible for negotiating subcontracts with the participating taxi companies and makes payments to the taxi companies for which it is later reimbursed by Marin Transit. A similar arrangement could be established in Solano County, or STA could make the agreements with the taxi companies and pay them based on an accounting provided by the reservations agent.

Accessible Service

The reservations agent would also take requests for wheelchair accessible service. As in a model based on taxi scrip, separate arrangements would be made with one or more wheelchair van operators, but these arrangements would be transparent to riders. Riders would establish accounts just as for taxi service, and these could be debited using the same formula as for taxi accounts, but the providers would be paid whatever rate was negotiated with them. As noted

earlier, these rates would be substantially higher than taxi rates, potentially on the order of twice as high.

Maintaining account totals in terms of fictitious taxi rates would potentially be confusing, but would have the advantage of flexibility for any riders who do not need a wheelchair van all of the time, so they could mix taxi and wheelchair van trips. As an example, assume following hypothetical rates:

Taxi: \$2.25 + \$2.75 per mile

Wheelchair van: \$30 + \$3.00 per mile

If a rider has an initial trip credit of \$100 and takes a 10-mile trip, *regardless of whether it is taken on a taxi or wheelchair van*, then the rider's account would be charged $\$2.25 + (10 \text{ miles} \times \$2.75/\text{mile}) = \$29.75$, leaving \$70.25 trip credit in the rider's account.

If the trip were taken on a taxi, the taxi company would be paid \$29.75. But if the trip were taken on a wheelchair van, the van company would be paid $\$30 + (10 \text{ miles} \times \$3.00/\text{mile}) = \$60$. The actual amount paid to the van company would be invisible to the rider. This could be advertised to customers as, "Ride a wheelchair van for the same rate as a taxi."

Cost Containment

An attractive feature of the central reservations model is the possibility of a variety of flexible cost containment measures. With reservations going through a central reservations agent, it is possible to implement:

- Advance reservations
- Trip grouping for efficiency
- Priority for certain types of trips or limits on others
- A flexible fare structure that need not be based on taxi fares
- Surcharges or premium fares for:
 - trips at night or during peak periods
 - same-day reservations
 - trips over a defined monthly allowance per person

Administrative Simplification

There would be no need to distribute scrip, process used taxi scrip, or verify the meter charge for each trip provided by taxicabs. The reservations agent would pre-approve the payment amount for each trip, based on mileage as determined at the time of booking.

While there would no longer need to be process for verify that the correct amounts were charged for each trip, there would still need to be a system to spot any instances of charges being made for trips that never actually occurred. In theory, a participant, working in league with a taxi company, could request unneeded trips and then share in the payment for non-existent service. The reservations agent would have to be on the alert for any unusual patterns of usage. The opportunity for fraud would be similar to one that already exists. Unlike in the current system, however, riders would not be able to request a specific driver, so there would be no opportunity for individual drivers to cheat without the participation of the company as well. In addition, the reservations agent would always have up-to-the-minute records of all trips that have been charged.

Advantages and disadvantages of the brokerage model are summarized below in Figure 10.

Figure 10 Advantages and Disadvantages of Central Reservations

Advantages	Disadvantages
<p>Same as for taxicards:</p> <ul style="list-style-type: none"> • Current reasonable quality of service will be maintained • Adds significant accountability by creating an automatic electronic record of all trips for verifying invoices • Should increase the speed and accuracy of billing • Eliminates the cost of scrip printing and distribution issues • Drivers, companies, and programs would not need to count, store, and deliver scrip • Eliminates issues with control of multiple scrip sales locations • Participants can purchase trip credit without needing to travel to a sales location • Participants can use the exact amount of credit needed for each trip <p>Procedures for riders to obtain wheelchair-accessible service would be identical to procedures for taxi service</p> <p>Passengers do not need to handle scrip or money, except for trips that cost more than the rider's available credit or any limit on subsidy per trip</p> <p>Riders know in advance the exact cost of each trip</p> <p>Eliminates opportunities to overcharge for trips</p> <p>Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares or surcharges</p> <p>A choice of potential contractors is probably available</p>	<p>Uses a relatively new concept that is untested in Solano County</p> <p>Adds costs for a contractor compared to the current taxi-based model</p> <p>ADA paratransit program managers may have concerns about adding to existing contractor responsibilities</p> <p>Response time would probably be somewhat longer than currently, especially for wheelchair accessible service</p> <p>Mileage rates would need to be negotiated with taxi companies</p>

Option 4: Dedicated Fleet

This model would be similar to the earlier Solano Paratransit program that was administered by the City of Fairfield and operated by Fairfield's ADA paratransit contract provider. One of the current contract providers for ADA paratransit might operate the service using accessible vans or minibuses as an add-on to their existing contract, depending on the options and terms of the existing contract, and compliance with procurement rules. The potential contract providers include those operating service for SolTrans, Fairfield and Suisun Transit, and Vacaville's City Coach system.

This concept assumes that one of these providers has the capability of supplementing its existing service, using existing facilities. Vehicles, drivers, and office staff might be added, but for the new service to be cost-effective, administration, reservations, scheduling, and dispatch would need to be shared with the ADA paratransit program, so no staff would be dedicated full-time to the new program.

Accessible Service

The dedicated fleet model would provide wheelchair-accessibility by using a fleet of wheelchair-accessible vehicles dedicated to this service. For the most part, all trips, including trips by ambulatory riders, would be carried by these vehicles. However, for efficiency, some ambulatory trips could be subcontracted to taxicabs.

Cost Containment

The previous Solano Paratransit program was discontinued because of its expense. In a new program, measures would be introduced to address cost containment. The earlier Solano Paratransit service attempted to comply with ADA criteria for fares, no trip purpose rules, etc. In a new program, fares could vary by trip purpose or time of day, and certain trips could be prioritized. Trip limits could also be established. However, the basic cost per vehicle hour would be similar to cost per vehicle hour that currently applies to ADA paratransit. Cost savings would depend on the ability to efficiently schedule as many trips as possible in each vehicle-hour.

For the financial analysis, the prior Solano Paratransit program is the most relevant example. Based on actual costs in FY 2009 (the final year of Solano Paratransit), with increases to represent inflation since then, costs per trip on the order of \$97 might be expected. Some cost savings would be possible, but these would mainly come from demand management practices rather than steps that would reduce the cost per trip.

Fares and Fare Payment

All the same flexible options for fare structure and fare payment methods would exist as in the brokerage model.

Advantages and disadvantages of the dedicated fleet model are summarized in Figure 11.

Figure 11 Advantages and Disadvantages of the Dedicated Fleet Model

Advantages	Disadvantages
Simplifies addition of wheelchair-accessible service	High cost per trip
Allows multiple flexible options for cost containment, such as trip grouping, trip priorities or limits, multi-tiered fares	Unclear if any existing ADA paratransit operators have the capacity to take on additional responsibilities
Uses a simple, well-understood model of service delivery	Because of low trip volumes and long distance trips, opportunities for efficient trip scheduling may be limited
Administratively simple, but requires a commitment to service monitoring by a city or transit agency	Same-day response time would probably not be possible for most trips

FINANCIAL ANALYSIS

Assumptions

An approximate total cost and cost per trip for each option has been calculated using the following assumptions:

Assumptions that apply to all options:

- Average payment per trip to taxi companies: \$40
- Average payment for wheelchair-accessible trip: \$80
- Percentage of wheelchair-accessible trips: 20%
- Passenger-trips per year: 12,000 (equivalent to about 10,000 vehicle trips)
- Farebox recovery per trip: 30% of taxi cost per trip
- Passengers per vehicle trip: 1.2

Option-dependent costs:

- **Modified scrip:**
Administrative costs: \$10,000 for scrip printing
STA staff time: \$40,000 (cost for the contracted Interim Program Manager are not included)
- **Taxicards:**
Vendor payments and taxicards: \$10,000
STA staff time: \$30,000
- **Central reservations:**
Reservations agent contractor: \$30,000 (\$3 per vehicle trip based on \$2.90 paid by Marin)
STA staff time: \$20,000

- **Dedicated vehicles:**
Operations contract: \$970,000 (\$97 per trip)
STA staff time: \$20,000

The Role of Fares

All options can accommodate fare increases, and some of them can accommodate more nuanced fare increases that incentivize travel at certain times or advance reservations, or that allow for a lifeline level of usage at lower rates than more frequent trips. Currently scrip purchases recover 15% of the cost of taxi company payments, which is roughly 14% of total program costs. Raising fares would bring more revenue into the program or, equivalently, reduce the net subsidy cost per trip. For example doubling the scrip price to 30% would generate roughly \$60,000 in additional revenue, equivalent to the cost of about 1,600 passenger-trips under the current program design.

A fare increase would also reduce demand for trips, that is the number of desired trips. The experience of 2012-13 demonstrated that there is significant unmet demand at current fare levels. At the peak of demand between October 2012 and February 2013, usage was averaging over 1,200 passenger-trips per month, more than 20% over current constrained levels. Taking into account the added revenue, a doubling of fares would probably just eliminate the current tendency of programs to exhaust their supply of scrip each month with the existing program design.

Adding an accessible van component will add demand (assumed above at about 20% of demand) for trips that will be about twice as expensive per trip as existing taxi trips. With this addition, even a doubling of fares might not be sufficient to balance demand and the amount of service that can be provided within budget limitations.

For the sake of analysis, an average fare of twice the current level has been assumed. This has been calculated as 30% of the cost of an average taxi trip, i.e. twice the current 15% scrip price. No decrease in demand (i.e. trips supplied) compared to current levels has been assumed.

Results of the Analysis

The results of the calculations are shown in Figure 12. The costs shown are based on fiscal year 2015-16 budgeted costs. The net subsidy cost for an intercity paratransit program is roughly the same whether the program is based on modified scrip, taxicards, or a central reservations agent. The estimated costs are “roughly the same” in the sense that any differences are small compared to the level of uncertainty in the analysis. A program using a fleet of dedicated vehicles, similar to the former Solano Paratransit program, would cost more than twice as much as any other alternative.

All of the options would cost slightly more than the current intercity scrip program. However, the analysis does not take into account the level of effort by staff of the transit operators. Under the current program, they are responsible for oversight of scrip sales; for receiving and counting scrip turned in by taxi companies; and for verifying taxi company invoices. These roles would continue under the modified scrip program, but under taxicard program or a central reservations program, they would be greatly reduced or even eliminated entirely.

Start-up Costs

In addition to ongoing operating costs, there would be significant start-up costs. Even for the modified scrip program, working out a new payment mechanism for van providers would take a significant amount of staff time. For a central reservations agent, the contract would have start up costs to create procedures and create a database tracking trips and charges. This might cost on the order of \$20,000. By far, the highest level of start-up cost would be incurred for a taxicard system. These costs would include:

Vendor setup	\$20,000
Taxicards	\$600
Initial rider registration (STA staff time)	\$20,000
<u>Taxi in-vehicle equipment</u>	<u>\$50,000</u>
Total	\$90,600

DRAFT

Solano Intercity Paratransit Service Options
Solano Transportation Authority

Figure 12 Financial Analysis of Options

	Option				Existing
	Modified Scrip	Taxicard	Central Reservations	Dedicated Vehicles	
Inputs					
Average payment per trip to taxi companies	\$40	\$40	\$40	\$40	\$40
Average payment per accessible van trip	\$80	\$80	\$80	\$80	\$80
Percentage of wheelchair-accessible trips	20%	20%	20%	20%	0%
Trips per year	12,000	12,000	12,000	12,000	12,000
Passengers per trip	1.2	1.2	1.2	1.2	1.2
Farebox recovery (pct. of taxi cost/trip)	30%	30%	30%	30%	15%
Scrip printing	\$10,000				\$10,000
Vendor payments and cards		\$10,000			
Reservations agent			\$36,000		
Operations contract				\$1,164,000	
STA staff time	\$40,000	\$30,000	\$20,000	\$20,000	\$40,000
Transit operator staff	\$0	\$0	\$0		
Results					
Taxi payments	\$320,000	\$320,000	\$320,000		\$400,000
Van company payments	\$160,000	\$160,000	\$160,000	\$1,164,000	0
Admin	\$50,000	\$40,000	\$56,000	\$20,000	\$50,000
Total operating cost	\$520,000	\$520,000	\$536,000	\$1,184,000	\$440,000
Fare revenue	\$120,000	\$120,000	\$120,000	\$120,000	\$60,000
Net subsidy cost	\$410,000	\$400,000	\$416,000	\$1,064,000	\$390,000
Operating cost per trip	\$44.17	\$43.33	\$44.67	\$98.67	\$37.50

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DATE: August 6, 2015
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Approval of the Build Alternative for the Redwood Parkway –
Fairgrounds Drive Improvement Project and Certification of the Final
Environmental Impact Report (EIR)

Background/Discussion:

The Solano Transportation Authority (STA), Solano County, and the City of Vallejo, in cooperation with the California Department of Transportation (Caltrans), proposes to modify the existing Interstate 80 (I-80)/Redwood Parkway interchange to a tight diamond configuration, realign Fairgrounds Drive to a tee intersection north of the I-80 westbound ramps, widen Fairgrounds Drive between Redwood Street and State Route (SR 37), widen the westbound exit ramp from SR 37 to Fairgrounds Drive, and improve the intersections at the SR 37/Fairgrounds Drive interchange. Caltrans is the lead agency under the National Environmental Protection Act (NEPA). STA is the lead agency under the California Environmental Quality Act (CEQA).

The proposed project improvements are located within an existing urban context, with a mixture of commercial, office, residential, and recreation facility developments. Current transportation issues in this area include poor circulation during peak commute periods, long delays at intersections, short acceleration and deceleration areas, and limited sight distance. Additionally, the existing capacity of the roadways in this area will not accommodate the projected future traffic volumes. **Figure 1** depicts the project location (Attachment A).

Accordingly, STA and Caltrans began development of alternatives that would address these needs.

Initial Alternatives Identification

The types of interchange improvements that would be possible at the existing Fairgrounds Drive/SR 37 and the Redwood Parkway/I-80 interchange were limited because these areas are physically constrained by the existing residential and commercial development. With the exception of the Build Alternative, other interchange configurations would require the reconstruction of the existing overcrossing structures and have severe right-of-way impacts combined with extremely high construction costs. Similarly, along the Fairgrounds Drive right-of-way, no other alignment alternatives were possible because of the steep grades and developed land uses and/or water features on either side of the roadway. **Figures 2a** through **2c** depicts the proposed Build Alternative improvements (Attachment B).

In addition to the Build Alternative, a No-Build Alternative was also evaluated. The No-Build Alternative was considered in accordance with NEPA and CEQA requirements, serving as the baseline comparison to the Build Alternative.

Project Purpose and Need

STA and Caltrans prepared a Purpose and Need statement based on current transportation issues within the project corridor.

The existing conditions include poor circulation during peak commute periods, long delays at intersections, short acceleration and deceleration area, limited sight distance, and capacity that would not accommodate future traffic volumes planned for in the project vicinity.

The purpose of the project is to address these issues by:

- Relieving existing congestion and improving traffic flow on the local roadway network for approved redevelopment and planned land uses in the area;
- Improving the existing interchanges and intersection operations; and
- Improving the safety of the local roadway network by reducing congestion.

Alternatives Evaluation Process

Several additional interchange configurations were investigated during the development of the Build Alternative. These included a partial-cloverleaf (parclo) interchange, a trumpet interchange, and an urban (single point) interchange. All interchange configurations other than the diamond type would require reconstruction of the Redwood Parkway overcrossing structure and have severe right-of-way impacts combined with extremely high construction costs. Constructing a roundabout on the westbound side of the Redwood Parkway interchange was also investigated. This was found to be infeasible due to the grades.

Similarly, along the Fairgrounds Drive right-of-way, no other alignment alternatives were possible because of the steep grades and developed land uses and/or water features on either side of the roadway.

Various intersection modifications to the signal timing and turning lane configurations were analyzed to determine the minimum improvements that would be needed to provide an acceptable traffic operations under 2035 conditions. In several cases, there was more than one acceptable design for each intersection. The final design of the intersection improvements was selected in consultation with the traffic engineers so the improvements could accommodate other requirements, such as sight distance, deceleration, and available right-of-way. The Build Alternative is the preferred alternative and encompasses the best possible intersection designs, based on the predicted 2035 traffic conditions.

Environmental Impact Report/Environmental Assessment (EIR/EA)

STA in cooperation with Caltrans prepared an EIR/EA for the Project. The EIR/EA considers the proposed alternatives, the potential impacts of each of the alternatives, and the proposed avoidance, minimization, and/or mitigation measures. The public review period of the Draft EIR/EA started September 21, 2012 and ended November 5, 2012, during which time public comments were accepted.

Public Participation

To ensure public awareness and involvement throughout the project development and environmental process, STA staff prepared newspaper display advertisements for the Notice of Availability (NOA) in local newspapers (both English- and Spanish-language advertisements). Additionally, Caltrans and STA held a public meeting on January 18, 2012 to provide information and answer questions about the Build Alternative. Invitation letters were sent to property owners whose residence or business may potentially be directly impact by the project. Thirteen property owners and residents signed in at the meeting and one written comment was received.

A public hearing was held on October 11, 2012 during the 45-day review period for the Draft EIR/EA. The meeting was held from 7:00 to 8:00 p.m. at Cooper Elementary School, located at 612 Del Mar Avenue in Vallejo, California. The primary purpose of the meeting was to provide information, answer questions, and receive comments on the Draft EIR/EA for the project. The secondary purpose of the meeting was to present the findings of the noise abatement options evaluated at potential noise affected areas along the project corridor, and receive public comments regarding the potential barrier locations.

The meeting format was an open house and attendees could view exhibit boards that illustrated the proposed Build Alternative improvements and submit verbal and written comments. Members of the project team were present to answer questions and provide project information. A Spanish translator was present to assist with Spanish translation. A total of 16 written comment forms were received at the meeting. No verbal comments were submitted. The majority of the concerns raised by the attendees were regarding right-of-way acquisition of private property. Other issues raised included general support or dislike for the project, the placement of noise barriers, and traffic safety. There were no changes to the project design or mitigation features resulting from the Draft EIR/EA circulation and the public hearing process. Public comments and responses are located in **Chapter 4.0, Comments and Coordination** of the Final EIR/EA.

Information about the project has also been provided through STA's website including meeting summaries, display boards, and environmental documentation.

Build Alternative

The Build Alternative accommodates intersection improvements that meet the purpose and need of the project. The No-Build Alternative would not satisfy the purpose and need of the project. The Build Alternative was also documented in the Project Report, which was approved by Caltrans on June 22, 2015.

The Build Alternative proposes the following major elements:

- Modification of the Redwood Parkway/I-80 Interchange
- Relocation of the Fairgrounds Drive/Redwood Street Intersection
- Moorland Street Cul-de-sacs
- Widening of Fairgrounds Drive
- Modifications to the Fairgrounds Drive/SR 37 interchange
- Signal Modifications

Implementation of the project features described above would:

- Relieve existing congestion and improve traffic flow on the local roadway network for approved redevelopment and planned land uses in the area. It would include the reconfiguration and signalization of several intersections to improve the operation of the local roadway network.
- Improve intersection operations under 2015 and 2035 conditions, which would improve traffic flow and reduce congestion along the local roadway network. Additionally, the majority of the study intersections would operate at LOS C or better during the morning and evening peak commute hours in 2015 and 2035. Without the Build Alternative, the majority of the study intersections would operate at unacceptable LOS D or worse during the peak commute periods by 2035.
- Improve the existing interchanges and intersection operations. The Build Alternative would modify the existing I-80/Redwood Parkway interchange to a tight diamond configuration, realign Fairgrounds Drive to a tee intersection north of the I-80 westbound ramps, widen the westbound exit ramp from SR 37 to Fairgrounds Drive, and improve the intersections at the SR 37/Fairgrounds Drive interchange. These direct improvements to the existing interchanges and intersections would correct non-standard design features and provide traffic lane configurations that would improve existing and future interchange and intersection operations.
- Improve the safety of the local roadway network. The Build Alternative would eliminate the existing unconventional five-legged Fairgrounds Drive/Redwood Street/I-80 westbound interchange ramps, thereby reducing the potential for conflicts due to driver error. The Redwood Parkway/I-80 interchange configuration under the Build Alternative would also improve the angle of the ramps and the sight distance before the Fairgrounds Drive/Redwood Street intersection, which would aid in improving drivers' ability to avoid crashes, and the maneuverability of turning vehicles through the intersections. The short deceleration and acceleration hook ramps on eastbound I-80 to and from Admiral Callaghan Lane would be eliminated, resulting in increased deceleration length, weaving length and improved sight distance.

Status of Other Federal and State Approvals and Permits

The Build Alternative will require permits from the U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), and Regional Water Quality Control Board (RWQCB) prior to construction. Additionally, Caltrans and STA conducted extensive coordination with the Native American Heritage Commission (NAHC) and interested Native American groups and individuals in the project area and region. Furthermore, the State Historic Preservation Officer (SHPO) provided concurrence on eligibility determinations on March 1, 2012 and that no historic properties would be affected.

A field review of the preliminary wetland delineation was conducted with the USACE on December 8, 2011. A map of those jurisdictional aquatic features was submitted to the USACE for verification. The results of biological review for the project, which are presented in **Section 2.3, Biological Environment**, of the EIR/EA, support a no effect determination for federally-listed species of wildlife and flora. Therefore, no coordination with the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS) regarding potential effect to wildlife species is required at this time. During the final design phase of the project, the USFWS will be asked to issue a

formal concurrence with the “no effect” determination approved by Caltrans biologists. Coordination with the Regional Water Quality Control Board and the CDFG regarding the streambed alteration agreement (Section 1602) and Section 401 Certification would also be conducted during the detailed design phase prior to submitting a permit application.

A portion of the Build Alternative was included in the Metropolitan Transportation Commission (MTC) current conforming Regional Transportation Plan (2040 Plan Bay Area RTP) and the 2011 TIP as Project SOL-090015 (formerly RTP Project 230708). MTC approved the financially constrained TIP on October 27, 2010. Following approval by Caltrans, the FHWA and Federal Transit Administration (FTA) incorporated the TIP into the Federal Statewide Transportation Improvement Program (FSTIP) on December 14, 2010. The RTP was amended and approved by MTC on July 18, 2013, which includes the Redwood Parkway – Fairgrounds Drive Improvement Project (RTP Project 230313).

The TIP was amended by MTC on December 17, 2014 to reflect that the Redwood Parkway-Fairgrounds Drive Improvements Project (RTP Project 230313) is modeled as a “non-exempt” construction project. Accordingly, the update is listed as a technical correction to the projects/programs listed in Appendix B1 of the 2015 TIP.

Construction Implementation

The design and construction phases of the project will be staged to coordinate with a future High Occupancy Vehicle (HOV)/Express Lanes project along I-80. The portion of the I-80 corridor through Solano County has been identified by the MTC as part of a feasible express lane network throughout the San Francisco Bay Area. STA has completed a study to prioritize implementation of the HOV/Express Lanes along the I-80 corridor. In order to construct the HOV/Express Lanes, additional work along the I-80 mainline would be necessary. In order to maximize efficiencies and reduce costs it has been determined that the design and construction of eastbound improvements on I-80 as part of the Build Alternative should be done concurrently with the future I-80 HOV/Express Lanes project.

The projected opening day for the Build Alternative improvements located on the west side of I-80 is estimated for July 2019. The project would be constructed through multiple construction packages. This includes the modification of the Redwood Parkway/I-80 westbound ramps, the relocation of the Fairgrounds Drive/Redwood Street Intersection, the completion of the Moorland Street cul-de-sacs, the widening of Fairgrounds Drive, the relocation of Rindler Creek, and the modification of the Fairgrounds Drive/SR 37 interchange. All improvements associated with the modification of the Redwood Parkway/I-80 eastbound ramps (east of I-80), including the replacement of the existing Admiral Callaghan hook ramps are anticipated to be constructed by the year 2035, concurrently with the construction of the I-80 HOV /Express Lanes Project. This would ensure that the Build Alternative improvements could accommodate any changes in the I-80 eastbound lane widths, or related lane alignment shifts, caused by the future construction of an HOV lane in this area.

The construction of the I-80 HOV/Express Lanes project is not part of the Preferred Alternative, and will be evaluated under separate environmental review. This environmental document only evaluates the environmental effects associated with the Build Alternative, including those improvements that would occur in 2019 and 2035.

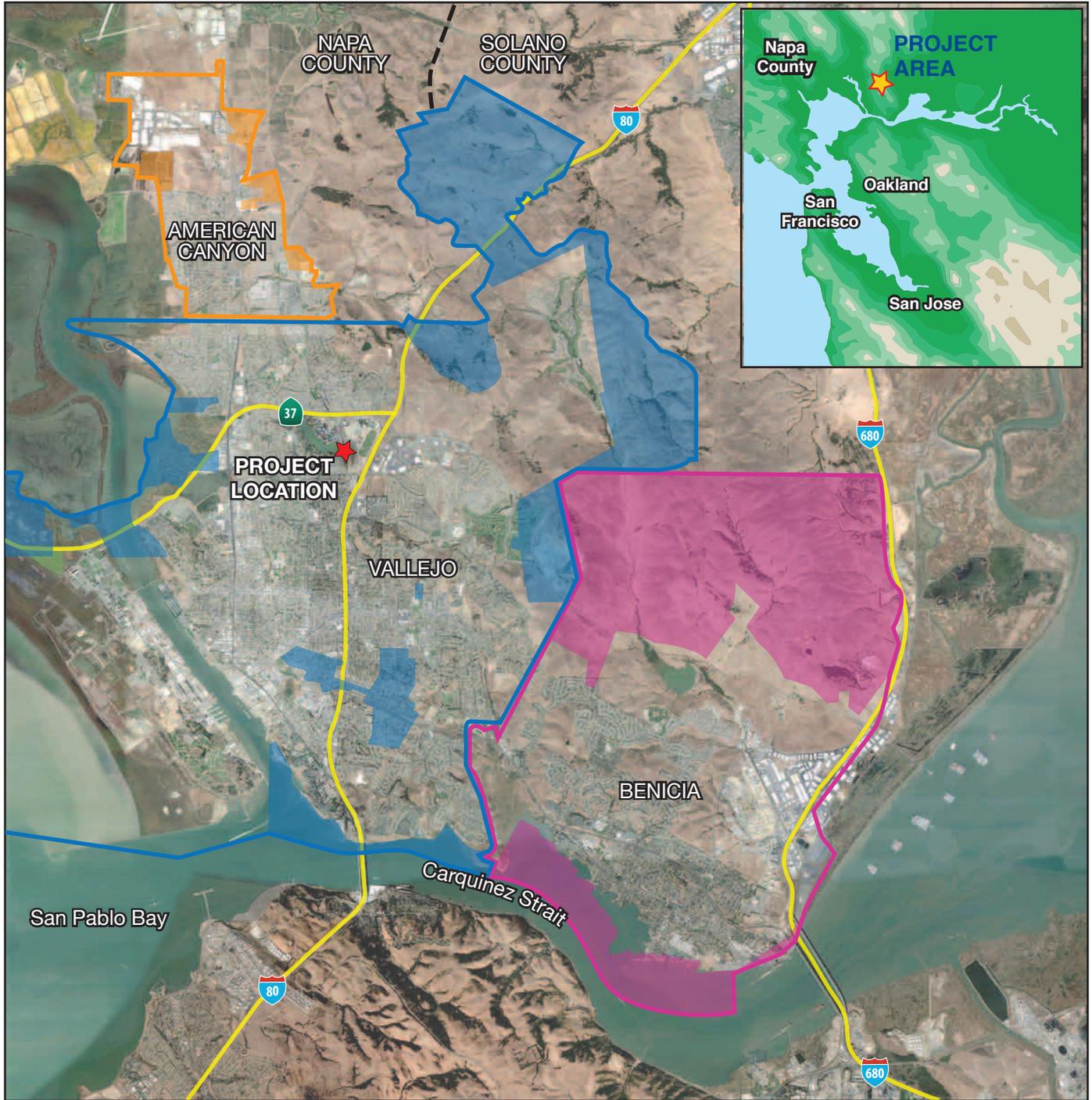
Recommendation:

Forward a recommendation to the STA Board to:

1. **APPROVE** Resolution **CERTIFYING** the Environmental Impact Report (EIR) for the Project;
2. **ACCEPT** the Caltrans approved Project Report and **APPROVE** the Build Alternative as the Preferred Alternative for the Redwood Parkway-Fairgrounds Drive Improvement Project; and,
3. **DIRECT** the Executive Director to File a Notice of Determination with the County Clerk of Solano County and with the State Office of Planning and Research and Authorize payment of the filing fees.

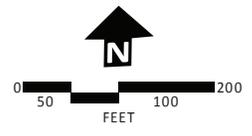
Attachments:

- A. Figure 1, Project Location Map
- B. Figures 2a through c, Proposed Build Alternative Improvements
- C. Redwood Parkway-Fairgrounds Drive Improvements Final EIR (provided to Board Members under separate cover). Parties interested in obtaining a copy can do so by contacting STA staff or via the Caltrans website at <http://www.dot.ca.gov/dist4/envdocs.htm>.
- D. Caltrans Project Report (provided to Board Members under separate cover). Parties interested in obtaining a copy can do so by contacting STA staff or via the STA website at http://www.sta.ca.gov/Content/10081/Interstate_Highway_Projects.html#redwoodpkwy.



Legend

- ★ Project Location
 - City of Vallejo
 - Vallejo Sphere of Influence
- City of Benicia
 - Benicia Sphere of Influence
 - City of American Canyon
 - American Canyon Sphere of Influence

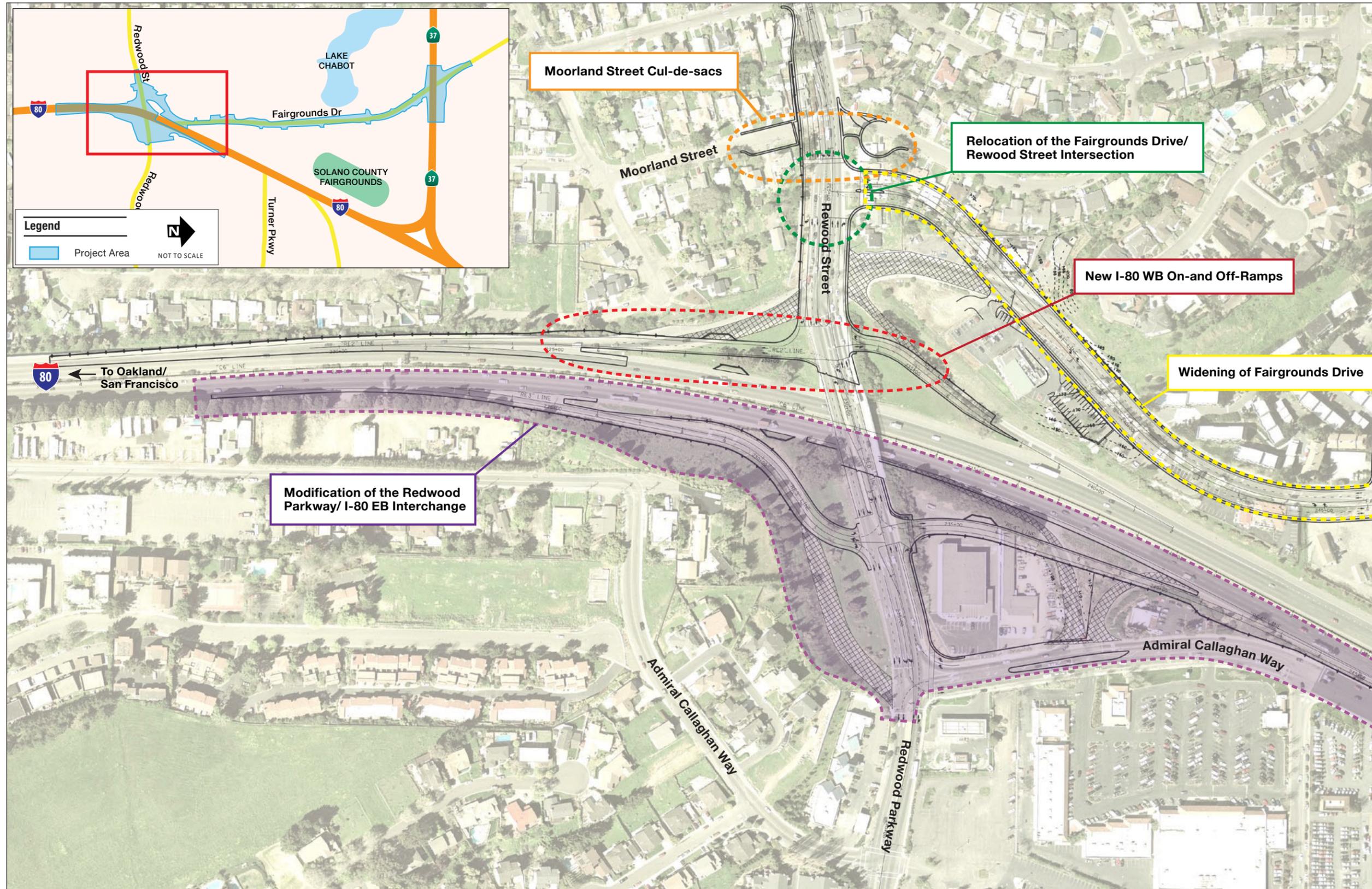


Project Location

Figure 1

Source: Google Earth, 2010.

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Legend

- Build Alternative Layout
- Existing Roadway to be Removed
- Improvements to be Constructed 2035*

*Note: Modification of the Redwood Parkway/I-80 EB Interchange would occur concurrently with the construction of the I-80 High-Occupancy-Vehicle (HOV) lane project, which is anticipated to be completed in 2035.

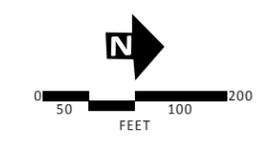
Build Alternative Layout **Figure 2a**



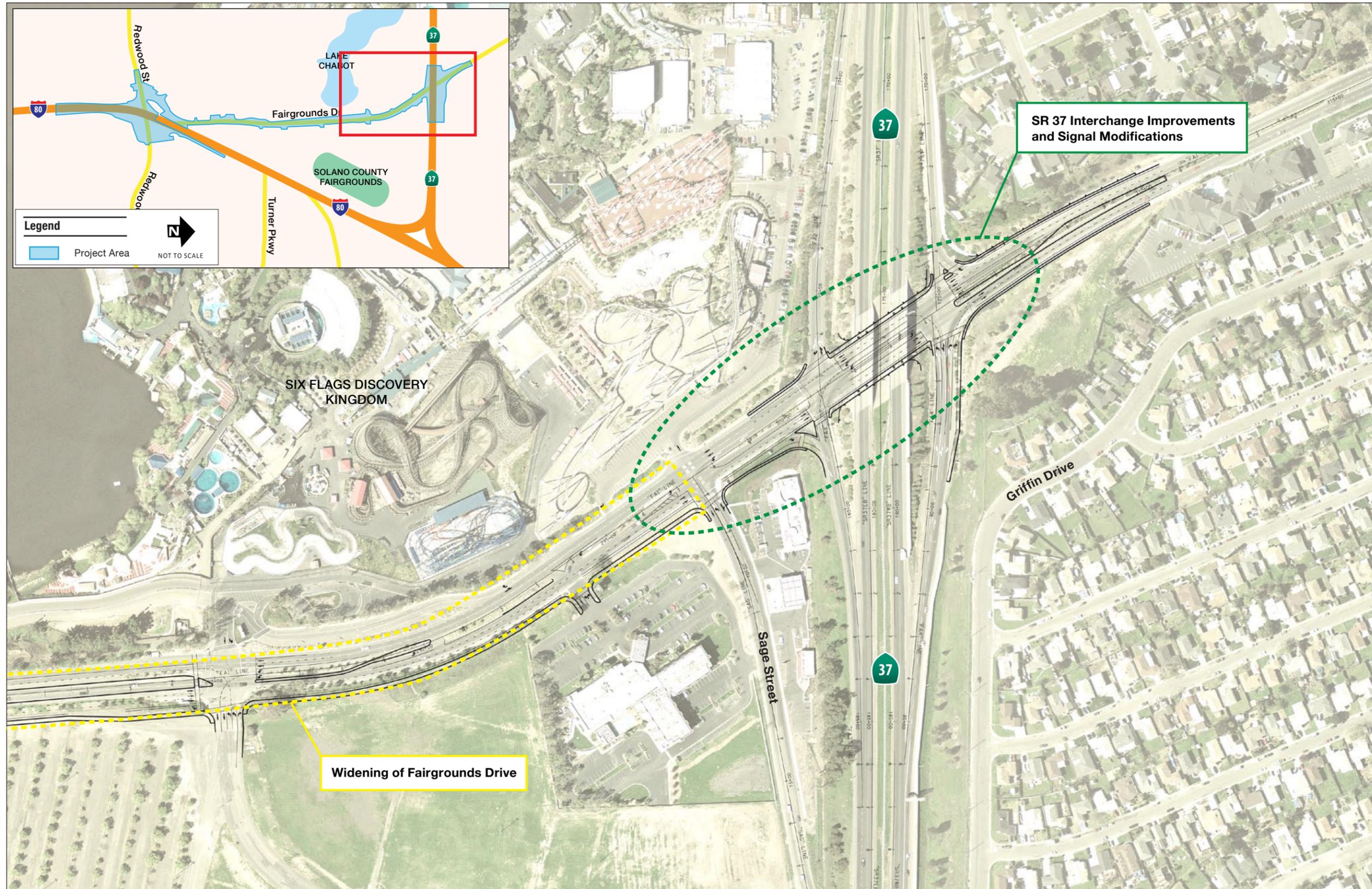
Legend

- Build Alternative Layout
- Existing Roadway to be Removed
- Improvements to be Constructed 2035*

*Note: Modification of the Redwood Parkway/I-80 EB Interchange would occur concurrently with the construction of the I-80 High-Occupancy-Vehicle (HOV) lane project, which is anticipated to be completed in 2035.



Build Alternative Layout **Figure 2b**



Legend

- Build Alternative Layout
- Existing Roadway to be Removed
- Improvements to be Constructed 2035*

*Note: Modification of the Redwood Parkway/I-80 EB Interchange would occur concurrently with the construction of the I-80 High-Occupancy-Vehicle (HOV) lane project, which is anticipated to be completed in 2035.

Build Alternative Layout **Figure 2c**

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DATE: July 30, 2015
TO: STA TAC
FROM: Drew Hart, Associate Planner
Ryan Dodge, Associate Planner
RE: Bicycle and Pedestrian Priority Project Lists - Annual Update

Background:

The Solano Transportation Authority (STA) administers both the Countywide Bicycle and Pedestrian Transportation Plans that identify and plan for the implementation of countywide bicycle and pedestrian transportation projects.

The Bicycle Priority Projects List and Pedestrian Priority Project List are developed through a collaborative effort between the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC), STA staff, and public works and planning staff from the member agencies. This creates a consistent foundation for the funding and delivery of projects in Solano County. An annual review of the Projects List is conducted to ensure that the list is up to date as projects are completed and priorities change at the local level.

As a result of this prioritization and update process, the seven cities and the County have been successful in delivering a number of priority bicycle and pedestrian projects over the past several years.

In 2014 a few projects were funded, including:

- Rio Vista – Waterfront Promenade
- Dixon – West B Street Undercrossing
- Countywide – Bicycle and pedestrian automated counters

Other recently completed projects:

- Benicia – State Park Road and Bridge
- Fairfield – McGary Rd Bike Route
- Fairfield – Linear Park at Nightingale Dr.
- Dixon – North Adams St Bike Lane

The STA PAC adopted the updated Pedestrian Priority Project List at the joint BAC/PAC meeting of June 18, 2015 (Attachment A). The BAC later adopted the Bicycle Priority Project List at its July 30, 2015 meeting (Attachment B).

Discussion:

The process for updating the Priority Project Lists involves STA staff beginning with the previously adopted lists and eliminating completed projects. Staff then consulting with the County and cities on their current priorities, and finally identifying projects that are most ready for construction, which are listed as either Tier 1 or Tier 2 in the attachments.

All other projects not listed as Tier 1 or Tier 2 are included in a master list of envisioned projects.

STA staff used the following as guidelines to recommend Tier 1 and Tier 2 projects:

- Tier 1 projects have a nearly complete funding plan, have environmental approval, or has been identified by the community or by member agency staff as an immediate need.
- Tier 2 projects have been initiated by either a feasibility study, have begun environmental review, but has not reached Tier 1 status.

The attached lists are the result of the BAC and PAC review and recommendations. The lists are being presented to the STA TAC for review, then will be recommended to the STA Board for approval.

Note: Due to new information received after the joint BAC/PAC meeting of June 18th, but before the joint meeting of July 30th, the staff recommendation changed to include Rio Vista's Highway 12 Crossing. This project is a high priority to the city as well as Safe Routes to School, and was previously funded through local and regional funds. However, Caltrans recently augmented the improvements needed on this project beyond what Rio Vista had already budgeted and funded. The current shortfall is \$30,000 to meet the recent requirements of Caltrans. The subsequent TDA Article 3 funding plan recommends how to fill this funding gap.

Also, STA staff recommends the TAC consider elevating from Tier 2 to Tier 1 Vallejo's Bay Trail/Vine Trail Gap Closure project in light of the current support, recent completion of the projects feasibility study, and favorable timing of this project. The project was submitted to the Active Transportation Program (ATP) grant funding opportunity in June 2015 and is currently awaiting decisions from the State and Region.

Recommendation:

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

1. STA's Bicycle Priority Project List for FY 2015-16 and FY 2016-17; and
2. STA's Pedestrian Priority Project List for FY 2015-16 and FY 2016-17.

Attachment:

- A. PAC Recommended Pedestrian Priority Project Tiered List 2015
- B. BAC Recommended Bicycle Priority Project Tiered List 2015

Tier 1 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes	PAC Recommendations
Fairfield	West Texas Street Gateway	Enhance pedestrian linkages among the Linear Park Bicycle/Pedestrian Trail, the Fairfield Transportation Center, and the Park Crossing Apartment Project. Specific improvements include sidewalks, signage, public art and new trees.	\$3M	\$3M	Submitted as CTP Priority for Fairfield; ATP application 2015	PAC recommendation to move from Tier 2 to Tier 1
Fairfield	East Tabor Ave Crossing	Improve pedestrian access by installing sidewalk over an at-grade crossing at East Tabor Avenue and Railroad Avenue. Second portion of project includes widening of sidewalk along Tolenas Road (in Solano County) from school to East Tabor Avenue.	\$1.7M	\$1.7M	ATP Application 2015; Listed in Rail Plan as priority	PAC recommendation to move from Tier 2 to Tier 1
Solano County	Suisun Valley Farm to Market project	Construct a Class II bicycle lane loop and pedestrian improvements on various roads in the Suisun Valley as part of the Farm to Market program, including Suisun Valley Road, Rockville Road, Mankas Corner Road, Abernathy Road, and Ledgewood Road			Submitted as CTP priority for Solano – undergoing environmental review	PAC recommendation to move from Tier 2 to Tier 1
Suisun City	Driftwood Drive	Class I Bike Path connectivity project on Driftwood Drive at Crystal Middle School. This is in coordination with Fairfield-Suisun Unified School District.	\$635,800	\$125,000	Funding fulfilled pending approval	PAC addition (from BAC list)
Vacaville	Elmira Road Bike Path	North Side of Elmira Road from existing 10' sidewalk from just west of Edwin Drive to Leisure Town Road. This project would provide a gap closure to the existing Elmira Road sidewalk on the north side to the Jepson Parkway.	\$710,000	\$710,000	RW and ENV clearance needed	PAC recommendation to move from Tier 2 to Tier 1
Vacaville	Rocky Hill Trail	1200 ft Class I multi-use path connecting Markham Ave. to Rocky Hill Rd. and Brown St.	\$230,000	\$103,000	\$52,000 in Clean Air funds received; Funding fulfilled pending approval	
Vallejo	Downtown Vallejo Streetscape Improvement Project Phase 3	Pedestrian improvements in Downtown Vallejo at Sacramento Street from Virginia to Georgia St and Georgia St from Sacramento to Santa Clara St (Phase 3). Enhancements include traffic calming, restriping, curb extensions, diagonal on-street parking, decorative lighting, brick pavers, street furniture, art, landscaping and improved signs.	\$2,696,545	TBD	RW / ENV cleared - Phase 3; \$400,000 transferred from OBAG LSR for Phase 4	
Vallejo	Downtown Vallejo Streetscape Improvement Project Phase 4	Pedestrian improvements in Downtown Vallejo at Maine St from Santa Clara to Sacramento St (Phase 4). Enhancements include traffic calming, restriping, curb extensions, diagonal on-street parking, decorative lighting, brick pavers, street furniture, art, landscaping and improved signs.	\$1,851,000	\$775,700	ENV revalidation needed for Phase 4; current grant fund \$1,095,000 less \$400,000 (OBAG LSR), plus CMAQ \$211,000; local match \$169,300	PAC recommendation to move from Tier 2 to Tier 1

Tier 2 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Notes	PAC Recommendations
Benicia	Benicia Urban Waterfront Improvements	Project includes improvements to the Benicia waterfront between First Street and the Marina identified in the Benicia Urban Waterfront Enhancement and Master Plan. The project includes: improvements and enhancements to the existing First Street Green, expanding trail access, and incorporating park amenities such as observation platforms, plazas, seating areas, public art, and interpretive signage. The project includes the following elements, to be implemented over four phases: an entry plaza with seat walls and public art; an expanded and raised green; a secondary plaza adjacent to the marina channel; a Depot plaza; a Class I Bay Trail segment parallel to B Street; a perimeter trail around the green; a boardwalk following the historic railroad alignment; viewing platforms overlooking the coastal salt marsh; improved beach access; widened First Street sidewalk to mirror the existing First Street Promenade; parking enhancements; stormwater raingardens; and interpretive signage.	\$2,687,000	\$2,687,000	See BUWEMP; RW/ENV clearance needed	
Rio Vista	Sandy Beach Connection: Beach Drive	Second Street to Sandy Beach Park. 0.5 mile Class I trail extension along Beach Drive from Second Street to Sandy BeachPark and to downtown Rio Vista.	\$400,000	\$400,000		

Pedestrian Priority Projects (Amended 6/11/15)

Solano County	Midway Road – Porter Road – Pitt School Road connector improvements	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon.			Submitted as CTP priority for Solano. Environmentally cleared	
Solano County	Tri-City and County Regional Trail Connections	Cordelia Hills Sky Valley: Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominately right of way acquisition.	\$2,750,000	\$590,000	\$2,160,000 in federal funds already awarded to the project; RW needed.	
Suisun City	McCoy Creek Trail - Phase II	This project will construct a ten-foot wide (minimum) Class I pedestrian/bicycle trail approximately 1 mile in length. This trail will connect to the completed McCoy Creek Trail - Phase 1 segment (completed in September 2008) at Pintail Drive and will transform restricted maintenance areas along McCoy Creek/Laurel Creek into a safe, ADA compliant, recreational and educational trail. From Pintail Drive the trail will run north along the western bank of McCoy Creek, over Laurel Creek with a prefabricated bridge, and west along the northern bank of the Laurel Creek to Blossom Avenue. This trail will reconnect neighborhoods in the area that are split geographically and physically by the Creeks. Other improvements will include site furnishings, signage (including monument signs, regulatory, wayfinding and interpretive signs), striping, and ADA curb ramps and access points.	\$2.5M	\$2.5M	ATP application 2015; Costs include environmental clearance, design, construction, and construction administration costs	
Suisun City	Class I Path on Lotz Way	This project will construct a Class I pedestrian/bicycle path on Lotz Way, from the recently-completed Grizzly Island Trail at Marina Boulevard to the Train Depot at Main Street. It will also include a Class I path on the west side of Marina Boulevard from Highway 12 to Lotz Way. This trail will be 10 feet wide at the minimum and approximately 0.6 mile in length. Other improvements will include curb ramp upgrades to ADA standards, curb replacement, street lighting, landscaping suitable for a parkway, signage, striping, and curb painting.	\$1.73M	\$1.73M	Submitted as CTP priority for Suisun City	
Vacaville	Ulatis Creekwalk Extension – McClellan Street to Depot Street	The project will extend the Vacaville Downtown Creekwalk 0.1 mile from McClellan Street to Depot Street providing landscaping, creekwalk features, look out points and other improvements along the Alamo Creek frontage adjacent to planned mixed use development within the downtown PDA area.	\$655,000	\$150,000-200,000	RW/Env: In progress	
Vallejo	Bay Trail and Vine Trail Project	Gap closures in various locations in Vallejo between the Ferry Terminal Building and American Canyon city boundary. Can be phased: Phase 1 (Segment 5) - \$1.17M; Phase 2 (Segments 3&4) - \$2.68M; Phase 3 (Segments 1&2) - \$1.02M	\$4.87M	\$4M	Feasibility Study Complete; ATP application 2015	

Tier 1 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Staff Notes	Likely Funding Sources
Rio Vista	Highway 12 Crossing	In Rio Vista at SR12 crossing; install new updated crosswalk. Existing crosswalk lighting does not meet Caltrans design requirements. Pedestrian safety issue	\$200,000	\$30,000	Caltrans recently expanded scope, causing shortfall; Funding fulfilled pending approval	OBAG, Local Funds, TDA3
Solano County	Pleasants Valley Road	Road widening and class II bike lanes on Pleasants Valley Road. 4.6 miles. Safety grant covers widening \$1M. \$1.1 M. Surface seal. Bike Signs. Striping. \$350,000 to complete.	\$1.35M	\$350,000	Env clearance pending. Spring 2015.	HSIP
Solano County	Suisun Valley Farm to Market Project	Construct a Class II bicycle lane loop and pedestrian improvements on various roads in the Suisun Valley as part of the Farm to Market program, including Suisun Valley Road, Rockville Road, Mankas Corner Road, Abernathy Road, and Ledgewood Road	\$5,800,000	\$4,625,000	\$1,175,000 awarded for 1st Phase. Environmental pending. Remaining project in phases.	OBAG, PCA, ATP
Suisun City	Driftwood Drive	Class I Bike Path connectivity project on Driftwood Drive at Crystal Middle School. This is in coordination with Fairfield-Suisun Unified School District.	\$635,800	\$125,000	Funding fulfilled pending approval	OBAG, TFCA, Local Funds, TDA3
Solano Transportation Authority	Safe Routes to School Program Projects	Various projects in participating school districts in Solano County which improve safety around schools and encourage biking and walking as a mode of transportation.		\$75,000	\$25,000/year for 3 years; Funding fulfilled pending approval	CMAQ, YSAQMD, TDA3
Vacaville	Rocky Hill Trail	1200 ft Class I multi-use path connecting Markham Ave. to Rocky Hill Rd. and Brown St.	\$230,000	\$103,000	\$52,000 in Clean Air funds received; Funding fulfilled pending approval	Local Funds, YSAQMD, TDA3

Tier 2 Projects

Sponsor	Project	Description	Cost Estimate	Shortfall	Staff Notes	Likely Funding Sources
Benicia	Park Road	Class III Bike Route - Repave 1.5 miles and install regional bike route signs on Park Road from Benicia Bridge to Industrial Way.	TBD	TBD	Currently a part of PDA Study	OBAG, TDA3
Fairfield	Fairfield to Vacaville Intercity Gap Closure	Complete Class I connection from Nelson to Vacaville city boundary	\$700,000	\$700,000	Preliminary Estimates Complete	OBAG, TFCA, TDA3
Rio Vista	Trilogy to Downtown Bikeway	Bikeway connecting Trilogy neighborhood through upcoming development, Homecoming neighborhood, to the downtown area.	TBD	TBD	This project is in developer land	Impact fees
Suisun City	Lotz Way Class I	This project will construct a Class I pedestrian/bicycle path on Lotz Way, from the recently-completed Grizzly Island Trail at Marina Boulevard to the Train Depot at Main Street. It will also include a Class I path on the west side of Marina Boulevard from Highway 12 to Lotz Way. This trail will be 10 feet wide at the minimum and approximately 0.6 mile in length. Other improvements will include curb ramp upgrades to ADA standards, curb replacement, street lighting, landscaping suitable for a parkway, signage, striping, and curb painting.	\$1.73M	\$1.73M	Environmental needed	Impact fees, OBAG, ATP, TDA3
Vallejo	Georgia Street	Class II Bike Lanes and road diet on Georgia Street from Mare Island Way to Columbus Parkway.	TBD	TBD	Some sections completed.	Local funds, TFCA, OBAG
Vallejo	Bay Trail/Vine Trail Gap Closure	Gap closures in various locations in Vallejo between the Ferry Terminal Building and American Canyon city boundary. Can be phased: Phase 1 (Segment 5) - \$1.17M; Phase 2 (Segments 3&4) - \$2.68M; Phase 3 (Segments 1&2) - \$1.02M	\$4.87M	\$4M	Feasibility Study Complete; ATP application 2015	ATP, Local Funds, Partner Agencies, TFCA, OBAG
Solano County	Putah Creek	Road widening	\$2,000,000	\$2,000,000	Env/RW needed	

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DATE: August 17, 2015
 TO: STA TAC
 FROM: Drew Hart, Associate Planner
 RE: Transportation Development Act (TDA) Article 3 Funding Recommendation for Fiscal Year (FY) 2015-16

Background:

The Transportation Development Act (TDA) is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. Solano Transportation Authority). Approximately \$443,000 of TDA Article 3 funding is available for allocation in Fiscal Year (FY) 2015-16 based on the current projections. Any unused funds rollover to the subsequent year.

Discussion:

During June and July 2015, both the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) met together to review and approve the priority projects for FY 2015-16. This list, once approved by the Technical Advisory Committee (TAC) and the STA Board, informs STA staff in their funding strategy, including the use of TDA Article 3 funds. The bicycle priority projects identified by the BAC and pedestrian priority projects identified by the PAC will also be considered as part of a larger funding plan that includes the regional OneBayArea Grant (OBAG) funding, funding from both of the air districts, and other grant funding opportunities.

Currently, many of the projects on the two priority projects lists are ready for construction, and have only a small funding shortfall. STA staff recommends the following strategy for TDA Article 3 funds to complete multiple projects:

It is possible funding needs may diminish between the writing of this report and the allocation request submitted to MTC. Therefore, all dollar amounts are listed as "not to exceed" figures.

Project Sponsor and Title	Total Project Cost	TDA Article 3 Recommendation
Countywide, Safe Routes to School	Ongoing	\$75,000
Rio Vista, Highway 12 Crossing	\$200,000	\$30,000
Suisun City, Driftwood Drive	\$635,800	\$128,659
Vacaville, Rocky Hills Trail	\$230,000	\$103,000
	Remaining Balance	\$ 106,000

This recommended strategy will allow for completion of three bike and pedestrian projects of high priority as well as continued support for the Safe Routes to School program. The strategy will also bank some funds to support future needs as projects become ready for construction. Specifically, if any of the seven Active Transportation Program (ATP) applications receive funding, STA can use unallocated TDA Article 3 money to provide matching funds for the projects.

Fiscal Impact:

No impact the STA budget. STA's portion of the TDA Article 3 funds from MTC currently is \$443,000 (projected). After the funding recommendation, the balance will be approximately \$106,000 which will rollover to FY 2016-17.

Recommendation:

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

1. \$75,000 TDA Article 3 for Countywide Safe Routes to School Program;
2. \$30,000 TDA Article 3 for Rio Vista's Highway 12 Crossing;
3. \$128,659 TDA Article 3 for Suisun City's Driftwood Drive; and
4. \$103,000 TDA Article 3 for Vacaville's Rocky Hills Trail



DATE: July 24, 2015
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Fiscal Year (FY) 2015-16 and 2016-17 Federal Obligation Recommended Funding Changes

Background:

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

Every year, MTC produces an Annual Obligation Plan (Attachment A) to forecast the programming of federal funds for upcoming fiscal years; Congestion Management Air Quality (CMAQ) and Surface Transportation Program (STP). This process is necessary to ensure that a sufficient amount of funding is available for each programmed project in any fiscal year. Once the obligation plan is adopted, jurisdictions are required to deliver the project programmed for the upcoming fiscal year. Projects that are not delivered following the obligation plan schedule are at risk of losing funds and furthermore puts regional funds in jeopardy, as MTC is no longer following the obligation plan it sent to Caltrans.

Discussion:

A summary of the changes to the original obligation plan are listed below and on a project by project basis. Attachment B summarizes the recommended changes.

STA staff requested all member agencies with projects programmed for Fiscal Year (FY) 2015-16 or FY 2016-17 review their project status and confirm their ability to obligate funds in the year in which they were programmed. During this process, it was discovered that numerous member agencies had issues with their project, including environmental delays, cultural resources discovery, and funding shortfalls. STA staff worked with member agencies, MTC, and Caltrans to develop an updated obligation plan that attempts to produce the maximum number of successful projects, with the least number of delays or cost overruns.

PROJECT CANCELED

City of Vacaville Ulatis Creek Bike/Ped Path (\$500,000 in CMAQ Funds)

Originally selected as an OBAG priority for Vacaville, this project has run into significant cultural resources issues that will increase the project cost significantly. During the preliminary engineering (PE) phase, City of Vacaville staff determined an archaeological site on the

proposed right of way. While assessing the costs of required studies and mitigation, it was discovered that the studies themselves would cost more than the construction phase for the project. There is also a possibility that a developer will construct the Ulatis Creek Bike/Ped path as part of their impact fee in the near future. Vacaville senior management staff concluded that the project was cost-prohibitive and decided to not proceed with project at this time.

Of the total \$500,000 that was programmed, \$150,000 in Congestion Management Air Quality (CMAQ) Funds was programmed for the PE phase and \$350,000 was programmed for the construction (CON) phase of the project. To date, Vacaville has expended roughly \$52,000 of the PE funds, leaving approximately \$98,000 to be reprogrammed from that phase to another project within Solano County. The \$350,000 remaining in the CON phase can also be programmed to another project within Solano County. Recommendations for how the funds are to be re programmed are provided in the Project Funding Recommendation section below.

PROJECTS MOVING FISCAL YEAR

City of Vallejo SR2S Project (\$229,728 in CMAQ moved from FY 2016-17 to FY 2015-16)

In February of 2015 the City of Vallejo staff decided to move the SR2S project from FY 2014-15 out to a later year to ensure they met project delivery deadlines. At the time, FY 2015-16 did not have any CMAQ funds available and the project was programmed in FY 2016-17. Since then, the City of Vallejo staff has made marked progress on the design of the project and has informed STA staff that they would like to move the project forward to FY 2015-16. This is great news for the Solano Safe Routes to School program and for students of the Vallejo school district since the project would move forward a year earlier.

City of Dixon's SR2S Project (\$100,000 STP moved from FY 2015-16 to FY 2016-17)

Recent staff turnover at the City of Dixon has put their engineering staff in the position of having to do two jobs with only one person. While progress has been made on the project, the workload involved in obligating federal dollars is great and Dixon staff does not believe they will be able to produce the necessary documentation by the obligation deadline. Dixon staff has requested that this project be moved by from FY 2015-16 to FY 2016-17 to accomplish the tasks necessary to make this a successful project.

City of Vacaville's Allison Dr Project (\$450,000 in CMAQ moved from FY 2015-16 to FY 2016-17)

Due to a large amount of environmental work needed for this project, and an accelerated MTC funding deadline being instituted for this year, Vacaville staff has recommended moving this project from FY 2015-16 to FY 2016-17. This delay will help staff adequately review the project's environmental impact and provide all documentation needed for federal obligation prior to stated deadlines.

PROJECT FUNDING RECOMMENDATIONS

Vacaville's Ulatis Creek project was part of the One Bay Area Grant (OBAG) funding cycle and therefore monies originally programmed for this project must be spent within the federal funding cycle ending FY 2016-17. With the canceling of this project, there is approximately \$450,000 (final numbers to be confirmed when final deobligation occurs) in CMAQ funds available for reprogramming. STA staff considered projects programmed for FY 2015-16 and FY 2016-17. There are currently two projects programmed for FY 2016-17 and upon talking to project sponsors neither project anticipates the need for additional funding. For FY 2015-16 there are two projects that have funding shortfalls; Suisun City's Driftwood Dr. SR2S Project and Vallejo's Downtown Streetscape project. Both of these projects are OBAG approved projects

and both projects can utilize additional CMAQ funds as they are bicycle and pedestrian focused. In addition, the city of Rio Vista made an additional request for funding. A more thorough explanation of these projects and funding amounts is provided below.

City of Suisun City Driftwood Dr SR2S Project (\$349,065 in CMAQ, \$108,000 in TFCA Funds)

When originally scoped as an OBAG Safe Routes to School (SR2S) project, the City of Suisun City staff estimated the cost at approximately \$400,000. According to the most recent engineer's estimate, the project, as described in the TIP, is estimated to cost approximately \$635,000. Having only \$349,065 in OBAG CMAQ funding, Suisun City staff quickly realized this project had a major funding shortfall. Suisun City staff, with the assistance of STA staff, applied for \$108,000 in TFCA funding. This leaves a remaining shortfall of approximately \$178,000. Suisun City staff requested TDA article 3 funds for the remaining shortfall amount to ensure full funding, which was approved by the Bicycle Advisory Committee at their July 30th meeting.

In addition, due to Vacaville's Ulatis Creek project cancelation during the preliminary engineering (PE) phase, approximately \$98,000 in CMAQ are available for reprogramming within Solano County. As the Driftwood Dr. project already has federal funds programmed, STA staff is recommending reprogramming approximately \$98,000 in CMAQ funds being de-obligated from the PE phase of Vacaville's Ulatis Creek PE phase to Suisun City's Driftwood Dr. construction (CON) phase.

City of Vallejo Downtown Streetscape (\$571,717 in STP Funds for Fiscal Year 2015-16)

Initially programmed for \$1,300,000 in STP and CMAQ funds, the Downtown Streetscape project has multiple planned phases. The programmed amount was originally meant to provide funding for Phase 3 and Phase 4 of the project, but cost overruns and high construction bid amounts resulted in much of the funds being used for Phase 3, which is now under construction. Due to high construction bids, \$334,283 in STP funding was recently requested to be moved to Phase 3 construction phase, leaving Phase 4 short of funding.

Phase 4 of the project includes improvements at the Sacramento St. and Maine St. intersection and is expected to cost approximately \$900,000. With only \$571,717 remaining in programmed funds, the City of Vallejo staff was ready delay the project until new funding opportunities arose. The \$350,000 CMAQ funding originally programmed for the construction (CON) phase of Ulatis Creek Project could be used to fill in this funding gap and move this OBAG approved project forward on schedule. STA staff recommends moving \$350,000 in CMAQ funding from Vacaville's Ulatis Creek CON phase to Vallejo's Downtown Streetscape Phase 4; both in FY 2015-16.

City of Rio Vista SR12 Crossing SR2S Project (\$100,000 CMAQ; \$70,330 in YSAQMD Funds)

This project has already been moved from FY 2013-14 to FY 2015-16 due to Caltrans requirements of encroachment permits and improvements to surrounding facilities such as curb ramps. What was originally estimated to be under \$100k replacement of an in-ground flashing crosswalk has morphed, due to Caltrans requirement, into costing \$200k + with a pedestrian hybrid beacon, improvements to signs, and moving poles. STA has worked with the City of Rio Vista and Caltrans to decrease the number and amount of improvements that would be required for this project, with marginal success. The City of Rio Vista also applied for \$70,330 in Yolo Solano Air Quality Management

District clean air funds, which was subsequently awarded. The latest request for funds is for \$30k in TDA article 3 funds for contingency, which was approved at the July Bicycle Advisory Committee (BAC) meeting.

Fiscal Impact:

None to STA General Funds

Recommendation:

Forward a recommendation to the STA Board to approve reprogramming of up to \$448,000 in CMAQ funds from Vacaville's Ulatis Creek Project, with approximately \$98,000 in CMAQ funds being programmed for Suisun City's Driftwood Dr. Project and \$350,000 in CMAQ funds being programmed for Vallejo's Downtown Streetscape Project.

Attachments:

- A. MTC's Proposed Annual Obligation Plan
- B. Solano's Proposed Federal Obligation Funding Plan

Attachment 1 STP/CMAQ

FFY 2014-15 through FFY 2016-17

For purposes of developing the draft FFY 2015-16 Annual Obligation Plan

FFY 2015-16 Deadlines: RFA Submittal - November 1, 2015; Obligation (E-76)/Transfer to FTA - January 31, 2016

June 2, 2015

County	Sponsor	Project Name	TIP ID	Phase	Fund Code	FFY 2014-15		FFY 2015-16		FFY 2016-17	
						CMAQ	STP	CMAQ	STP	CMAQ	STP
						\$50,934,890	\$58,603,761	\$43,889,570	\$84,736,611	\$79,487,411	\$74,380,710
Solano	Dixon	Dixon SR2S Infrastructure Improvements	SOL130012	CON	STP-T4-2-OBAG				\$100,000		
Solano	Dixon	West A Street Preservation	SOL130013	CON	STP-T4-2-OBAG		\$584,000				
Solano	Fairfield	Beck Avenue Preservation	SOL130002	CON	STP-T4-2-OBAG		\$1,424,000				
Solano	MTC	Regional Planning Activities and PPM - Solano	SOL090006	CON	STP-T4-2-OBAG-PL				\$720,000		
Solano	Rio Vista	SR 12 crossing with updated lighting	SOL130014	CON	CMAQ-T4-2-OBAG			\$100,000			
Solano	Solano County	Roadway Preservation in Solano County	SOL110036	CON	STP-T4-2-OBAG		\$601,750				
Solano	Solano County	Suisun Vallley Bicylc and Pedestrian Imps	SOL130007	CON	STP-T4-2-PCA-REG				\$927,000		
Solano	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	SOL090035	CON	CMAQ-T4-2-OBAG	\$1,140,000	\$600,000				
Solano	Suisun City	Driftwood Drive Path	SOL130020	CON	CMAQ-T4-2-OBAG			\$349,065			
Solano	Suisun City	Suisun-Fairfield Intercity Rail Station Access Imp	SOL130003	CON	CMAQ-T4-2-OBAG	\$315,000					
Solano	Suisun City	Suisun-Fairfield Intercity Rail Station Access Imp	SOL130003	CON	STP-T4-2-OBAG		\$100,000				
Solano	Vacaville	Allison Bicycle / Ped Improvements	SOL130005	ROW	CMAQ-T4-2-OBAG			\$39,000			
Solano	Vacaville	Allison Bicycle / Ped Improvements	SOL130005	CON	CMAQ-T4-2-OBAG			\$345,000			
Solano	Vacaville	Transit Marketing and Public Outreach	SOL130017	CON	CMAQ-T4-2-TCP-TPI-REG					\$171,388	
Solano	Vacaville	Ulatis Creek Bike/Ped Path & Stscpe McCellan-Depot	SOL130006	CON	CMAQ-T4-2-OBAG			\$350,000			
Solano	Vacaville	Vacaville SRTS Infrastructure Improvements	SOL130016	PE	CMAQ-T4-1-LIFE	\$40,000					
Solano	Vacaville	Vacaville SRTS Infrastructure Improvements	SOL130016	CON	CMAQ-T4-2-OBAG			\$276,707			
Solano	Vacaville	Vacaville Transit - Curb Ramps	SOL110034	CON	STP-T4-1-LIFE						
Solano	Vallejo	Vallejo Downtown Streetscape	SOL110035	CON	STP-T4-2-OBAG		\$400,000		\$906,000		
Solano	Vallejo	Vallejo SRTS Infrastructure Improvements	SOL130015	PE	CMAQ-T4-2-OBAG	\$18,000					
Solano	Vallejo	Vallejo SRTS Infrastructure Improvements	SOL130015	CON	CMAQ-T4-2-OBAG					\$229,728	

FFY 2014-15 through FFY 2016-17

For purposes of developing the draft FFY 2015-16 Annual Obligation Plan

FFY 2015-16 Deadlines: RFA Submittal - November 1, 2015; Obligation (E-76)/Transfer to FTA - January 31, 2016

June 2, 2015

County	Sponsor	Project Name	TIP ID	Phase	Fund Code	FFY 2014-15		FFY 2015-16		FFY 2016-17	
						CMAQ	STP	CMAQ	STP	CMAQ	STP
Solano	Dixon	Dixon SR2S Infrastructure Improvements	SOL130012	CON	STP-T4-2-OBAG						
Solano	Dixon	West A Street Preservation	SOL130013	CON	STP-T4-2-OBAG		\$584,000				
Solano	Fairfield	Beck Avenue Preservation	SOL130002	CON	STP-T4-2-OBAG		\$1,424,000				
Solano	MTC	Regional Planning Activities and PPM - Solano	SOL090006	CON	STP-T4-2-OBAG-PL				\$720,000		
Solano	Rio Vista	SR 12 crossing with updated lighting	SOL130014	CON	CMAQ-T4-2-OBAG			\$100,000			
Solano	Solano County	Roadway Preservation in Solano County	SOL110036	CON	STP-T4-2-OBAG		\$601,750				
Solano	Solano County	Suisun Vallley Bicycle and Pedestrian Imps	SOL130007	CON	STP-T4-2-PCA-REG				\$927,000		
Solano	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	SOL090035	CON	CMAQ-T4-2-OBAG	\$1,140,000	\$600,000				
Solano	Suisun City	Driftwood Drive Path	SOL130020	CON	CMAQ-T4-2-OBAG			\$349,065			
Solano	Suisun City	Suisun-Fairfield Intercity Rail Station Access Imp	SOL130003	CON	CMAQ-T4-2-OBAG	\$315,000					
Solano	Suisun City	Suisun-Fairfield Intercity Rail Station Access Imp	SOL130003	CON	STP-T4-2-OBAG		\$100,000				
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Solano	Vacaville	Vacaville SRTS Infrastructure Improvements	SOL130016	PE	CMAQ-T4-1-LIFE	\$40,000					
Solano	Vacaville	Vacaville SRTS Infrastructure Improvements	SOL130016	CON	CMAQ-T4-2-OBAG			\$276,707			
Solano	Vacaville	Vacaville Transit - Curb Ramps	SOL110034	CON	STP-T4-1-LIFE						
Solano	Vallejo	Vallejo Downtown Streetscape	SOL110035	CON	STP-T4-2-OBAG		\$734,283			\$921,717	
Solano	Vallejo	Vallejo SRTS Infrastructure Improvements	SOL130015	PE	CMAQ-T4-2-OBAG	\$18,000					
Solano	Vallejo	Vallejo SRTS Infrastructure Improvements	SOL130015	CON	CMAQ-T4-2-OBAG			\$229,728			

Move to FY 16-17 → \$100,000

Add \$39k from ROW phase. Totaling \$384,000 Move to FY 16-17 → \$384,000

Project Canceled, move \$350k to Vallejo Downtown Streetscape

Add \$334,283 from FY 15-16 phase of project. Change to \$734,283 total

Move to FY 15-16

Changed to \$571,717 with the \$334,283 moved to FY 14-15. Will total \$921,717 after \$350k added from Ulatis Creek project



DATE : August 13, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Discussion of Regional Transportation Plan/Sustainable Communities Strategy –
Priority Projects

Background:

The Sustainable Communities Strategy (SCS) is the replacement for what was previously known as the Regional Transportation Plan (RTP). The SCS is jointly prepared by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). The SCS must be updated every 4 years. The current SCS, known as Plan Bay Area, was adopted in 2013, and the new SCS must be adopted in 2017. MTC is in the process of updating the list of potential projects for inclusion in the SCS.

The SCS is a ‘fiscally constrained’ plan. This means that it can only contain expenditures for projects and programs that can be paid for by reasonably foreseeable revenues. Each of the 9 Bay Area counties is given a planning budget for development of the SCS, and can propose projects and programs whose cost does not exceed its target budget. Over the past two SCS/RTP cycles, the final budget is approximately 50% of the initial planning budget, leading to a further narrowing of the project list. On April 29, 2015, MTC issued guidance for identifying candidate SCS projects. These guidelines are provided as Attachment A. MTC provides STA with a planning budget of \$1.6 billion. The anticipated reduction of funds leads to a more realistic assessment of \$820 million in available funds.

The projects for Solano County included in the 2015 SCS are provided in Attachment B.

In January of 2015, the STA staff began consultation with staff from the seven cities and the county regarding projects that should be included in the updated Solano Comprehensive Transportation Plan (CTP). At that time, STA stated that projects for the SCS would be selected from the larger Solano CTP project list. The project list is provided as Attachment C. Countywide projects are provided as Attachment D.

Discussion:

With the limited funding available, STA staff’s recommended focus is on projects that a) provide the greatest countywide benefit and b) are most likely to be delivered in the near term. The two projects that most clearly fit this category are the extension of the I-80 High Occupancy Vehicle (HOV) Lane and Express Lane conversion and the next phase of the I-80/I-680/SR 12 interchange. Based upon preliminary information from MTC, the HOV/Express Lane project is considered a regional project, and does not require funding from the STA county share.

Phase 1 of the I-80/I-680/SR 12 interchange. In order to maintain the project in the SCS for purposes of funding, environmental clearance and air quality conformity analysis, the remaining construction packages are recommended for inclusion in next SCS. These construction packages of the I-80/I-680/SR 12 interchange have an identified cost of \$577.62 million. Of this amount, there is a component that is funded with Regional Express Lanes money. This is estimated to be \$220 million. The cost to be submitted by STA for this project is \$357.62 million.

A third priority project is the I-80 Westbound Truck Scales. The current engineering estimate for the project is \$170 million. Because there is no set-aside for goods movement projects, this facility would need to be funded out of the STA county share if it is to be included in the SCS.

An additional project with regional impact is the possible reconstruction of SR 37 between Vallejo and either Sears Point or US 101. This project could address both sea level rise and congestion problems. It is recommended that STA join the CMAs of Sonoma, Marin and Napa counties in setting aside \$1.5 million to complete a Project Initiation Document, in partnership with Sonoma, Marin and Napa counties. Each county would make a similar contribution, for an estimated total of \$6 million.

Together, these three regional projects would account for up to \$749.12. Of this total, \$220 million is from regional funds, and \$529.12 are from STA funds.

The next two projects recommended for funding commitment are the Jepson Parkway and Redwood Drive projects. Both are priorities in the current SCS and have significant funds already committed. The allocation for these two projects is recommended to be \$53 million.

A new program entry is recommended to be Managed Lane Implementation Program (MLIP) projects. These include expanded transit centers, new park-and-ride lots and express bus replacement and maintenance. A total of \$100 million for MLIP implementation is recommended.

All of the projects identified above total \$700.12 million.

The following projects from the current SCS are recommended for elimination because they are either under construction or are no longer considered needed.

- Curtola Park and Ride – Phase 1
- I-80 Auxiliary Lanes (SR 12 to Airbase Parkway)

Finally, projects that are individually small can be listed as part of a broader category. For example, individual Safe Routes to Schools (SR2S) engineering projects are too small to be included in the SCS, but can be included in an overall SR2S program category, and therefore be eligible for SR2S funds when they become available.

The remaining unidentified funds total \$119.8 million using the lower fund estimate, and \$899.9 billion using the higher, unrealistic fund estimate.

The Consortium and TAC will be asked to help identify those projects that are the best local and regional priorities and are appropriate for inclusion in the SCS. STA will work with project sponsors in September to identify project costs and timing, and provide a final recommendation for committee recommendation and Board approval in September and October. All projects must be entered into the MTC database by the end of September. Those projects unable to provide adequate cost and schedule information will not be included in the submittal.

Fiscal Impact:

None at this time. However, this Plan will set-up priorities for future funding recommendations.

Recommendation:

Identify project for possible inclusion in the STA SCS submittal.

Attachments:

- A. April 29, 2015, MTC Guidelines for SCS Project submittal
- B. Plan Bay Area project list
- C. Solano CTP Project List – local agency projects
- D. Solano CTP Project List – countywide projects

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April 29, 2015

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Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

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Cities of San Mateo County

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U.S. Department of Housing
and Urban Development

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Cities of Alameda County

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San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

RE: Plan Bay Area 2040 – Project Update, Call for Projects and Needs Assessments Guidance

To: Caltrans, Congestion Management Agencies, and Transit Operators

As the Bay Area begins to develop Plan Bay Area 2040 (Plan), an update to the nine-county Regional Transportation Plan/Sustainable Communities Strategy, the Metropolitan Transportation Commission (MTC) requests the assistance of each of the nine Bay Area Congestion Management Agencies (CMAs) to coordinate project submittals for their county. Multi-county project sponsors (e.g. Caltrans, BART, Caltrain, WETA, etc.) may submit directly to MTC, but coordination with the appropriate CMA is encouraged. MTC is also seeking assistance of all of the region's transit operators in the development of the Transit Operating and Capital Needs Assessments for the Plan. Attached is the Project Update, Call for Projects and Needs Assessments Guidance that lays out the requirements for the county level calls for projects as well as the process for the needs assessments.

MTC requests all partner agencies to adhere to the following deadlines for the three processes:

- Project Update and Call for Projects: September 30, 2015 (agencies may submit evidence of governing board endorsement up to October 31, 2015)
- Transit Operating Needs Assessment: July 1, 2015
- Transit Capital Needs Assessment: July 1, 2015

MTC is developing a web-based application form for sponsors to submit their projects as a part of the Call for Projects process. Sponsors will be able to (a) remove projects in the current plan (Plan Bay Area) that are either now complete and open for service or no longer being pursued, (b) update projects in the current plan that should be carried forward in the Plan, and (c) add new projects. The web-based project application will be available in early May 2015. At that time, MTC will provide instructions to CMAs and multi-county sponsors on how to access and use the web-based form. MTC will also host a training session for local agency staff on the call for projects process on May 18, 2015, at 2:30 p.m. in the Auditorium of the Joseph P. Bort MetroCenter at MTC's offices in Oakland. Upon request, MTC staff can also provide a brief tutorial to CMA technical advisory committees.

Detailed information and guidance on the Transit Operating and Capital Needs Assessments will be released directly to transit operators on May 1, 2015.

MTC looks forward to receiving your project submittals and information on your operating and capital needs. If you have any questions about the Call for Projects or Needs Assessments processes, please contact the members of my staff listed in Attachment A for each of the three concurrent efforts. Thank you for your participation.

Sincerely,

A handwritten signature in blue ink that reads "Alix A. Bockelman". The signature is written in a cursive style and ends with a long horizontal flourish.

Alix A. Bockelman
Deputy Executive Director, Policy

AB:AN:WB

<https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call for Projects and Need Assessments Letter.docx>

Attachments

- Attachment A: Project Update, Call for Projects and Needs Assessments Guidance
- Attachment B: Plan Bay Area Performance Targets
- Attachment C: Project Types and Programmatic Categories
- Attachment D: Web-Based Project Application Form Requirements

Project Update, Call for Projects and Needs Assessments Guidance

The Metropolitan Transportation Commission (MTC) requests the assistance of the nine Bay Area Congestion Management Agencies (CMAs) and multi-county project sponsors (e.g., Caltrans, BART and Caltrain) to assist with the Project Update and Call for Projects for Plan Bay Area 2040. MTC is also seeking the assistance of the region's transit operators in the development of the Transit Operating and Capital Asset Needs Assessment for Plan Bay Area 2040.

A. PROJECT UPDATE AND CALL FOR PROJECTS

CMAs played a key role in developing Plan Bay Area, and will in this subsequent update. MTC expects the CMAs and multi-county project sponsors to plan and execute an effective public outreach and local engagement process to update Plan Bay Area project information and identify new projects for consideration in Plan Bay Area 2040. Detailed schedule information is available in section C of this document.

Projects/programs seeking future regional, state or federal funding through the planning horizon for Plan Bay Area 2040 must be submitted for consideration in the adopted Plan. CMAs are asked to coordinate and lead the Project Update and Call for Projects with local project sponsors in their respective counties. Sponsors of multi-county projects are asked to submit projects directly to MTC, but communication and coordination with CMAs is encouraged.

CMAs and multi-county project sponsors are encouraged to submit projects/programs that meet one or more of the general criterion listed below:

- Supports Plan Bay Area's performance targets (see Attachment B).
- Supports Plan Bay Area's adopted forecasted land use, including Priority Development Areas (PDA) and Priority Conservation Areas (PCA).
- Derives from an adopted plan, corridor study, or project study report (e.g., community-based transportation plans, countywide transportation plan, regional bicycle plan and climate action plans).

CMAs will assist MTC with the Project Update and Call for Projects by carrying out the following activities:

1. Public Involvement and Outreach

- ***Conduct countywide outreach to stakeholders and the public.*** CMAs, as well as multi-county transit operators and Caltrans, will be expected to implement their public outreach efforts in a manner consistent with MTC's Public Participation Plan (MTC Resolution No. 4174), which can be found at http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf. CMAs are expected, at a minimum, to:
 - Execute effective and meaningful local engagement efforts during the Project Update and Call for Projects process by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations and the public through the process.
 - Hold at least one public meeting providing opportunity for public comment on the candidate projects/programs for Plan Bay Area 2040 prior to submittal to MTC.

- Explain the local Project Update and Call for Projects process, informing stakeholders and the public about the opportunities for public comments on projects and when decisions will be made on the list of candidate projects/programs.
 - Post notices of public meetings on their agency website; include information on how to request language translation for individuals with limited English proficiency. If agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations.
 - CMA staff are encouraged to provide MTC with a link so the information can also be viewed on the website PlanBayArea.org.
 - To the extent possible, hold public meetings in central locations that are accessible for people with disabilities and by public transit.
 - Offer language translations and accommodations for people with disabilities, if requested at least three days in advance of the meeting.
- Document the outreach effort undertaken for the Project Update and Call for Projects process by including a list of all public meetings and comment opportunities, and information on how the process meets the requirements of MTC's Public Participation Plan.

2. Agency Coordination

- Work closely with local jurisdictions, transit agencies, MTC, Caltrans and stakeholders to update Plan Bay Area project information and identify new candidate projects for consideration in Plan Bay Area 2040. CMAs will assist with agency coordination by:
 - Communicating this Project Update and Call for Projects guidance to local jurisdictions, transit agencies, Caltrans and stakeholders and coordinate with them on completing the project application form, reviewing and verifying project information and submitting projects for review by MTC.
 - Developing freeway operations and capacity enhancement projects in coordination with MTC and Caltrans staff.
 - Developing transit improvement projects in coordination with MTC and transit agency staff.

3. Title VI Responsibilities

- Ensure the public involvement process provides underserved communities access to the project submittal process in compliance with Title VI of the Civil Rights Act of 1964.
 - Assist community-based organizations, communities of concern and any other underserved community interested in submitting projects.
 - Remove barriers for persons with limited English proficiency to have access to the project submittal process.
 - For additional Title VI outreach strategies, please refer to MTC's Public Participation Plan found at: http://files.mtc.ca.gov/pdf/ppp/Final_Draft_PPP_and_PBA_Apendix_A_1-30-15.pdf.

4. Project Funding Plans

Project/programs must have a full funding plan for inclusion into Plan Bay Area 2040. These full funding plans may consist of both Committed and Discretionary funding sources. MTC Resolution No. 4182 establishes the Committed Projects and Funds Policy for Plan Bay Area 2040 by defining criteria to determine committed transportation projects and funding sources. The the Committed Projects and Funds Policy defines:

- **Committed** funding sources as -funds directed to a specific entity or for a specific purpose as mandated by statute or by the administering agency.
- **Discretionary** funding sources as:
 - Subject to MTC programming decisions.
 - Subject to compliance with Commission allocation conditions.
 - Subject to competitive state and federal funding programs often involving MTC advocacy.
- For additional information, please refer to the Committed Projects and Funds Policy at: http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2401/9a_Resolution_NO_4182.pdf
- For the Call for Projects, CMAs and multi-county project sponsors must identify and confirm committed funds and make requests for consideration of discretionary funds, either as part of the County Target Budgets or as a direct request to MTC.

A. County Target Budgets

- Ensure that the list of candidate project/programs fits within the county target budget identified by MTC.
 - County target budgets are intended to place a cap on project/program submittals by CMAs.
 - County target budgets are not to be construed as the financially constrained budget used for assigning funds to projects/programs in the preferred investment strategy for Plan Bay Area 2040.
 - County target budget revenue sources include Regional Transportation Improvement Program (RTIP) and OneBayArea Grant (OBAG) funds, which consists of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) revenues. OBAG funds include STP and CMAQ funding for the period of FY 2017-18 to FY 2039-40 (23 years). All projects identified for the OBAG funding target in the Call for Projects must be eligible to receive OBAG funding; therefore, generally not road or transit expansion projects.
 - All committed funds sources (including existing county sales tax measures) are excluded from the county target budgets.
 - Anticipated local revenue refers to sales tax reauthorizations and new county revenue measures that are being considered for an election ballot prior to Plan Bay Area 2040 adoption (June 2017). Revenue from reauthorizations and new measures is included in the below table in column E.
 - Revenue from sales tax reauthorizations are included for the period from the expiration of existing committed and adopted county tax measures to FY

2039-40. Estimates are based on Plan Bay Area projections from county sales tax authorities. New county revenues are estimated for the period from FY 2017-18 to FY 2039-40, except for Sonoma County where revenues are forecasted only through FY 2018-19. These augmentation revenues are included to allow CMAs to submit candidate projects/programs that would be funded through a revenue augmentation in the Project Update and Call for Projects process. The inclusion of candidate augmentation projects/programs is necessary to allow for projects/programs that may be funded by local revenues secured over the course of the Plan development to be included in MTC's project-level performance assessments and air quality conformity analysis.

County Target Budgets (in billions of Year-of-Expenditure \$)

A	B	C	B + C = D	E
County	RTIP	OneBayArea Grant	Total Funds	Anticipated Local Revenue**
Alameda	\$2.03	\$0.62	\$2.65	n/a
Contra Costa	\$1.39	\$0.45	\$1.84	\$5.40
Marin	\$0.38	\$0.10	\$0.48	n/a
Napa	\$0.25	\$0.09	\$0.34	n/a
San Francisco	\$1.03	\$0.38	\$1.41	\$7.00
San Mateo	\$1.05	\$0.27	\$1.32	n/a
Santa Clara	\$2.41	\$0.87	\$3.28	\$5.80
Solano	\$0.63	\$0.19	\$0.82	\$1.60
Sonoma	\$0.77	\$0.24	\$1.01	\$1.60
Total	\$9.92	\$3.21	\$13.13	\$21.40

**Numbers are based on most recent publicly available data, CMAs are requested to update as necessary.

B. Regional Discretionary Requests

- Some projects, particularly regional capital intensive projects will not fit within the constraints of the County Target Budgets, and should make discretionary funding requests directly to MTC.
- Similarly, multi-county transit operators, Caltrans and other regional agencies should coordinate discretionary funding requests within the project/program's respective county, but may make discretionary funding requests directly to MTC.

5. Cost Estimation Review

- Project/program cost estimates should be developed using a reasonable basis, including guidelines produced by local, state or federal agencies. MTC has identified the following cost estimation guidelines available for use:
 - Federal: National Cooperative Highway Research Program's Guidance for Cost Estimation and Management for Highway Projects During Planning, Programming and Preconstruction, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w98.pdf.

- State: Caltrans' Project Development Procedures Manual Chapter 20, Project Development Cost Estimates,
http://www.dot.ca.gov/hq/oppd/pdpm/chap_pdf/chapt20.pdf.

6. Programmatic Categories

- Bundle projects into programmatic categories, where possible. Programmatic categories are groups of similar projects/programs and strategies that are included under a single listing for simplicity in Plan Bay Area 2040. Rules for establishing programmatic categories are as follows:
 - Programmatic categories consist of projects/programs that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
 - Regionally significant projects/programs are not included in programmatic categories; projects/programs that add or remove vehicular or fixed-guideway transit capacity are listed separately.
 - Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects/programs that do not fit within programmatic categories are listed individually. See Attachment C for guidance on the programmatic categories.

7. Project Application

- Submit candidate projects/programs for Plan Bay Area 2040 via MTC's web-based application. Sponsors will be able to:
 - Update/modify Plan Bay Area project/program information.
 - Remove Plan Bay Area project/programs that are either complete or are no longer being pursued.
 - Add new projects/programs.
- Training for the web-based application form will be available during MTC's May Partnership Technical Advisory Committee (PTAC) meeting, 1:30 p.m., Monday, May 18, 2015, MetroCenter Auditorium.

8. Submittal Process

- Submit to MTC as part of the official project/program submittal:
 - Board resolution authorizing the submittal of the candidate projects/programs for Plan Bay Area 2040 prior to MTC's September 30, 2015, deadline.
 - Documentation that a public meeting was held allowing the public to comment on the candidate projects/programs for Plan Bay Area 2040.
 - Documentation of how the Project Update and Call for Projects process was conducted in compliance with Title VI of the Civil Rights Act of 1964.

Questions about Project Update and Call for Projects for Plan Bay Area 2040 should be directed to Adam Noelting (anoelting@mtc.ca.gov, 510.817.5966).

B. TRANSIT OPERATING, TRANSIT CAPITAL ASSET, AND LOCAL STREETS/ ROADS ASSET NEEDS ASSESSMENTS

MTC will work directly with transit operators to update information on transit operators' operating needs and revenues, as well as transit operators' capital asset needs through the FY 2039-40 planning horizon. CMAs should expect to play a supporting role should transit operators serving their county call on the CMA for assistance. The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Detailed schedule information is available in section C of this document.

MTC is conducting the Call for Projects and Needs Assessments data collection efforts simultaneously to create efficiencies for CMA, local agencies and transit operators. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

9. Transit Operating Needs Assessment

- In order to accurately reflect the transit operating and maintenance levels, costs and revenues in Plan Bay Area 2040, MTC staff will be collecting information from transit operators for the period from Fiscal Year (FY) 2014-15 to FY 2039-40. In May, transit operators will receive an Excel template from MTC with detailed instructions for completing the Transit Operating Needs Assessment. Requested information includes:
 - Projected costs to operate at existing service levels over the period of the Plan.
 - Projected costs and service levels associated with planned, committed projects.
 - Projected revenue from local sources to be used for transit operations.
- MTC recognizes the difficulty and uncertainty inherent in developing long-range revenue, operations cost and service level projections. As always, we ask each operator to provide its best estimate of future needs based on current conditions and MTC will work with operators to make necessary refinements as economic and other conditions change prior to Plan Bay Area 2040 adoption (2017).
- Additional details and technical guidance for the Transit Operating Needs Assessment will be released on May 1, 2015.

Questions about the Transit Operating Needs Assessments for Plan Bay Area 2040 should be directed to William Bacon (wbacon@mtc.ca.gov, 510.817.5628).

10. Transit Capital Asset Needs Assessment

- The Regional Transit Capital Inventory (RTCI) houses the information used for projecting the transit capital needs for the Plan and the state of good repair of the region's transit system.

The RTCI was last updated in 2011. Operators will be asked to submit updates to the RTCI via MTC’s new web-based application. Sponsors will be able to:

- Update/modify their existing transit capital asset information.
 - Remove assets that are no longer part of the inventory.
 - Add new assets or assets that have not previously been included in the RTCI.
- The web-based application form will be available May 1, 2015.
 - Additional details and guidance on the transit capital needs assessment, RTCI, and MTC’s web-based project application will be released on May 1, 2015.

Questions about the Transit Capital Needs Assessments for Plan Bay Area 2040 should be directed to Melanie Choy (mchoy@mtc.ca.gov, 510.817.5607).

11. Local Streets and Roads Needs Assessment

- Plan Bay Area 2040 will use data provided for the 2014 California Statewide Local Streets and Roads Needs Assessment, which is produced jointly by the state’s cities, counties and regional transportation planning agencies. MTC provided project management for the 2014 assessment.

Questions about the Local Streets and Roads Needs Assessments for Plan Bay Area 2040 should be directed to Theresa Romell (tromell@mtc.ca.gov, 510.817.5772).

C. CALL FOR PROJECTS AND NEEDS ASSESSMENTS GUIDANCE PROCESS TIMELINE

Task	Start	End
<i>Guidance</i>		
Release Call for Projects Guidance	April	N/A
Release Detailed Transit Operating and Capital Asset Needs Assessments Guidance	May	N/A
<i>Project Submittals</i>		
Transit Operating Needs Data Collection	May 1	July 1
Transit Capital Asset Data Collection	May 1	July 1
Development of Local Streets and Roads Needs Assessment by MTC	May	July
Update Plan Bay Area Project/Program Information	May 1	Sept’ 30
Submit New Projects/Programs	May 1	Sept’ 30
Submit Official Board Action Authorizing Submittal of Final Project List	N/A	Oct’ 31

Plan Bay Area is based on 10 performance targets against which we can measure and evaluate various land use scenarios and transportation investments and policies. Some of these targets were made by law, while others were added through consultation with experts, stakeholders and the public.

The first two targets are required by Senate Bill 375, "The California Sustainable Communities and Climate Protection Act of 2008" (Steinberg), and address the respective goals of climate protection and adequate housing:

- (1) Reduce per-capita carbon dioxide emissions from cars and light-duty trucks by 7 percent by 2020 and by 15 percent by 2035, if there is a feasible way to do so.
- (2) House by 2035, 100 percent of the region's projected 25-year growth by income level, *without displacing current low-income residents. (language in italics adopted by MTC and ABAG and not identified in SB 375)*

The remaining eight targets reflect voluntary goals in the following categories:

Healthy and Safe Communities

- (3) Reduce premature deaths from exposure to particulate emissions:
 - (a) Reduce premature deaths from exposure to fine particulates (PM 2.5) by 10 percent;
 - (b) Reduce coarse particulate emissions (PM 10) by 30 percent; and,
 - (c) Achieve greater reductions in highly impacted areas.
- (4) Reduce by 50 percent the number of injuries and fatalities from all collisions (including bike and pedestrian).
- (5) Increase the average daily time walking or biking per person for transportation by 60 percent (for an average of 15 minutes per person per day).

Open Space and Agricultural Preservation

- (6) Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries).

Equitable Access

- (7) Decrease by 10 percent the share of low-income and lower-middle income residents' household income consumed by transportation and housing.

Economic Vitality

- (8) Increase gross regional product (GRP) by 90 percent – an average annual growth rate of approximately 2 percent (in current dollars).

Transportation System Effectiveness

- (9) Increase non-auto mode share by 10 percent and decrease automobile vehicle miles traveled per capita by 10 percent.
- (10) Maintain the transportation system in a state of good repair:
 - (a) Increase local road pavement condition index (PCI) to 75 or better;
 - (b) Decrease distressed lane-miles of state highways to less than 10 percent of total lane-miles; and,
 - (c) Reduce average transit asset age to 50 percent of useful life.

The matrix below illustrates how a variety of project types will be categorized in Plan Bay Area 2040. All project types should fall within one of the categories below, based on the transportation system of the project and the project purpose. Further detail on programmatic categories is provided on the following page.

		PROJECT PURPOSE			
		Expansion	System Management	Preservation	Operations
TRANSPORTATION SYSTEM	Local Road	<ul style="list-style-type: none"> • New bike/ped facilities • New/extended roadway (more than ¼ mile) • New lane on existing roadway (more than ¼ mile, includes auxiliary lanes) • New bridge or expanded bridge capacity • Road diet (more than ¼ mile) 	<ul style="list-style-type: none"> • Intersection improvements (less than ¼ mile) • Management systems • Safety and security • Multimodal streetscape improvements (less than ¼ mile) • Travel demand management • Congestion pricing 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	State Highway	<ul style="list-style-type: none"> • New bike/ped facilities • New/extended highway (more than ¼ mile) • New lane on existing highway (more than ¼ mile, includes auxiliary lanes) • New bridge or expanded bridge capacity • New I/C, I/C modification (with added capacity) 	<ul style="list-style-type: none"> • Management systems • Safety and Security • Minor Highway Improvements (less than ¼ mile) • Travel demand management • I/C modifications (no added capacity) 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Public Transit	<ul style="list-style-type: none"> • New/extended fixed guideway (rail, BRT, ferry) • New/expanded station/terminal (including parking facilities) • Fleet/service expansion 	<ul style="list-style-type: none"> • Management systems • Safety and security • Minor transit improvements 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Tollway	<ul style="list-style-type: none"> • New/extended toll/express lanes • Lane conversion • New toll bridge 	<ul style="list-style-type: none"> • Management systems • Safety and Security 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	<ul style="list-style-type: none"> • Routine operations and maintenance
	Freight	<ul style="list-style-type: none"> • New/expanded terminal • New/extended truck lanes (in urban areas) • New trackage 	<ul style="list-style-type: none"> • Minor freight improvements • Safety and security • Track reconfiguration 	<ul style="list-style-type: none"> • Preservation/rehabilitation 	
	Other		<ul style="list-style-type: none"> • Travel demand management • Land use • Planning • Emission reduction technologies 		

*Project types highlighted in green must be submitted individually, while project types that are not highlighted must be grouped into programmatic categories.

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Attachment C

Project Types and Programmatic Categories Description

A. PROGRAMMATIC CATEGORIES

Programmatic categories are groups of similar projects, programs, and strategies that are included under a single group for ease of listing in the RTP/SCS. Rules for establishing programmatic categories are as follows:

- Programmatic categories consist of projects that are exempt from air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions (CE) or documented categorical exclusions (DCE) from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- Regionally significant projects are not included in programmatic categories; projects that add or remove vehicular or fixed-guideway transit capacity are listed separately.
- Programmatic categories are established around a set of similar project types, not necessarily funding types.
- Projects that do not fit into the programmatic categories are listed as individual projects.

Proposed programmatic categories are listed below:

Expansion

1. New Bicycle and Pedestrian Facilities

Systems: Local Road, State Highway

Types: New and extended bike and pedestrian facilities (less than ¼ mile)

System Management

2. Management Systems

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Incident management; signal coordination; ITS; TOS/CMS; ramp metering; transit management systems; automatic passenger counters; CAD-AVL; fare media; Transit Sustainability Project; construction or renovation of power, signal, and communications systems; toll management systems; toll media

3. Safety and Security

Systems: Local Road, State Highway, Public Transit, Freight

Types: Railroad/highway crossings and warning devices; hazardous location or feature; shoulder improvements; sight distance; Highway Safety Improvement Program implementation; Safe Routes to Schools projects and programs; traffic control devices other than signalization; guardrails, median barriers, crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety and communications and surveillance systems; rail sight distance and realignments for safety; safety roadside rest areas; truck climbing lanes outside urban area; emergency truck pullovers

4. Travel Demand Management

Systems: Local Road, State Highway, Other

Types: Car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool, ridesharing activities; information, marketing and outreach; traveler information

5. Intersection Improvements

Systems: Local Road

Types: Intersection channelization; intersection signalization at individual intersections; minor road extension or new lanes (less than ¼ mile)

6. Multimodal Streetscape Improvements

Systems: Local Road

Types: Minor bicycle and/or pedestrian facility gap closure; ADA compliance; landscaping; lighting; streetscape improvements; minor road diet (less than ¼ mile)

7. Minor Highway Improvements

Systems: State Highway

Types: Noise attenuation; landscaping; scenic easements; sign removal; directional and informational signs; minor highway extension or new lane (less than ¼ mile)

8. Minor Transit Improvements

Systems: Public Transit

Types: Minor/routine expansions to fleet and service; purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); construction of small passenger shelters and information kiosks; small-scale/CE bus terminals and transfer points; public transit-human services projects and programs (including many Lifeline Transportation Program projects); ADA compliance; noise mitigation; landscaping; associated transit improvements (including bike/pedestrian access improvements); alternative fuel vehicles and facilities

9. Minor Freight Improvements

Systems: Freight

Types: Construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)

10. Land Use

Systems: Other

Types: Land conservation projects; TOD housing projects

11. Planning

Systems: Other

Types: Planning and research that does not lead directly to construction

12. Emission Reduction Technologies

Systems: Other

Preservation

13. Preservation/Rehabilitation

Systems: Local Road, State Highway, Public Transit, Tollway, Freight

Types: Pavement resurfacing and/or rehabilitation; bike/pedestrian facilities rehabilitation; non-pavement rehabilitation; preventive maintenance; emergency repair; bridge rehabilitation, replacement or retrofit with no new capacity; transit vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; purchase of office and shop and operating equipment for existing facilities; purchase of operating equipment for vehicles, such as farebox, lifts, radios; purchase of support vehicles; toll bridge rehabilitation, replacement, or retrofit with no new capacity; freight track and terminal rehabilitation

Operations

14. Routine Operations and Maintenance

Systems: Local Road, State Highway, Public Transit, Tollway

Types: Routine patching and pothole repair; litter control, sweeping and cleaning; signal operations; communications; lighting; transit operations and fare collection; transit preventive maintenance; toll operations & fare collection

B. INDIVIDUALLY LISTED PROJECTS

Projects that do not fit into a programmatic category must be listed individually in the RTP-SCS. Project types that must be included individually are listed below:*

Expansion

1. New or extended roadway or highway (length greater than ¼ mile)
2. New lane on existing roadway or highway (length greater than ¼ mile, includes auxiliary lanes)
3. New bridge or expanded bridge capacity
4. Road diet (length greater than ¼ mile)
5. New interchange or interchange modification (with added capacity)
6. New or extended fixed guideway (rail, BRT, ferry)
7. New or expanded station or terminal (including parking facilities)
8. Fleet/service expansion
9. New or extended toll/express lane
10. Lane conversion
11. New toll bridge
12. New or expanded freight terminal
13. New or extended truck lanes (within urban areas)
14. New trackage

System Management

15. Pricing program

16. Interchange modification (no additional capacity)
17. Freight track reconfiguration

*This list of project types is not necessarily exhaustive; any project that does not fall within a programmatic category must be identified individually in the RTP-SCS.

1. PROJECT TYPE & PROGRAM CATEGORIES MATRIX

Field	Description	Requirements
Project/Program Type	Please select the primary project/program type, which can be considered as the primary mode, such as state highway or public transit.	

2. COMMITTED STATUS

1. Is this project/program 100% funded through Local Funds?
2. Does this project/program have a full funding plan?
3. Will this project/program have a certified Environmental Impact Report (EIR) or Record of Decision for Environmental Impact Statement (EIS) by September 30, 2015?
If yes to Question 1, project is "Committed." If yes to Questions 2 and 3, project is "Committed."

3. BASIC INFORMATION

Field	Description	Requirements
Project Title	Please provide a brief title of the project/program. The title should indicate what the project/program is and NOT what the project/program does. <i>(i.e. Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street))</i>	Text
Project/Program Description	Please provide a brief description of the project/program, including location, limits and scope of work. This is where you can describe what the project/program does. <i>(i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B)</i> Note: large expansion projects will be asked to provide additional information to enable MTC staff to model the project.	Text, 255 characters max
County	Please select the county in which the project/program is located. If the project/program is located in more than one county, please select "Regional."	Text
Sponsor Agency	Please identify the agency that is serving as project/program sponsor.	Text
Operating Agency	Please identify the agency that will operate the facility once construction/procurement is complete.	Text
Implementing Agency	Please identify the agency that will implement/construct the project/program.	Text

4. COST

Field	Description	Requirements
Capital Cost (2017\$)	Please provide the estimated total cost of construction, including all phases leading up to construction. For non-construction project/programs, please provide the total cost of the project/program here.	\$, rounded up to the nearest \$100,000
<i>Environmental / Design (2017\$)</i>		
<i>Right-of-Way (ROW) (2017\$)</i>		
<i>Construction (2017\$)</i>		
<i>Rolling Stock (2017\$)</i>		
Operations & Maintenance Start (2017\$)	Please provide the estimated cost to operate and maintain the project/program from year of completion through 2040. Enter a total cost, not an annual cost. For non-construction project/programs, please enter \$0.	\$, rounded up to the nearest \$100,000
<i>Operations (2017\$)</i>		
<i>Maintenance (2017\$)</i>		

Notes:

1. Please contact the MTC staff if you have questions with how to convert your project/program's cost into 2017\$.
2. All 2017\$ cost values will be converted into the Year-of-Expenditure (YOE). MTC defines the YOE as the midpoint of construction.

*Example: YOE = [(Construction End – Construction Start) / 2 + Construction Start] or
YOE = [(2025 – 2020) / 2 + 2020] = 2023*

5. ESTIMATED BENEFIT BY MODE

Field	Description	Requirements
Auto	In addition to the primary project/program type, we would like to know if the project/program benefits other modes. For example, a new transit facility might also include bike paths. Please estimate the percentage of the project/program cost that can be attributed to each mode. This is a rough estimate and will only be used for summary purposes.	% of total cost
Transit		
Bike		
Pedestrian		
Freight		

6. SCHEDULE

Field	Description	Requirements
Certified Environmental Document Date	This is the date that the FEIR/FEIS was certified. This applies only to committed project/programs.	Month & Year
Capital Start Year	Please provide the first year of project/program construction (actual/estimated). For non-construction project/programs, please provide the first year the project/program will be implemented.	Year
<i>Environmental / Design</i>		
<i>Right-of-Way (ROW)</i>		
<i>Construction</i>		
<i>Rolling Stock</i>		
Operations & Maintenance Start Year	Please provide the first year of operations and maintenance costs (typically, the year after the construction is completed). For non-construction project/programs, please enter "0000."	Year
<i>Operations</i>		
<i>Maintenance</i>		

7. MODELING

Field	Description	Requirements
Notes	<p>Please describe the project/program in greater detail than what you submitted in the Project/Program Description. For roadway project/programs, we are looking for project extents and the number of lanes by type of lane (general purpose, HOV, HOT) before and after the project. For transit project/programs, we are looking for project extents, frequency before and after the project, changes in parking, station location, and any transit priority infrastructure (such as dedicated lanes and signal priority) that would be implemented with the project. For roadway and transit project/programs, we would also need to know what changes to bus routes that use the facility or support the new transit project would occur with the project.</p> <p>We acknowledge that describing a project in words is difficult. Please upload supporting documentation, which might include maps, CAD drawings, or even model files in Cube format.</p>	Text
Upload	This input accepts zipped folders only. Within the zipped folder, you can place any file type.	

8. FUNDING

Field	Description	Requirements
Prior Funding	Please indicate the total amount of funding (including federal, state, regional and local funds) that have been obligated or will have been obligated to this project/program prior to 2017.	\$
Committed Funding by Source	Please input the amount of funding, by source (including federal, state, regional and local funds) from the drop down menu, that have been committed to this project/program subsequent to 2017.	\$
Discretionary Funding by Source	Please identify the potential fund sources and dollar amounts for any additional discretionary funds that are needed to complete the project/program's full funding plan.	
<i>OneBayArea Grant</i>	Please coordinate your requests with your CMA to identify the amount of funds that will be requested.	\$
<i>RTIP</i>	Anticipated Local Discretionary Funds refers to revenues from possible new local/county revenue measures under consideration for implementation before the adoption of the Plan in 2017.	\$
<i>Anticipated Local Discretionary Funds</i>		\$
<i>Regional Discretionary Funds</i>	Please identify your request for other regional discretionary funds.	\$

9. CONTACT

Field	Description	Requirements
First Name	Please identify the project/program manager and their contact information.	Text
Last Name		Text
Title		Text
Phone		Text
Agency		Text
Email		Text

Final List of Plan Bay Area Transportation Projects/Programs by County

July 17, 2013

**Amounts shown in millions of year of expenditure (YOE) dollars*

County	RTPID	Project	Total Cost	Committed Funding	Discretionary Funding
Solano	21341	Construct new Fairfield/Vacaville multimodal train station for Capitol Corridor intercity rail service (Phases 1, 2 and 3)	\$ 49	\$ 49	\$ -
Solano	22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities and pedestrian access improvements)	\$ 76	\$ 76	\$ -
Solano	22632	Widen American Canyon Road overpass at I-80	\$ 12	\$ 12	\$ -
Solano	22634	Construct an adjacent 200-space, at-grade parking lot at the Vacaville Intermodal Station (Phase 1)	\$ 13	\$ 13	\$ -
Solano	22794	Improve Curtola Transit Center, includes 420 space parking structure and transit plaza on existing park and ride lot, auto/carpool pick-up and circulation improvements	\$ 18	\$ 12	\$ 6
Solano	22795	Improve Fairfield Transportation Center, includes 1,000 additional parking spaces	\$ 34	\$ 12	\$ 22
Solano	22985	Implement transit hub in the Benicia Industrial Park	\$ 1	\$ 1	\$ -
Solano	94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road at I-80	\$ 191	\$ 144	\$ 47
Solano	98212	Expand bicycle and pedestrian facilities	\$ 5	\$ -	\$ 5
Solano	230311	Widen and improve Peterson Road with the addition of a truck-stacking lane	\$ 2	\$ 2	\$ -
Solano	230313	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	\$ 96	\$ 93	\$ 3
Solano	230322	Rebuild and relocate eastbound Cordelia Truck Scales Facility (includes a new 4-lane bridge across Suisun Creek and new ramps at eastbound Route 12 and eastbound I-80)	\$ 104	\$ 104	\$ -
Solano	230326	Improve I-80/I-680/Route 12 Interchange (Phase 1), includes widen I-80 and I-680 and improve direct freeway to freeway connections	\$ 578	\$ 347	\$ 231
Solano	230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway, add eastbound mixed-flow lane from Route 12 East to Airbase Parkway, and remove I-80/auto Mall hook ramps and C-D slip ramp	\$ 52	\$ -	\$ 52
Solano	230558	Provide Lifeline transit service countywide	\$ 50	\$ -	\$ 50
Solano	230590	Widen Railroad Avenue on Mare Island to 4-lanes from G Street to Route 37	\$ 5	\$ 5	\$ -
Solano	230635	Improve Vacaville Intermodal Station (Phase 2), includes parking garage	\$ 11	\$ 3	\$ 9
Solano	240210	Implement I-505/Vaca Valley Parkway interchange improvements (includes widening southbound off-ramp at Vaca Valley Parkway, widening Vaca Valley Parkway to provide protected left turn pockets, and signalization of the southbound ramp intersection)	\$ 2	\$ 2	\$ -
Solano	240213	Implement I-80/Lagoon Valley Road interchange improvements (includes widening existing overcrossing from 2 to 4 lanes, widening the westbound ramp and intersection, widening and realigning the eastbound ramps, and signalization of both eastbound and westbound ramp intersections)	\$ 10	\$ 10	\$ -
Solano	240313	Benicia Intermodal Facilities Project: Construct transit intermodal stations at Military West and West 14th, and Military West and First Street	\$ 3	\$ 3	\$ -
Solano	240556	Enhance bicycle and pedestrian facilities	\$ 1	\$ -	\$ 1
Solano	240558	Rehabilitate bicycle and pedestrian facilities	\$ 1	\$ -	\$ 1
Solano	240559	Improve ADA access at existing intercity transit centers	\$ 1	\$ -	\$ 1
Solano	240572	Enhance transit information services (includes adding GPS devices and tracking hardware and software to all buses, and display media to bus stations)	\$ 1	\$ -	\$ 1
Solano	240573	Install security cameras and monitoring equipment at Solano transit stations	\$ 1	\$ -	\$ 1
Solano	240575	Rehabilitate major transit centers in Solano County	\$ 2	\$ -	\$ 2

Final List of Plan Bay Area Transportation Projects/Programs by County

July 17, 2013

**Amounts shown in millions of year of expenditure (YOE) dollars*

County	RTPID	Project	Total Cost	Committed Funding	Discretionary Funding
Solano	240576	Replace existing transit fleet	\$ 10	\$ -	\$ 10
Solano	240578	Transit maintenance	\$ 50	\$ -	\$ 50
Solano	240593	Implement safety improvements to state highways in Solano County	\$ 1	\$ -	\$ 1
Solano	240594	Implement enhancements on highways in Solano County (includes landscaping, soundwalls, gateways, multi-modal enhancements, and hardscaping)	\$ -	\$ -	\$ -
Solano	240595	Modify interchanges to improve operations, safety, multi-modal access, and improve signal timing	\$ 1	\$ -	\$ 1
Solano	240596	Conduct corridor studies of Solano highways and freeways and install non-ITS performance measures	\$ 3	\$ -	\$ 3
Solano	240599	Rehabilitate local bridges	\$ 1	\$ -	\$ 1
Solano	240600	Local streets and roads operations and maintenance	\$ 1,165	\$ 1,112	\$ 53
Solano	240601	Implement Solano County's local air quality and climate protection strategies	\$ 3	\$ -	\$ 3
Solano	240602	Implement ridesharing measures (includes ridematching, vanpool services, and commute trip planning/consulting)	\$ 14	\$ -	\$ 14
Solano	240604	Implement local parking management programs	\$ 1	\$ -	\$ 1
Solano	240605	Implement Solano County's Safe Routes to School program	\$ 28	\$ -	\$ 28
Solano	240606	Implement Solano County's Safe Routes to Transit program	\$ 7	\$ -	\$ 7
Solano	240608	Provide transit service to seniors and individuals with disabilities (separate from Lifeline)	\$ 28	\$ -	\$ 28
Solano	240609	Rehabilitate transit guideways (includes docking facilities and channel maintenance for WETA ferries)	\$ 1	\$ -	\$ 1
Solano	240610	Local transportation planning and public outreach efforts	\$ -	\$ -	\$ -
Solano	240719	Transit Operations Support	\$ 1	\$ -	\$ 1
Solano	240720	Local Road Safety	\$ 3	\$ -	\$ 3
Solano	240721	Maintain state highways in Solano County	\$ 5	\$ -	\$ 5
Solano	240722	Implement Solano County's regional air quality and climate protection strategies	\$ 5	\$ -	\$ 5
Solano	240739	Dredge Channel to Port of Stockton	\$ 18	\$ 18	\$ -

UNIFIED PROJECT LIST – June 2015

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This is a Route of Regional Significance.	Vision	No	Benicia Business Park EIR
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Vision	No	Benicia Business Park EIR
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits) AGENCY PRIORITY PROJECT	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance. Design to start FY 2015-2016 with improvements in FY 2016-2017. Estimated cost \$710,000.	Vision	No	Benicia TIF
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Vision	No	STA Countywide Bicycle and Pedestrian Plans

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Vision	No	San Francisco Bay Trail Plan
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). These are Transit Facilities of Regional Significance. May include local and express bus and park-and-ride. These are RM-2 funded facilities.	a) and b) completed and c) underway and completed end of 2015.	No	
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. This is a Transit Facility of Regional Significance.	Vision	No	Private development proposal
	Benicia	Citywide Bike Path Improvements per General Plan	Construct bike path improvements per General Plan.	Vision	Yes	Benicia General Plan
	Benicia	Citywide Walkway Improvements per General Plan	Construct walkway improvements per General Plan	Vision	Yes	Benicia General Plan
	Benicia	Citywide Traffic Calming Improvements	Construct citywide traffic calming improvements	Vision	Yes	Benicia General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 120	Benicia	First Street and Waterfront	Construct ferry terminal and support facilities at end of First Street to provide direct ferry service to San Francisco Ferry Terminal.	Vision	No	Pending Water Transportation Plan
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Vision	No	STA Countywide Pedestrian Plan
09CTP 012	Benicia	First Street Streetscape Project	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street. This is a Route of Regional Significance.	Vision	No	STA Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	None identified
09CTP 213	Dixon	I-80/SR 113 Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	None identified
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	None identified
09CTP 215	Dixon	I-80/West A St. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	None identified
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. This project is an option identified in the SR 113 MIS.	Vision	No	STA SR 113 MIS

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 217	Dixon	Parkway Blvd Overcrossing AGENCY PRIORITY PROJECT	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance. At the right-of-way acquisition stage but dependent on development.	Design	No	None identified
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This is a Route of Regional Significance.	Vision	No	None identified
09CTP 222	Dixon	Pedrick Road Overcrossing	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Vision	No	None identified
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Complete landscaping and pedestrian improvements in A Street/1st Street/Railroad track area in downtown Dixon. This is a Route of Regional Significance.	Vision	No	None identified

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Construct new park and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Vision	No	
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Construct a Capitol Corridor passenger train station in downtown Dixon and obtain a Capitol Corridor service commitment. This is a Transit Facility of Regional Significance.	Vision West B Street	No	Solano Rail Facilities Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement AGENCY PRIORITY PROJECT	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. Improve transit, pedestrian, and bicycle access to Transit center with direct connection to Linear Park Trail. This area is one of the county's PDAs. This is a Route of Regional Significance.	Designed	No	Fairfield General Plan
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Peabody Rd.	Construct the remaining segment of the Manuel Campos Parkway, including a new segment from Mystic Drive to Dixon Hill Road and additional lanes from Dixon Hill Road to Peabody Road. This is a Route of Regional Significance.	Designed	No	Fairfield General Plan
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Vision	No	I-80/ I-680/ SR-12 Interchange Plan
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.	Vision	No	I-80/ I-680/ SR-12 Interchange Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 184	Fairfield	Linear Park Path	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Clay Bank Rd. has been largely completed.	Initiated	No	Fairfield General Plan; STA Countywide Bike Plan
09CTP 195	Fairfield	ADA Access at bus facilities	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	Initiated	No	Fairfield General Plan
09CTP 193	Fairfield	Expand Fairfield Transportation Center AGENCY PRIORITY PROJECT	Phased expansion of parking facilities at the FTC to include a 600 car parking structure with the potential of adding an additional 600 car parking structure, for a total of 1,200 additional parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. This is a Transit Facility of Regional Significance.	Initiated	No	Fairfield General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Ongoing	No	Solano County Capital Improvement Plan (CIP)
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds AGENCY PRIORITY PROJECT	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance	Initiated – environmentally cleared, initiating design	No	None Identified
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Vision	No	Fairfield Train Station Specific Plan
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Lewis Road, Fry Road, Meridian Road and McCory Road. This is a Route of Regional Significance.	Ongoing	No	Solano County CIP

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
	Solano County	Suisun Valley Farm to Market project AGENCY PRIORITY PROJECT	Construct a Class II bicycle lane loop and pedestrian improvements on various roads in the Suisun Valley as part of the Farm to Market program, including Suisun Valley Road, Rockville Road, Mankas Corner Road, Abernathy Road, and Ledgewood Road. Project is undergoing environmental review.	Initiated	Yes	Solano County General Plan / Suisun Valley Strategic Plan / STA Countywide Bicycle/Ped estrian Plan
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Vision	No	General Plan / Northeast Dixon Agricultural Services Area Plan
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Vision	No	Legislative platforms for STA & Solano County
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road. Construction expected in 2015.	Designed	No	STA Countywide Bicycle/ Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
	Solano County	Putah Creek Road Bike Route AGENCY PRIORITY PROJECT	Construct Class II bike lanes along both sides of Putah Creek Road from Winters Road to Stevenson Road Bridge/County line. Phase I of construction in 2016	Initiated,	Yes	CIP, STA Countywide Bicycle Plan
09CTP 057	Solano County	Green Valley active transportation network	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Vision	No	Solano County General Plan / Middle Green Valley Specific Plan
09CTP 059	Solano County	Cordelia Hills Sky Valley open space and trail project	Purchase open space and construct multi- use paths and trails. Connect open space to McGary Road or other segment of the regional bike network. ROW acquisition is expected in 2016.	Initiated	No	STA Countywide Bicycle/ Pedestrian Plan
09CTP 052	Solano County	TDA Article 8 share to STA 2018 to provide county-wide service	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Ongoing	No	STA Consoli- dated Transportati on Service Agency (CTSA)
	Solano County	Support STA in Phase II non-ambulatory service in Solano County	Support STA's program to provide non- ambulatory service to residents in all of Solano County through the New Freedom Grant	Vision	Yes	STA CTSA

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
	Solano County	Midway Road – Porter Road – Pitt School Road connector improvements AGENCY PRIORITY PROJECT	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon. The project is environmentally cleared.	Vision	Yes	Solano County CIP
	Solano County	English Hills bicycle/pedestrian path	Construct a buffered bicycle/pedestrian path in the English Hills Rd area	Vision	Yes	STA Countywide Bicycle Plan and Pedestrian Plan
	Solano County	Suisun Valley Road – Napa bicycle path connector	Construct bicycle paths along Suisun Valley Road to connect bike paths in the Suisun Valley area to Napa County	Vision	Yes	STA Countywide Bicycle Plan and Pedestrian Plan
	Solano County	Cordelia Road / UPRR Crossing Reopening	Complete improvements to Cordelia Road at Hale Ranch Road. Improvements are more than 50% complete.	Design	Yes	Solano County CIP

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Driftwood Drive - Safe Route to School Project AGENCY PRIORITY PROJECT	Construct a Class I pedestrian/bicycle path and various improvements along Driftwood Drive from Marina Boulevard to Josiah Circle, as well as along the east side of Josiah Circle north of Driftwood Drive. This path connects to the Grizzly Island Trail and fronts the Crystal Middle School.	Initiated	Yes	2012 Countywide Bike Plan and Countywide SR2S Plan
09CTP 073	Suisun City	McCoy Creek Trail - Phase II - Bicycle & Pedestrian Path	Extend the existing McCoy Creek Trail along the canal tops to the City limit bordering Fairfield at E. Railroad Avenue. This is a Safe Route to School project.	Vision	No	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Pedestrian/Bicycle Overcrossing over UPRR Tracks	Extend the McCoy Creek trail into Fairfield via a grade-separated pedestrian/bicycle overcrossing over Railroad Avenue, the railroad tracks, and the existing soundwall. This will connect to an existing Class I pedestrian/bicycle trail in Fairfield. This is a Safe Route to School project.	Vision	No	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Lotz Way Improvements - Bicycle & Pedestrian Path AGENCY PRIORITY PROJECT	Construct a Class I pedestrian/bicycle path along Lotz Way from Marina Boulevard to the Train Depot on Main Steet.	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Lawler Ranch Subdivision Bikeway AGENCY PRIORITY PROJECT	Construct a Class I pedestrian/bicycle trail along the south side of the Lawler Ranch Subdivision, starting on Anderson Drive at Crescent Elementary then along the south side of the Lawler Ranch Subdivision/Lawler Ranch Parkway to the intersection of Highway 12 and Walters Road. .	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Local Streets and Roads Improvements	Construct residential, arterial and connector roadway improvements.	Initiated	Yes	Suisun City's 2035 General Plan
	Suisun City	Grade Crossing at UPRR Tracks on Main Street	Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.	Vision	Yes	2012 Countywide Pedestrian Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Grizzly Island Trail – Phase II	Extend the Grizzly Island Trail east along the south side of Highway 12 from Grizzly Island to Walters Road.	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Suisun Marsh Pedestrian/Bicycle Path	Construct a Class I pedestrian/bicycle path along the Suisun Marsh.	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Old Town Streetscape Improvements	Eliminate user obstructions in sidewalks; provide other sidewalk improvements; upgrade ADA-compliant curb ramps; install pedestrian level street lighting; install trees suitable for use adjacent to sidewalks; install roadway signage and striping; and install wayfinding signs and other signs.	Vision	Yes	2012 Countywide Pedestrian Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Sunset Avenue Widening at UPRR Tracks	Widen and improve the roadway, including the pedestrian/bicycle crossing on Sunset Avenue at the UPRR tracks that separate Suisun City from Fairfield. This is a Route of Regional Significance.	Vision	Yes	2012 Countywide Pedestrian Plan
	Suisun City	Bella Vista Drive Path Gap Closure to the McCoy Creek Trail	Construct a Class 1 pedestrian/bicycle path from the westerly terminus of Bella Vista Drive along the canal bank to the west to connect to the McCoy Creek Trail.	Vision	Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Humphrey Drive Bike/Ped Trail from Laurel Creek to Old Railroad Avenue	Construct a Class I pedestrian/bicycle trail along the canal bank of the Humphrey Ditch from the McCoy Creek Trail to E. Railroad Avenue. The Humphrey Ditch is located along the east side of Humphrey Drive.	Vision	Yes	2012 Countywide Bike and 2012 Countywide Pedestrian Plan
	Suisun City	Cordelia Road West of Old Town	Widen Cordelia Road from one lane in each direction to multi-lanes in each direction. This is a Route of Regional Significance.	Vision	Yes	Suisun City's 2015 CTP List
	Suisun City	Pedestrian Bridge over Highway 12 at Marina Boulevard	Construct a grade-separated pedestrian/bicycle overpass over Highway 12 at Marina Boulevard.	Vision	Yes	Suisun City's 2015 CTP List
	Suisun City	Highway 12 Corridor Improvements	Construct improvements within the Highway 12 Corridor from Pennsylvania Avenue to Walters Road. This is a Route of Regional Significance.	Vision	Yes	SR12 Corridor System Management Plan
	Suisun City	Civic Center Boulevard Roadway Gap Closure to Marina Circle	Extend Civic Center Boulevard from its southern terminus to the south to connect to Marina Circle.	Vision	Yes	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	New Road within Petersen/Johnson Parcels	Construct a roadway through the currently empty parcels located east of Walters Road between Highway 12 and Petersen Road. This extension may include an east-west segment connecting to Walters Road, as well as a north-south segment connecting to Petersen Road.	Vision	Yes	Suisun City's 2015 CTP List
	Suisun City	Extension of the North Basin Pedestrian/Bicycle Path to Marina Circle	Extend the North Basin pedestrian/bicycle path to Marina Circle.	Vision	Yes	2012 Countywide Bike Plan and 2012 Pedestrian Plan
	Suisun City	Main Street Alley Improvements	Construct improvements to the alley that runs parallel to and west of Main Street from Spring Street to Common Street.	Initiated	Yes	Suisun City's 2015 CTP List
	Suisun City	Highway 12 Widening	Widen and improve Highway 12. This is a Route of Regional Significance	Vision	Yes	SR12 Corridor System Management Plan and 2012 SR12 Comprehensive Evaluation and Corridor Management Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.	Initiated	No	2012 Countywide Pedestrian Plan
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.	Vision	No	Suisun City's 2015 CTP List
	Suisun City	Pennsylvania Avenue Widening	Widen Pennsylvania Avenue from Highway 12 to Cordelia Road. This is a Route of Regional Significance.	Vision	Yes	Suisun City's 2015 CTP List
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with Class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.	Vision	No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Extend Railroad Avenue from Marina Boulevard to the Main Street/Highway 12 westbound On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.	Vision	No	Suisun City's 2035 General Plan
	Suisun City	Buena Vista Avenue Extension Railroad Avenue Extension Project.	Extend Buena Vista Avenue from Marina Boulevard through the 30-acre site which is located northwest of Highway 12 and Marina Boulevard. This roadway extension will connect to the Railroad Avenue Extension project on the west end of the City.	Vision	Yes	Suisun City's 2015 CTP List
	Suisun City	Highway 12 Overpass at Pennsylvania Avenue	Construct a grade-separated overpass over Highway 12 at Pennsylvania Avenue	Vision	Yes	2001 Highway 12 Major Investment Study
	Suisun City	Highway 12 Flyover to West Street	Construct an off-ramp/flyover from Highway 12 at Pennsylvania Avenue to Old Town Suisun over the UPRR railroad tracks.	Vision	Yes	SR12 Corridor System Manage- ment Plan
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.	Vision	No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 066	Suisun City	Travis AFB South Gate Project & Petersen Road Pedestrian/Bike Path	Widen Petersen Road from Walters Road to the Travis AFB South Gate. This project includes constructing a Class I pedestrian/bicycle path to the Suisun City Sports Complex. This is a Route of Regional Significance.	Vision	No	Suisun City's 2015 CTP List
09CTP 070	Suisun City	Rail Station Improvements	Construct general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, new additional bicycle lockers, corridor signage, traffic modifications, & rider experience improvements. Develop a station master plan consistent with the City's planned PDA for the area. This is a Transit Facility of Regional Significance.	Designed	No	2012 Countywide Pedestrian Plan
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area.	Vision	No	2012 Countywide Pedestrian Plan
09CTP 068	Suisun City	Park-and-Ride Lot Landscape Project	Periodically replace, upgrade and modify landscaping/irrigation at existing Suisun City Park-and-ride lot.	Vision	No	Suisun City's 2015 CTP List
09CTP 062	Suisun City	Improve and provide additional bus shelters	Install solar bus shelters to bus stops as needed. Install additional bus shelters with solar. Managed by FAST.	Initiated	No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 064	Suisun City	Provide direct bus connections to rail station	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Vision	No	Suisun City's 2015 CTP List
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Construct sound walls along railroad tracks between tracks and the common property line with the City, as well as along future developments as needed.	Vision	No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Vision	No	Vacaville General Plan and Transportation Impact Fee
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. This is a Route of Regional Significance.	Vision	No	Vacaville General Plan and Transportation Impact Fee
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities. This is a Route of Regional Significance. This project will likely be needed in the next 5 years. Will consider initiating pre-design studies in next 2 years. May eliminate need for 09CTP084.	Vision	No	Vacaville General Plan and Transportation Impact Fee
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance.	Vision	Yes	Vacaville General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 109	Vacaville	Ulatis Creek Bike Facilities	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). The remaining segment that is an alternate modes funding priority for Vacaville is from I-80 to Allison Drive.	Initiated	No	Vacaville General Plan
09CTP 110	Vacaville	Alamo Creek Bike Facilities	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned or Preliminary Design (depending upon location). This is complete from Marshall to Nut Tree. The segment north of Marshall is ROW constrained and not feasible. The remaining segment of this project is along New Alamo Creek from Nut Tree to Leisure Town Road.	Initiated	No	Vacaville General Plan
09CTP 111	Vacaville	Elmira Road Bike Path	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Vision	Yes	Vacaville General Plan
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Develop high-density housing, mixed use and support facilities in the eastern downtown area for Vacaville. This area is designated as a Priority Development Area.	Vision	Yes	Vacaville General Plan, Downtown Policy Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.		No	
09CTP 104	Vacaville	Interagency coordination of regional bus services	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.		nO	
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Phase 2 to include the construction of a 250 space surface lot directly adjacent to bus transfer facility. This is a Transit Facility of Regional Significance.	Designed	No	Vacaville General Plan
09CTP 105	Vacaville	Real-time bus tracking systems	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.		No	
	Vacaville	Lagoon Valley / I-80 Interchange	Widen existing overcrossing to provide protected left turn pockets. Reconstruct EB ramps and widen WB ramps for turn movements.	Designed	No	Vacaville General Plan, Lagoon Valley Policy Plan
	Vacaville	Foxboro Parkway Extension	Extend Foxboro Parkway as a 4 lane divided arterial from Nut Tree Road to Vanden Road.	Initiated	Yes	Vacaville General Plan, Southtown D.A.

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Vacaville	Elmira Road East of Leisure Town	Widen to 4 Lane Arterial This is a Route of Regional Significance.	Vision/ Development Initiated & Designed south side	No	Vacaville General Plan
	Vacaville	Vaca Valley Parkway	Widen Vaca Valley Pkwy from I-80 to I-505 to 6 lane divided arterial – Route of Regional Significance	Vision	No	Vacaville General Plan and Transporta tion Impact Fee
	Vacaville	Peabody Road South of Alamo	Widen to 6 lane divided Arterial	Vision	No	Vacaville General Plan
	Vacaville	Jepson Parkway AGENCY PRIORITY PROJECT	Construct the Vacaville portion of the 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. This is a Route of Regional Significance.	Initiated/ Designed	No	Vacaville General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 199	Rio Vista	SR 12/Church Road and Amerada Intersections	Improve the SR 12 and Church Road intersection. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection. A PSR is being prepared for the project. This is a Route of Regional Significance.			SR 12 MIS
09CTP 204	Rio Vista	Sacramento River Waterfront	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.		Yes	Rio Vista Waterfront Specific Plan
09CTP 205	Rio Vista	Citywide Trail System	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.		Yes	Rio Vista General Plan
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossings	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. This is a Route of Regional Significance.		Yes	Rio Vista General Plan
09CTP 162	Rio Vista	Rio Vista Delta Breeze Intercity and Local Bus Service	Continue to provide transit services connect to intercity routes for travel on BART, Capitol Corridor, Greyhound, Tri Delta, SCT/LINK, FAST and Vallejo Transit.		No	Rio Vista General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 201	Rio Vista	Sacramento River Waterfront	Construct a facility to support passenger ferry service to either Sacramento or San Francisco, and/or water taxi service between various locations in Rio Vista and Isleton.		Yes	
09CTP 202	Rio Vista	Provide intermodal transit centers for regional connections.	Construct a multi-modal transit center, including facilities for express bus service routes to SCT/LINK, FAST, Vallejo Transit, Tri Delta. Location options are Main and Front streets (downtown) or SR 12 and Church Road.		Yes	Rio Vista General Plan

Vallejo Submittal from 2010

CTP ID	Agency	Location / Title	Description
09CTP 146	Vallejo	I-80 / Redwood Interchange	Improve on/off ramp circulation from I-80.
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Increase capacity of roadway segment.
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. Portions of this project are not in Solano County.
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Pedestrian and landscaping improvements.
09CTP 113	Vallejo	Improve I-80/ American Canyon Rd. interchange including park & ride lot	Construct interchange improvements, including ramp round-abouts. Examine potential of construction formal Park and Ride lot to replace casual lot currently in use.
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Improve major roadways on and connecting to Mare Island. Some, but not all, of these are Routes of Regional Significance.
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Widen Columbus Pkwy from 2 lanes to 4 lanes. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned..
09CTP 138	Vallejo	I-80/Turner Overcrossing	Add additional east-west connection to local streets; may provide bike/ped access across I-80.
09CTP 150	Vallejo	Mare Island Causeway	Replace existing causeway bridge.
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Improve on/off ramp circulation to SR 37.
09CTP 137	Vallejo	Bay Trail Completion	Complete segments of the Bay Trail.
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/ Bike Path	Construct a Class 1 bike/ped path along Blue Rock Springs Golf Course.
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Construct a Class 1 bike/ped path along Columbus Pkwy.
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Replace existing structure

CTP ID	Agency	Location / Title	Description
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Construct a Class 1 bike/ped path along Fairgrounds Drive.
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Construct a bike/ped path along Broadway.
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.
09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.
09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).
09CTP 156	Vallejo	I-780/Lemon St./ Curtola Pkwy. transit center	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project.
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned.
	Vallejo	Vallejo Station bus transit center	Covered bus bays, transit operations center offices, pedestrian enhancements <i>This is a portion of Project 09CTP119</i>
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. <i>This is a portion of the previous project, 09CTP119</i>
	Vallejo	Vallejo Station City Hall parking structure	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. <i>This is a portion of the previous project, 09CTP119</i>
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Replacement/Upgrade of buses operating on intercity routes.

CTP ID	Agency	Location / Title	Description
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Expand taxi program, call center and interface with Social Services Agencies.
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Improve efficiency and provide parking for new buses.
09CTP 123	Vallejo	Vallejo Ferry Terminal	Acquire new ferries (5 th and 6 th vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical.
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Construct Phases I and II of the Mare Island Ferry Maintenance Facility.
09CTP 132	Vallejo	Connect to regional rail service	Reactivate rail lines and establish passenger rail service connections to regional carriers.
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.
09CTP 145	Vallejo	Light rail service to Contra Costa County	Light rail service to connect with BART
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Construct 1000-space multi-level parking structure with transit connections.
09CTP 152	Vallejo	Citywide rail lines	Acquisition and re-use of railroad right-of-way throughout Vallejo; re-activate rail service
09CTP 153	Vallejo	Mare Island Rail Service	Improvements to at-grade railroad crossings on Mare Island
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.
09CTP 158	Vallejo	Mare Island Water Taxi Service	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)
09CTP 127	Vallejo	Expand paratransit	Expand paratransit program over different modalities

ATTACHMENT D

- **Vision** - the project or program is identified in a General Plan or other adopted document, but no steps have been taken towards implementation.
- **Initiated** – Project has been initiated, i.e., Project Initiation Document started, environmental review started.
- **Designed** - Design and right-of-way work is underway or completed; or, the project is ready for construction or a construction phase has begun.

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	SR 113 Improvements.	Improve SR 113 between SR 12 and Midway Road in accordance with the recommendations of the SR 113 MIS. Improvements include standard cross-section and reconstructing the Z curve at Argyle Park.	Vision	No	SR 113 MIS
15CTPxx	STA	Solano I-80 Express Lanes Project	Construct new Express lanes and convert existing HOV lanes to Express Lanes. This project consists of 3 segments: <ol style="list-style-type: none"> 1. Convert the HOV lane between Red Top Road and Airbase Parkway to an Express Lane 2. Construct a new Express Lane from Air Base Parkway to I-505 3. Construct a new Express Lane from the Carquinez Bridge to SR 37 	Initiated Initiated Vision	No	MTC Regional Express Lane Network Plan
15CTPxx	STA	Solano I-680 Express Lanes Project	Construct new Express lanes on I680 from the Benicia Martinez Bridge to the I-80/I-680/SR 12 interchange.	Vision	No	MTC Regional Express Lane Network Plan

15CTPxx	STA	SR 12 East improvements	Develop a prioritized implementation plan for projects found in the Rio Vista Bridge study, SR 12 MIS and Rio Vision plan.	Vision	No	SR 12 MIS, Rio Vista Bridge Study and Rio Vision Implementation
15CTPxx	STA, TAM, SCTA, NCTPA MTC	SR 37 Sea Level Rise Mitigation Project	Reconstruct and/or raise SR 37 between Vallejo and Novato to mitigate sea level rise, improve tidal restoration and relieve congestion. Project initiation estimated at \$12M to \$15M	Vision	Yes	Caltrans SR 37 study
15CTPxx	STA	I-80 WB Cordelia Truck Scale Relocation This is a regional Goods Movement priority project.	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east.	Initiated	No	
15CTPxx	STA	I-80 and I-680 Freeway Performance Initiative Implementation	Install and activate Intelligent Transportation System (ITS) elements, including ramp metering, carpool lanes, changeable message signs, closed-circuit television cameras, and incident management programs along I-80 and I-680 per the Solano Highways Operations Study.	Initiated	No	2010 Solano Highways Operations Study

15CTPxx	STA	Construct additional park-and-ride facilities	Construct park-and-ride facilities identified in the Draft I-80/I-680/I-780/SR 12 Transit Corridor Study: 1) I-680/Gold Hill 2) I-80/Hiddenbrooke 3) I-80/Fairgrounds 4) Relocate Dixon's Market Ln P&R 5) Solano College (Fairfield Campus)	Vision	No	2014 Draft I-80/ I-680/ I-780/ SR 12 Transit Corridor Study
15CTPxx	STA	Countywide Gateways	Implement the Solano Highway Improvement Program (SOHIP).	Vision	Yes	SoHIP Plan
15CTPxx	STA	Jepson Parkway THIS IS AN STA PRIORITY PROJECT THIS IS A CITY OF VACAVILLE PRIORITY PROJECT	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. Phase 1 Phase 2 Phase 3 This is a Route of Regional Significance.	Initiated Designed Designed	No	2014 Jepson Parkway Concept Plan Jepson Parkway EIR and EIS
15CTPxx	STA	Safe Routes to School Projects and Programs THIS IS AN STA PRIORITY PROGRAM	Identify, design and construct individual infrastructure projects per STA's Safe Routes to Schools Plan. Develop and implement non-infrastructure education, encouragement, enforcement, and evaluation programs.		No	Solano SR2S Plan
15CTPxx	STA	Safe Routes to Transit Plan	Implement the Solano Safe Routes to Transit Plan by funding construction of priority projects identified in the Plan.	Initiated	No	SR2T Plan
15CTPxx	STA	Solano Bicycle Plan Projects	Implement the Solano Countywide Bicycle Plan by funding construction of priority projects identified in the Plan.	Initiated	No	County-wide Bike Plan

15CTPxx	STA	Solano Pedestrian Plan Projects	Implement the Solano Countywide Pedestrian Plan by funding construction of priority projects identified in the Plan.	Initiated	No	County-wide Ped Plan
15CTPxx	STA	SR 12 Transit Corridor Study	Implement the 2006 State Route 12 Transit Corridor study.		No	
15CTPxx	STA	I-80/I-680/I-780 Transit Corridor Study	Implement the 2004 I-80/I-680/I-780 Transit Corridor study.		No	
15CTPxx	STA	Streets and Roads Rehabilitation	Provide adequate funding to maintain local streets and roads at a Pavement Condition Index of Good or better.	Initiated	No	Solano Annual Pothole Report
15CTPxx	STA	Complete Streets	Develop a Solano Complete Streets Plan	Vision	Yes	Plan Bay Area/ OBAG
15CTPxx	STA	Solano Bike and Ped Wayfinding Signage THIS IS AN STA PRIORITY PROJECT	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	Designed	No	STA County-wide Bicycle Plan
15CTPxx	STA	New Plans and Studies	Water Transportation Plan Airport Access Plan Resiliency and Adaptation Plan Travel Safety Plan	Vision	Yes	

15CTPxx	STA	<p>SolanoExpress</p> <p>THIS IS AN STA PRIORITY PROGRAM</p>	<p>Continue to operate and support the SolanoExpress intercity bus system, including providing marketing, schedule coordination and, where appropriate, expanded service.</p> <p>Seek funds to replace vehicles with clean fuel vehicles, and/or to replace vehicles at the appropriate phase of their useful life.</p>			
15CTPxx	STA	<p>SNCI Rideshare and Vanpool Services</p> <p>THIS IS AN STA PRIORITY PROGRAM</p>	<p>Sustain and expand the existing Solano Napa Commuter Information (SNCI) including ride matching program, employer outreach, vanpool and STA's vanpool and commuter incentive programs.</p>			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange THIS IS AN STA PRIORITY PROJECT	Construction Phase 1: (EA -04-0A5344, Advantage# 0400021131): Green Valley Road Interchange and SR12 (West) Connector – This phase began construction in mid-June 2014. This contract is constructing a new connector from westbound I-80 to westbound SR12 (West) (Jameson Canyon), crossing over (braiding with) a new on ramp from Green Valley Road to westbound I-80. This contract is also reconstructing Green Valley Road between Business Center Drive and Auto Plaza Court, including the Green Valley Road Overcrossing accommodating the ultimate width necessary for I-80. The project also includes ramp metering, traffic operations system elements, interim bicycle/pedestrian facilities and significant utility relocation, including relocation of a PG&E valve lot to outside of the immediate project area. This project is constructing the most northerly (outside) portion of westbound I-80			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange THIS IS AN STA PRIORITY PROJECT	<p>between Green Valley Road and SR12 (West), creating the space necessary to construct Phase 3. No existing traffic patterns will be changed at the end of this contract. – UNDER COSTRUCTION</p> <p>Construction Phase 2: (EA – 04-0A5361): I-680/Red Top Road Interchange – This contract will construct a new partial interchange at I-680 and Red Top Road, including realigning Lopes Road and Fermi Road to accommodate the future I-680 alignment. Contract will also include significant utility relocation. This project will add a new local connection to mitigate access changes resulting from future contracts. – IN DESIGN</p>			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange THIS IS AN STA PRIORITY PROJECT	Construction Phase 3: (EA – 04-0A5371): I-80 Westbound to I-680 Southbound Connector – This contract will construct the first of the two main regional interstate connectors, realigning southbound I-680 approximately 0.5 miles to the west of the original location, connecting back to the existing alignment near the I-680/Red Top Road interchange. A westbound off ramp will be constructed to the I-80/Green Valley Road interchange and a new westbound on ramp improvements will be added to the I-80 / Suisun Road Interchange, completing both interchanges. Green Valley Road will be realigned south of I-80 into the newly vacated southbound I-680 roadway. At the end of this contract, the northbound I-680/westbound I-80 connector and the eastbound I-80/southbound I-680 connectors will be removed. These movements will be			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange THIS IS AN STA PRIORITY PROJECT	<p>rerouted through the two local interchanges I-80/Green Valley Road and I-680/Red Top Road improved as a part of phases 1 and 2. – IN DESIGN</p> <p>Construction Phase 4: I-680 Northbound to Eastbound I-80 Connector – This contract will realign northbound I-680 to complement the improvements of Construction Phase 3, reconstruct the eastbound SR12 (West) connector to eastbound I-80, and reconstruct the eastbound ramps at I-80/Green Valley Road. These improvements comprise the southerly (outside) portion of eastbound I-80 between SR12 (West) and Green Valley Road. A third eastbound lane will be added to SR12 (East) between Chadbourne and the Webster Street off ramp. No additional access improvements will be constructed with this phase.</p>			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange THIS IS AN STA PRIORITY PROJECT	Construction Phase 5: Northbound I-680 to Westbound SR12 (West) Connector and SR12 (West)/Red Top Road/Business Center Drive – This contract will construct the northbound I-680/westbound SR12 (West) connector (essentially removed in contract 3), extend Business Center Drive from its current terminus westerly across SR 12, connecting with a realigned Red Top Road at the existing I-80/Red Top interchange. This project, which will include construction of a new interchange on SR12 (West) at Red Top and reconstruction of the I-80/Red Top Interchange will complete the local roadway improvements resulting in a parallel arterial between I-80/Red Top Road east to I-80/Abernathy Road, 5 miles to the east.			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
15CTPxx	STA	I-80/I-680/SR12 Interchange THIS IS AN STA PRIORITY PROJECT	<p>Construction Phase 6: I-80/I-680 HOV/T Connector – This contract will construct the HOV (can accommodate HOT) connector between I-680 and the eastern leg of I-80 connecting in the median of both facilities.</p> <p>Construction Phase 7: Remaining I-80 / I-680 connectors – This contract will construct the eastbound I-80 to southbound I-680 and northbound I-680 to westbound I-80 connectors. These two low volume ramps will complete the interstate-interstate movements of the I-80/I-680 interchange. The northbound I-680 to westbound I-80 ramp construction will require replacement of the Union Pacific Railroad (UPRR) Cordelia Underpass, including new track.</p>			



DATE: August 13 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways Element – State of the System Report

Background:

The Solano Comprehensive Transportation Plan (CTP) is one of the STA’s primary long-range planning document, along with the Congestion Management Program (CMP) and the Metropolitan Transportation Commission’s Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The first step in this process is to define the system and to identify the current condition of the system.

The STA Board has adopted a definition of the Arterials, Highways and Freeways system by identifying Routes of Regional Significance. The definitions used to select Routes of Regional Significance are provided below, and the Routes are shown in the map attached as Exhibit A.

1. Solano County Congestion Management Program (CMP) Network

The Solano County CMP includes a defined roadway system used for monitoring mobility in the county. The system consists of all State highways and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. The STA monitors Level of Service (LOS) impacts to the CMP system from proposed development projects considered by each of the seven cities and the County of Solano.

2. Access to Existing and Planned Transit Centers Serving Intercity Trips

Intercity transit services enhance travel mobility to/from and within Solano County as well as providing increased transportation capacity. SolanoExpress buses, Capitol Corridor trains and WETA ferries provide this mobility, and operate from a set of major transit hubs.

Prioritizing transportation funding for roadway segments that provide access to existing and planned intercity transit services is an important option to address congestion. Therefore, roadway segments that provide access to intercity transit services can be considered Routes of Regional Significance. Examples of existing/planned transit centers serving intercity trips include:

- Fairfield Transportation Center
- Vacaville Transportation Center
- Existing Amtrak/Capitol Corridor Station in Suisun City and the new Fairfield/Vacaville station which is under construction
- Vallejo Ferry Terminal

3. Access to a Major Employment Center with Higher Traffic Volumes

According to the 2005 Bay Area Commuter Profile, Solano County commuters have the longest average commute trip compared to any other Bay Area County. Approximately 40% of Solano County residents commute outside the county for employment purposes. Providing sufficient transportation capacity supports the location of additional employment in Solano County. Major employment centers located in Solano County will take advantage of employees currently commuting long distances and will add to the economic vitality of the County.

Roadway segments that provide access to major Solano County based employment centers with existing or projected traffic volumes on arterials that justify a separated 2-lane roadway can qualify as a Route of Regional Significance. Employment centers should take into account the total amount of traffic generated by employee trips or patron trips utilizing services within the employment center. Examples of existing major employment centers in Solano County are:

- Kaiser Permanente- Vallejo and Vacaville
- Six Flags Discovery Kingdom- Vallejo
- Genetech (Vacaville and Dixon Facilities)
- Westfield Shoppingtown- Fairfield
- Travis Air Force Base
- Benicia Industrial Park

4. Intercity and Freeway/Highway Connection

Improving intercity mobility is one of the overall goals of the Solano CTP. Roadways that accommodate intercity trips, freeway to freeway trips, and freeway to highways connections can qualify as a Route of Regional Significance. These include roadway facilities with existing or projected traffic volumes arterials that justify a separated 2-lane roadway. Examples of roadways that provide intercity and freeway/highway connections are:

- Jepson Parkway
- North Connector (Suisun Parkway and Business Center Drive)
- Columbus Parkway

5. Improves Countywide Emergency Response

In case of emergencies or road closures, emergency vehicles need to have adequate alternative access to respond to incidents. Solano County has experienced major incidences of grass fires, flooding, and traffic accidents that were extreme enough to close a freeway or highway corridor for hours. It is important to maintain frontage roads and parallel routes that are alternative options if freeway or highway corridor remains closed for long periods of time. Examples of roads that fit this description are:

- Lyon Road (Solano County near I-80)
- Lopes Road (Solano County near I-680)
- McCormick Road (Solano County near SR 12)
- McGary Road (Fairfield and Solano County near I-80)
- Future North Connector (Suisun Parkway and Business Center Drive) (near I-80 and SR12)

The second step in developing the Solano CTP - Arterials, Highways, and Freeways Element is adopting the State of the System report.

The Draft Solano CTP - Arterials, Highways, and Freeways Element State of the System report was presented to the Arterials, Highways, and Freeways Committee on August 12, 2015. The Committee requested a Caltrans map on Solano freeway and highway conditions be included, that Fry Road and McCormack Roads be included in the Arterials discussion, and that a section on Complete Streets be added.

Discussion:

The complete Draft Solano CTP - Arterials, Highways, and Freeways Element State of the System report is included as Attachment B. The Report looks at the Arterials, Highways, and Freeways system from two different point of view: operations, which covers traffic volume, congestion and safety; and maintenance, with a focus on pavement condition.

Operations: the traditional measure of roadway performance is Level of Service (LoS), usually measured by the Volume to Capacity (V:C) ratio. Every roadway and intersection has a capacity, based primarily on the number of lanes and design speed. During the peak hour of traffic, the number of cars traveling the roadway is measured, and the ratio of actual volume to capacity is measured and reported as a letter grade. When the volume exceeds the capacity - a V:C ratio of 1 or greater - the roadway receives an "F" grade, and is essentially in gridlock.

Each City and the county set their own LoS standard, usually ranging from C to E. The California Department of Transportation (Caltrans) also sets an operational standard for the state highway and interstate freeway system, based on average vehicle speed. If the speed drops below 35 MPH, the roadway is considered congested.

The Report covers all of the freeways and highways, but not all of the arterials due to their number. Instead, it focuses on 8 arterials that provide inter-city connections or critical routes that parallel interstate freeways or state highways. Those roadways are:

- Midway Road, from SR 113 to I-505
- Jepson Parkway, from I-80 to SR 12
- Peabody Road, from Elmira Road to Airbase Parkway
- Hillborn Road/Waterman Blvd/Abernathy Road/Rockville Road/Suisun Valley Road, from I-80 to I-80.
- Cordellia Road, from Suisun Main Street to I-680
- Lake Herman Road, from I-680 to Columbus Parkway
- Columbus Parkway, from I-80 to I-780
- Military West, from I-780 to E. 5th Street
- New – Fry Road from Leisure Town Road to SR 113
- New – McCormack Road and connecting roads, parallel to SR 12

In Solano County, the peak congestion is found during the evening commute (although significant congestion can also occur on weekends and during the morning peak). The most significant congestion, in terms of both volume and duration, is found on I-80 from the I-80/I-680/SR-12 interchange up to North Texas Street.

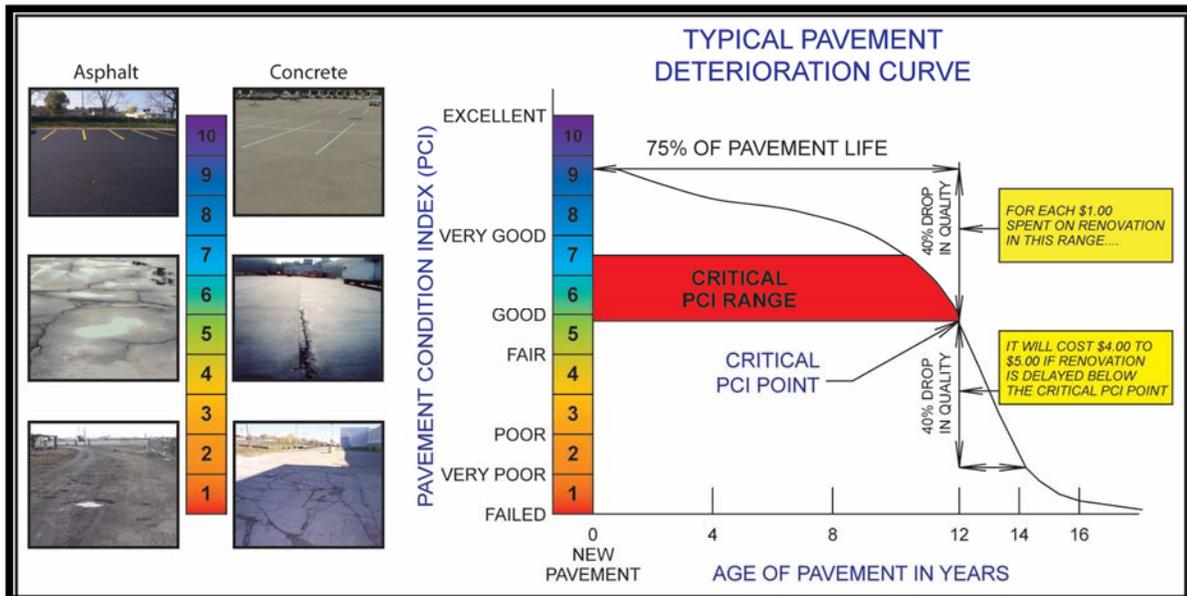
Traffic collision information is provided for each of the freeway and highway segments if it is available. The report uses the Caltrans standard of comparison to the statewide average for similar roadways.

Complete Streets: Complete Streets are designed to accommodate all forms of traffic. They are ‘context sensitive,’ meaning that they should accommodate the traffic they can be reasonable expect to handle. Rural roads do not need to be built to accommodate transit, and urban streets generally must account for cars, delivery vehicles, bicycles and pedestrians, and transit vehicles. In Solano County, Complete Streets analysis is applied to state highways, especially within city limits, and major arterials. The Complete Streets discussion is added to the analysis of each roadway rather than provided as a separate section. Three examples of complete streets are Jepson Parkway, North Connector (Suisun Parkway and Business Center Drive) and Wilson Avenue.

Maintenance: as with traffic congestion, there is a traditional measure of a roadway’s physical condition – the Pavement Condition Index, or PCI. PCI is a numeric score, with a PCI of 100 being a perfect, new road with no flaws in the pavement surface or substrata. PCI also includes the smoothness of driving on the roadway.

Very Good-Excellent (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of deterioration. distress
Good (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or peeling or flaking off of the top layer of asphalt as a result of water permeation.
Fair (PCI = 60-69)	Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
At Risk (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior better pavement categories.
Poor (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
Failed (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive on.

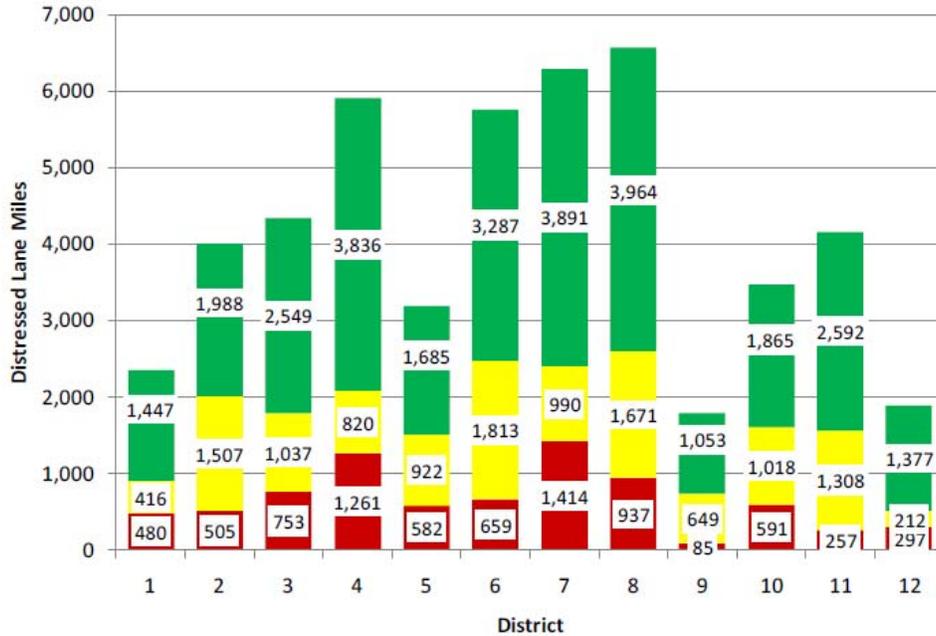
A roadway's PCI goes down as the surface deteriorates and cracks or holes appear in the pavement. This is especially important because surface flaws allow water to penetrate into and degrade the substrata, which then further accelerates deformation of the roadway surface. Roadway PCI deteriorates at a predictable rate, as shown in the following figure:



Early preventive maintenance of a roadway surface is a key, highly cost-effective method to reduce long-term repair costs. A dollar of maintenance expended when a roadway's PCI is in the Good range generally avoids \$5 needed to repair not only the surface but also the substrata that becomes necessary when the roadway falls into the Fair category.

Caltrans uses a different measure of roadway condition known as the International Roughness Index. Freeway condition is also assessed by measuring 'slab faulting,' i.e. locations where the large concrete slabs that make up many freeway segments shift or tilt, resulting in a gap or exposed edge.

The figure below shows Caltrans most recent assessment of freeway and highway pavement condition for the state. District 4 covers the Bay Area, including Solano. County-specific information is not available.



District	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
System Lane Miles	2,343	4,001	4,339	5,917	3,189	5,759	6,295	6,571	1,787	3,474	4,158	1,886	49,720
Major Structural Distress	75	248	308	218	217	328	414	385	7	302	93	40	2,635
Minor Structural Distress	212	208	289	332	268	247	403	319	78	191	87	69	2,702
Poor Ride Quality	193	49	155	711	97	85	597	233	0	98	77	188	2,483
Distressed Lane Miles	480	505	753	1,261	582	659	1,414	937	85	591	257	297	7,820
Pavement Maintenance	416	1,507	1,037	820	922	1,813	990	1,671	649	1,018	1,308	212	12,364
Good/Excellent Pavement	1,447	1,988	2,549	3,836	1,685	3,287	3,891	3,964	1,053	1,865	2,592	1,377	29,534
% Distressed Lane Miles	20%	13%	17%	21%	18%	11%	22%	14%	5%	17%	6%	16%	16%

Figure 4. Pavement Condition by District (2013)

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Arterials Highways and Freeways Element: Routes of Regional Significance Map
- B. Arterials Highways and Freeways Element: State of the System Report

Solano County Routes of Regional Significance

ATTACHMENT A

Legend

Roads

— Local Roads

Transit and Park and Ride Facilities

(Existing Facilities)

- Regional Commuter Rail Lines
- Bus Stop/Station and Park & Ride Lot
- Bus Stop Only
- Intercity Bus Service Yard
- Park and Ride Lot
- Ferry Facility
- Rail Station

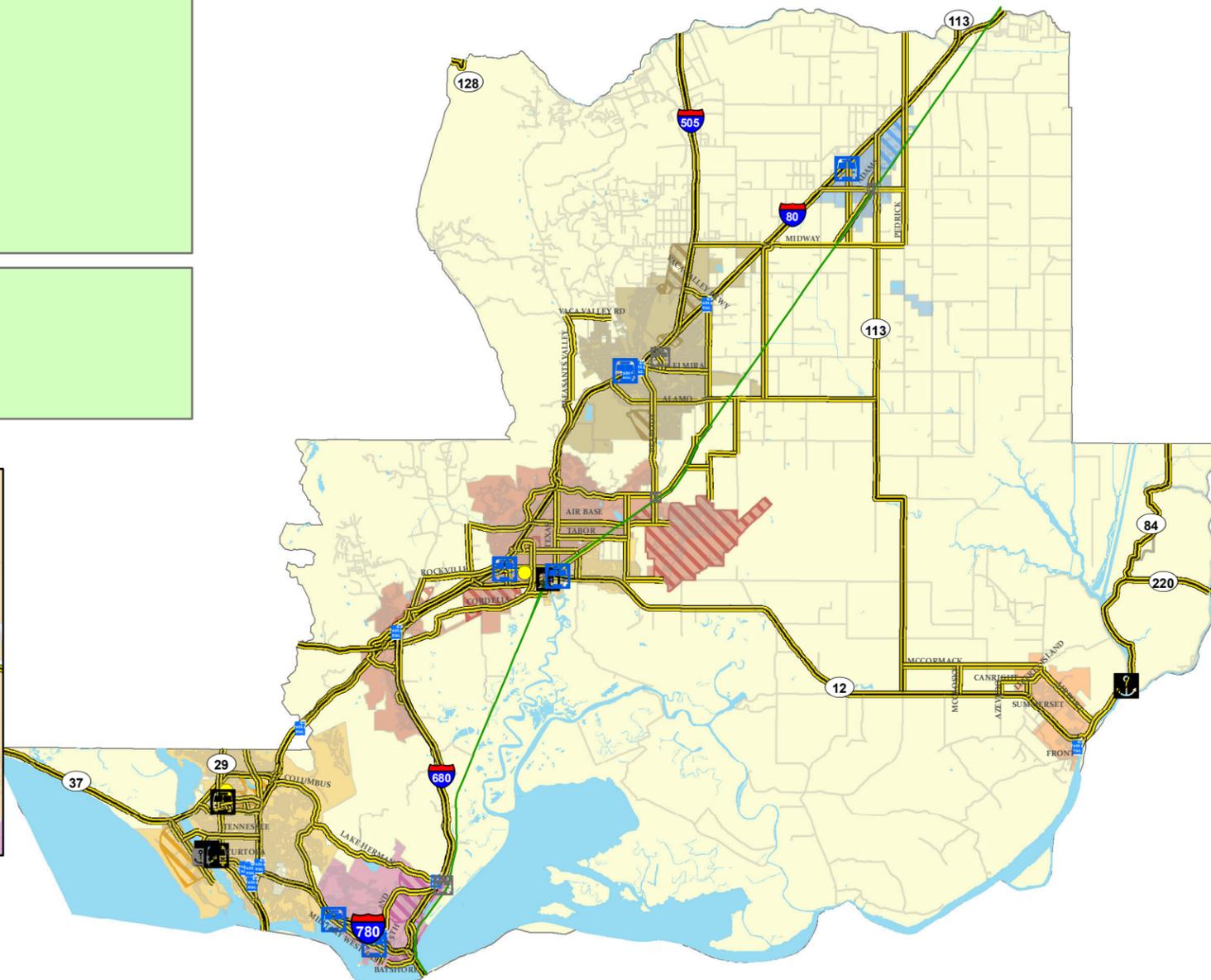
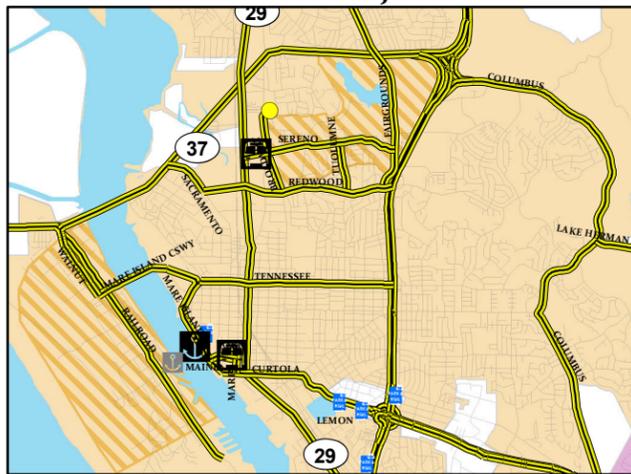
(Future Facilities)

- Future Intercity Bus Stop/Station
- Future Ferry Facility
- Future Rail Station

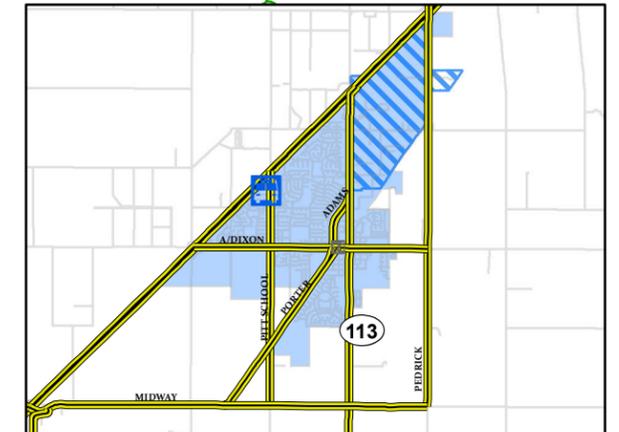
Cities and Major Employment Centers

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Suisun
- Vacaville
- Vallejo

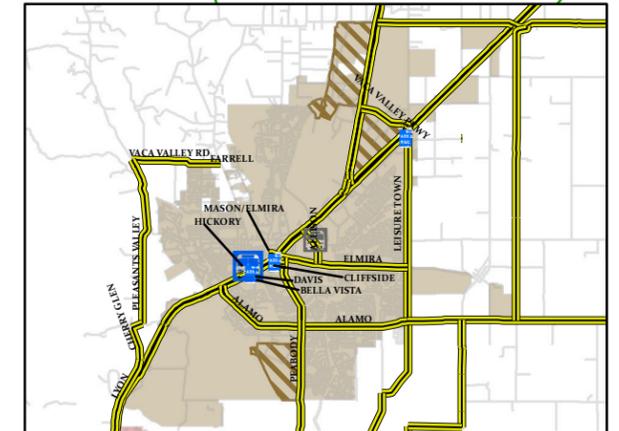
CITY OF VALLEJO



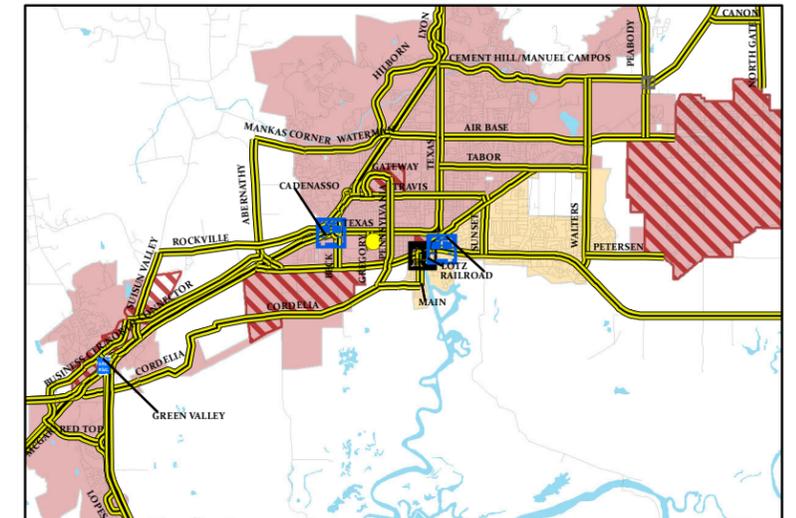
CITY OF DIXON



CITY OF VACAVILLE



CITY OF FAIRFIELD



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Arterials, Highways and Freeways State of the System

The previous section of the Arterials, Highways and Freeways Element describes the system - the roadways and other components that make up the Routes of Regional Significance. This next section describes the state of the Routes of Regional Significance system as of mid-2015. The reason for reporting on the state of the system is simple: if the purpose of the CTP - Arterials, Highways and Freeways element is to identify the desired future Arterials, Highways and Freeways system and set policies to get us from where we are to where we want to be, we need to know where we are. The state of the system chapter defines where we are.

The state of the Arterials, Highways and Freeways system is measured in two ways - how well it performs, and how well it is maintained. As with so much of the overall transportation system, these two features interact with each other. Well-maintained roads can handle more traffic, and more traffic leads to more wear and tear on the roadways. Well maintained roads can also handle more transit vehicles quickly, which leads to less wear and tear; and, they support a local economy that generates more taxes that support keeping the roads in good shape.

How Well It Performs

Drivers on Solano roadways know to expect delays in certain locations and times: I-80 westbound around the I-80/I-680/SR-12 interchange in the morning, and in both Vallejo and much of Fairfield in the evening, SR 37 west around the Mare Island Bridge in the morning are two of the most prominent examples. But where else does long-lasting congestion occur, and how is it measured?

The traditional measure of roadway performance is Level of Service (LoS), usually measured by the Volume to Capacity (V:C) ratio. LoS measurement is summarized as: every roadway and intersection has a capacity, based primarily on the number of lanes and design speed. During the peak hour of traffic, the number of cars traveling the roadway is measured, and the ratio of capacity to actual volume is measured and reported as a letter grade. When the volume exceeds the capacity - a V:C ratio of 1 or greater - the roadway receives an "F" grade, and is essentially in gridlock.

There are additional measures of performance for roadways. These include Vehicle Hours of Delay (VHD), which also measures congestion, Vehicle Miles Traveled (VMT) and collision rates. VMT is used as a proxy for measuring air emissions, especially greenhouse gases; more VMT means more air emissions. Collision rates on freeways and highways are reported in comparison to the statewide average for similar roads because this is the standard reporting metric used by Caltrans.

Total volume for a roadway is reported as Annual Average Daily Trips (AADT) – the average number of trips on a roadway, in a specific direction. AADT gives an idea of the volume of traffic on a road.

Another important measure is the percentage of trucks in the traffic flow, as trucks have an oversized impact upon congestion due to their large size and limited mobility.

Cities and counties set their own LoS standard; most typically have a standard of C, D or E. LoS C allows for better traffic flow than LoS E, but typically requires wider roadways and turn lanes. These wider roadways are more expensive to construct and maintain. On the other hand, once a roadway has an LoS that has deteriorated to E, the cost of expanding that roadway to bring the LoS back to C can be prohibitive. The community must then balance several competing outcomes: accepting congestion, funding expanded streets or changing the number, mix and timing of vehicle travel on the road network.

The California Department of Transportation (Caltrans) uses a different measure of congestion. Caltrans Mobility Performance Report and Analysis Program (MPRAP) reports freeway system operations in its Annual Mobility Performance Report (MPR) and in Annual /Quarterly Statistics web releases. The Caltrans methodology is summarized below.

Except for areas where a highway or freeway acts as a 'main street,' such as SR 12 in Rio Vista, SR 113 in Dixon and SR 29 in Vallejo, all Caltrans freeways and highways have similar speed limits (55 MPH, 65 MPH or, rarely in Solano County, 70 MPH). This allows Caltrans to use the speed of traffic flow as a measure of system performance. Caltrans uses a standard of 35 MPH; if traffic is moving below that speed, the roadway is considered congested. The MPRAP uses the Caltrans Performance Monitoring System (PeMS) which collects and archives vehicle counts and calculates speeds at all hours of the day and all days of the week and has analytical tools. Delay is determined by comparing the travel times over a segment of roadway at the speed of travel and the threshold speed where congestion is considered to occur.

The following pages show maps and tables showing how well the Routes of Regional Significance system is performing as of May 2015, when STA had actual traffic counts collected on several key arterial roadways. The information comes from a variety of sources: direct measurements taken by the cities and county by placing measuring tubes across the road (captures all traffic), cell phones, Bluetooth transmitters and other electronic device (measures speed of vehicles with electronic devices onboard), cameras that measure vehicle numbers and occupancy, and even on-site observers using the standard Mark I eyeball and manual counters. As the Bay Area economy improves, all of these systems are expected to show that local and regional traffic conditions are worsening.

Freeway Performance. The Interstate Freeway portion of the Routes of Regional Significance consists of I-505, I-780 I-680 and I-80. The Caltrans corridor reports that form the basis for this summary are provided in Appendix A.

A freeway is considered congested when the speed of traffic flow drops below 35 miles per hour. Congestion is referred to as *recurring* or *non-recurring*. Recurring congestion happens on a regular, often daily basis. An example of this is the Bay Bridge toll plaza on a weekday morning. Non-recurring congestion happens irregularly, and is usually associated with a one-time event like a vehicle breakdown or an accident. The location of recurring congestion can be mapped and predicted, and engineering solutions such as improved exit ramps can be implemented. Non-recurring congestion cannot be predicted, and the response is usually a mobile service such as a Freeway Service Patrol vehicle. This measure is used on freeways and highways only. Local roads, because of their frequent controlled intersections, do not measure recurring or non-recurring congestion.

Caltrans has a formal reporting system for recurrent congestion. The MPR also reports Bottleneck locations. PeMS is also used to determine bottleneck locations. PeMS defines a bottleneck as “a persistent and significant drop in speed between two locations on a freeway.” Bottlenecks are determined by the bottleneck identification algorithm in PeMS. This algorithm looks at speeds along a facility and declares a bottleneck at a location where there has been a drop in speed of at least 20 mph between the current detector and the detector immediately downstream. This speed drop must persist for at least five out of any seven contiguous five-minute data points, and the speed at the detector in question must be below 40 mph. While PeMS identifies the detector locations where these conditions are met, these bottleneck locations are only approximate (based on the locations where detectors are present). The bottlenecks identified through the PeMS Bottleneck Identification Algorithm are filtered by a number of factors to obtain the bottlenecks mapped in the documents below. This filtering was done to create a consistent bottleneck analysis process for all districts, and to only report bottlenecks that are recurrent and causing large amounts of delay. The bottlenecks reported include bottleneck locations that were active on at least 20 percent of all weekdays during the year, persisted for at least 15 minutes on average, and caused more than 100 vehicle hours of delay (VHD) per weekday.

The two following pages show Caltrans most recent bottleneck maps for Solano County and the surrounding area. Note that these maps are based on 2012 data, and may not reflect current conditions.

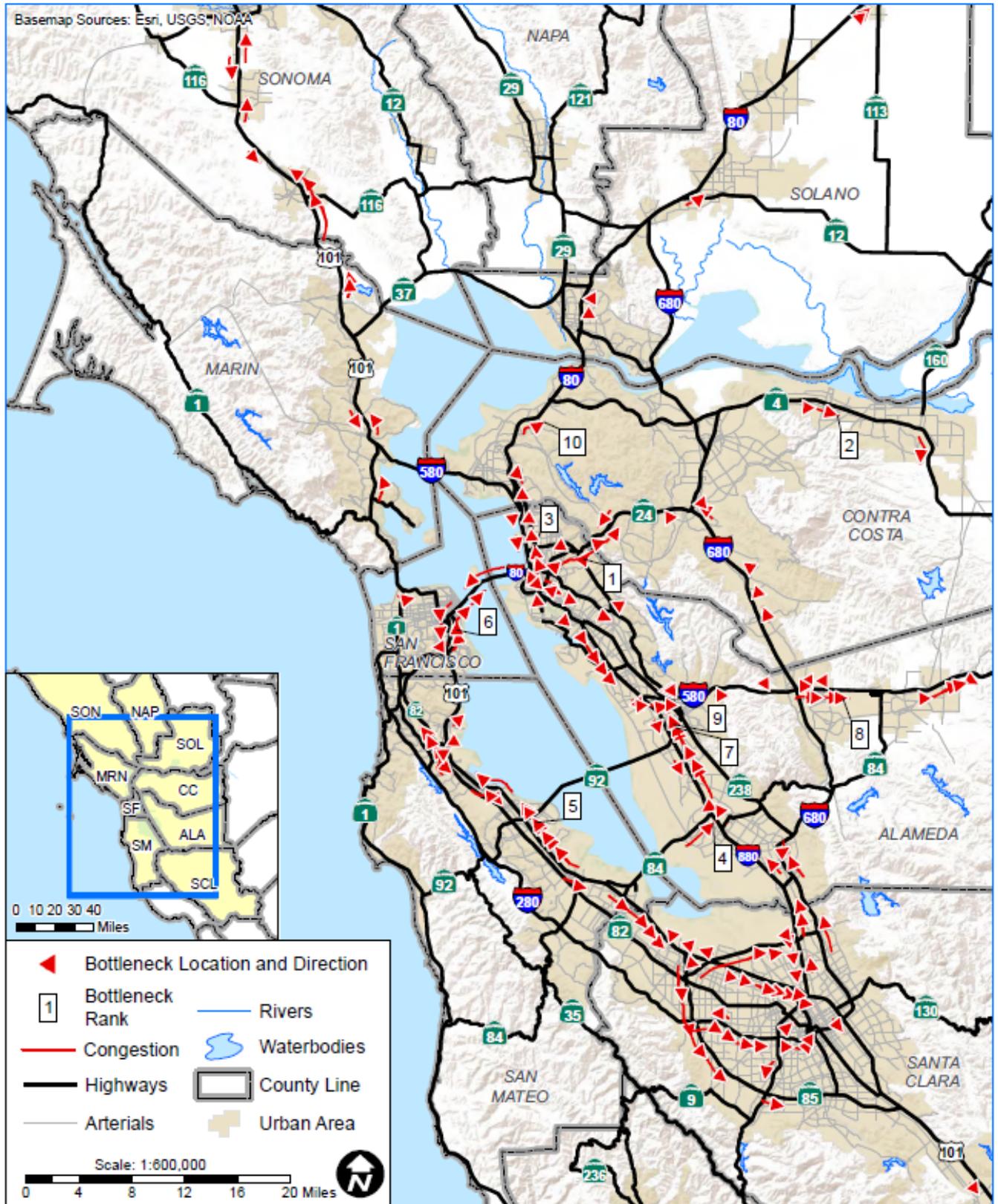


Mobility Performance Report - 2012

Bottlenecks and Congestion

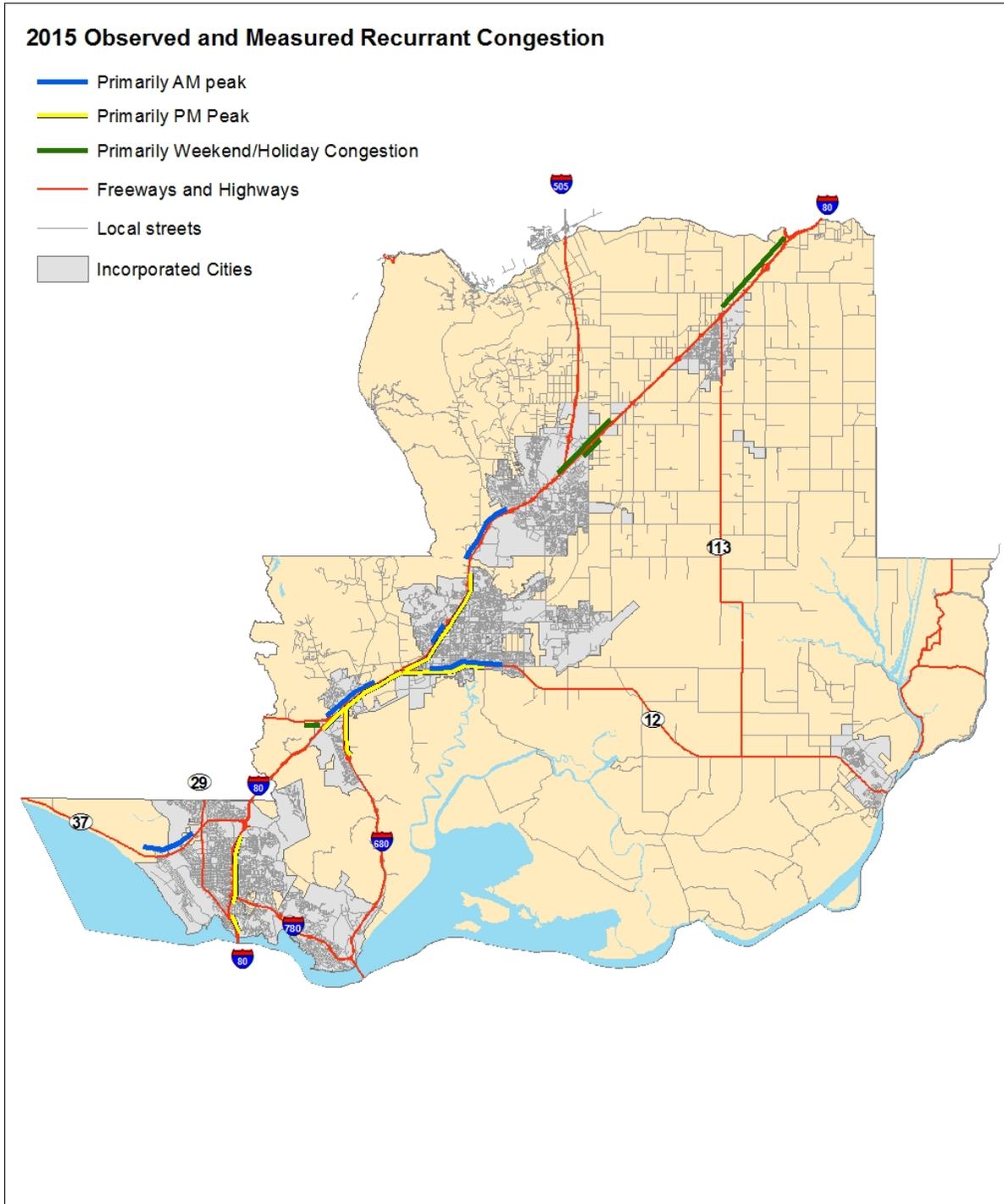
District 4, AM Peak (5 AM to 10 AM)

Unofficial Statistics



Using more recent data and observations, the figure below shows STA's analysis of significant recurring congestion on the freeways and highways in the county.

Figure 1 – Recurring Freeway and Highway Congestion in Solano County



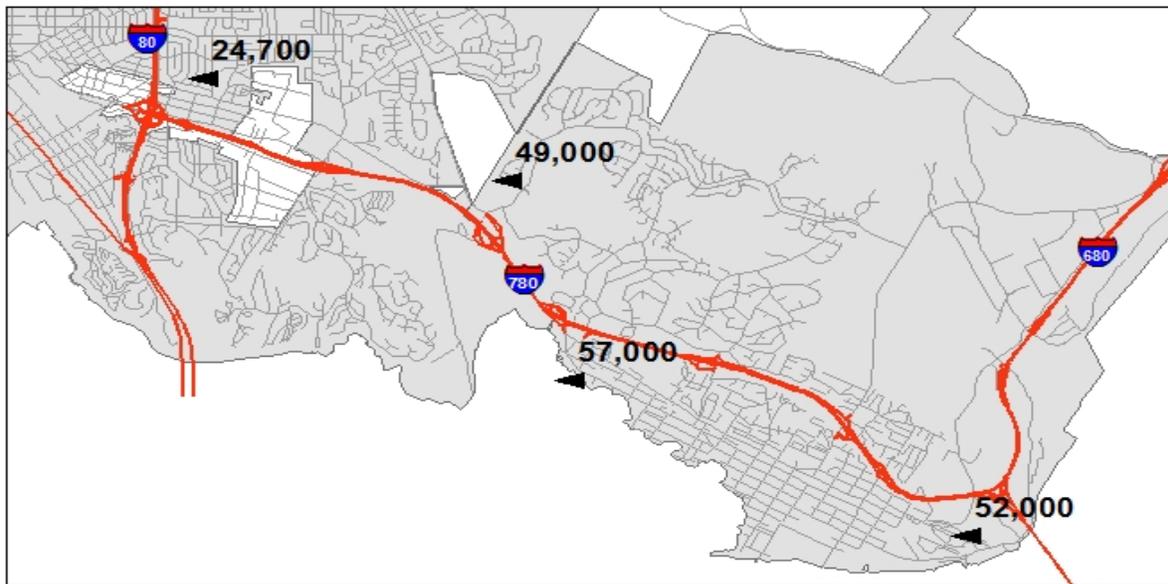
Solano Highways

I-505 is located in Vacaville and rural Solano County; it runs from I-80 north to the Yolo County line, and then on to I-5. Caltrans reported in 2011 that I-505 in Solano County operated at a V:C ratio of 0.3 (LoS of A) for its entire length in Solano County, indicating that it has significant un-used capacity. Even during the busiest times of the day, there is no appreciable congestion on any portion of I-505, and no reported VHD. Caltrans statistics show that I-505 has an accident rate below the state-wide average for similar roads. I-505 has the unique characteristic in Solano County of having a 70 MPH speed limit.

I-780, in the cities of Benicia and Vallejo, connects I-80 and I-680. Caltrans' 2012 report on I-780 shows the roadway operating at a V:C ratio of 0.6 (LoS of C). Reports from city and STA staff and observation of real-time traffic reports show periodic short-term congestion at some off-ramps in Benicia during the evening commute, and at the I-780/I-80 interchange in Vallejo during both morning and evening peak hours, but I-780 generally operates at an acceptable LoS and has some un-unused capacity. There is no reported VHD. I-780 has an accident rate below the state-wide average for similar roads.

In 2014, I-780 had a 2014 AADT that ranged from 52,000 vehicles (at the junction with I-680) to 24,700 (at the junction with I-80), as shown below. Trucks account for approximately 4.5% of the AADT on I-780.

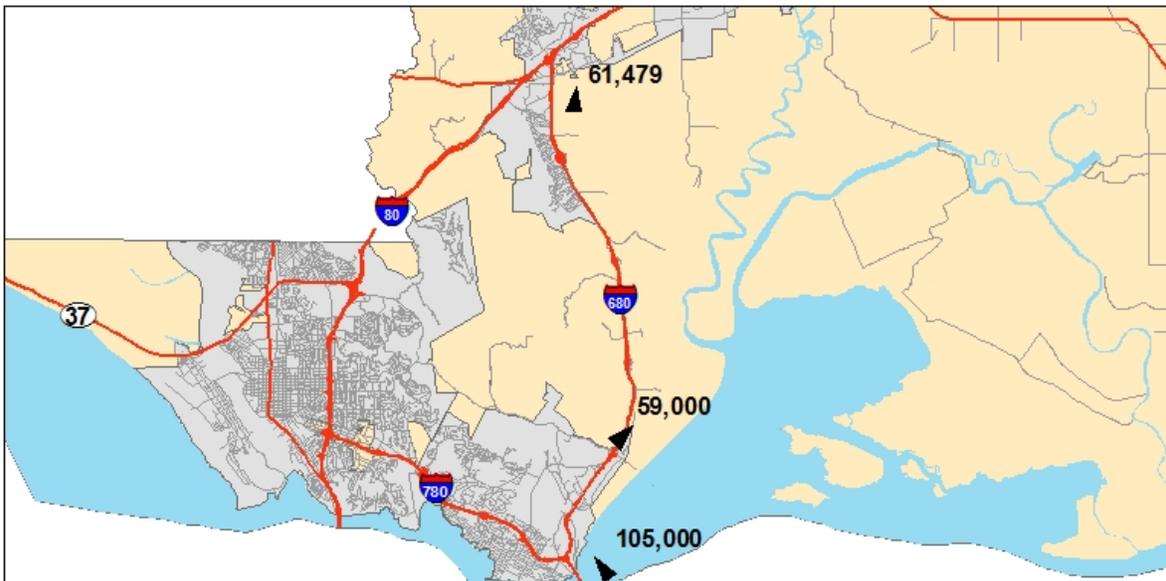
AADT ON I-780 (2014)



I-680, in Solano County runs from I-80 to the Benicia Martinez Bridge (two spans) and the Contra Costa County line; it then continues south, through Contra Costa and Alameda counties to US 101 in Santa Clara County. The 2013 report from Caltrans for I-680 in the cities of Benicia and rural Solano County shows this roadway also operates at a low V:C ratio of 0.7 (LoS D). For the portion of the roadway in

Fairfield, however, traffic congestion is much more significant at times. Specifically, the north-bound lanes approaching the interchange with I-80 and SR-12 see frequent PM peak congestion, with the worst being found on Friday evenings. The most recently-reported (2010) V:C ratio for northbound I-680 approaching I-80 is only 0.46, but the actual LoS is reported as D because of delays caused by the compact location of the I-680/SR-12 and I-80 merges. Accident rates on I-680 are below the state-wide average for similar roads. Except for Friday evenings, especially on holidays, this degraded ratio and resulting congestion usually do not last for an entire hour.

AADT ON I-680 (2014)



I-80, the main roadway through Solano County, has significant variations in V:C and operations during the course of a typical day. The other freeways all have distinct morning and evening commute directions, while I-80 handles morning commutes to both the east (Davis and Sacramento) and west (Marin/Sonoma and Napa via SR 37 and SR 12, and the inner Bay by the Carquinez bridge), with reverse commutes in the evening. I-80 also handles in-county commuters during approximately the same time. Friday evening and holiday traffic patterns are similar to regular commutes but with larger peak hour volumes, while weekend traffic typically follows a somewhat different pattern.

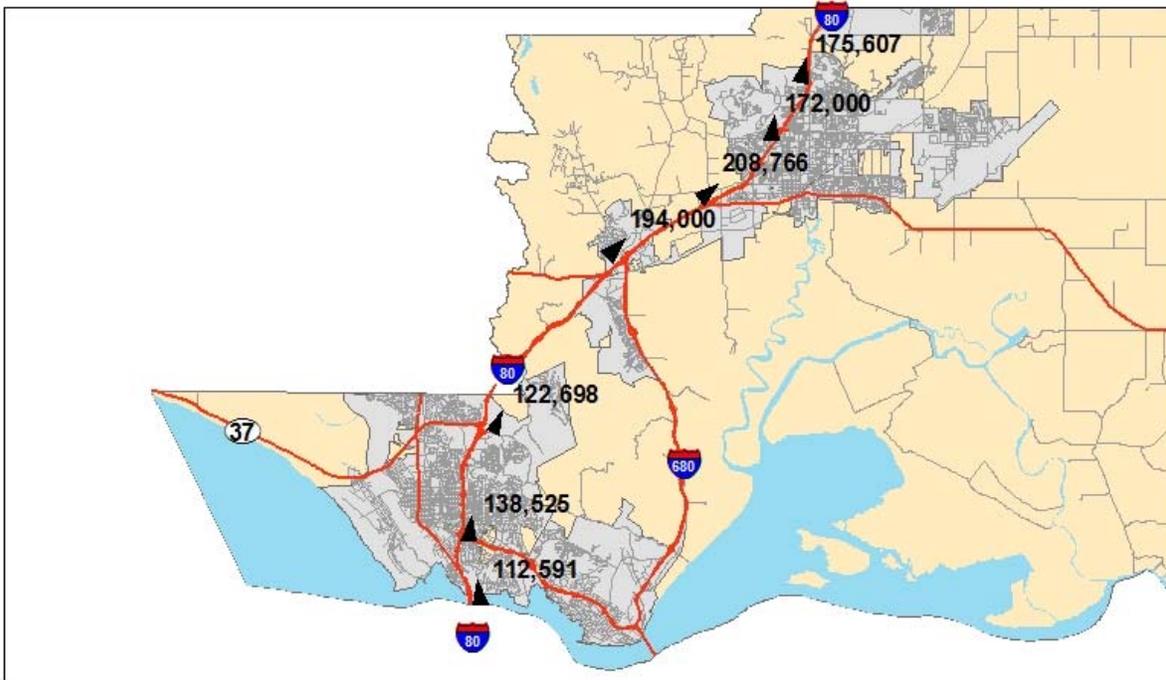
I-80 has the only High Occupancy Vehicle (HOV) lanes in Solano County. There is one lane in each direction of travel. They extend from Red Top Road to half-way between Airbase Parkway and North Texas Street, and operate during the morning and evening week-day peak hours.

Unfortunately, the most recent Caltrans report on I-80 in Solano County (approved in 2010) does not include V:C data. Instead, congested areas are shown on report maps, and vehicle hours of delay are reported. The report does indicate 2,200 VHD in 2008 alone. The segments of I-80 just north of the Carquinez Bridge in Vallejo and between the two connections with SR 12 in Fairfield have accident rates

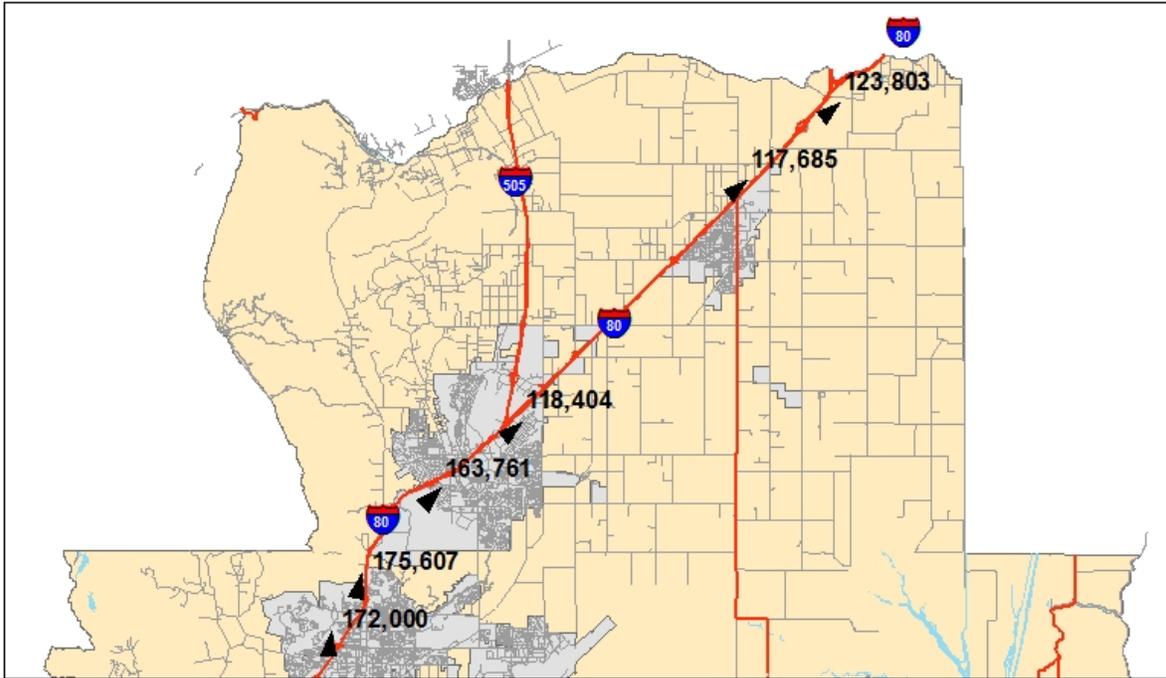
above the statewide average for similar roadways; the remaining portions have accident rates below the average.

The following maps show I-80 traffic volumes in the western portion of the county (Fairfield and Vallejo) and the eastern portion of the county (Dixon and Vacaville).

Western Solano County
AADT ON I-80 (2014)



Eastern Solano County
AADT ON I-80 (2014)



Below is a summary, based upon the 2010 Caltrans report, observations by STA and agency staff, and monitoring of real-time traffic reports such as the Caltrans Quickmap site, of I-80 congestion patterns in Solano County:

Weekday Commute Congestion - morning commute

Eastbound commuters from central and eastern Solano cities do not routinely face significant morning congestion. There are some locations - such as east of Leisure Town Road in Vacaville where the number of lanes drops from four to three - where there are short-term delays, but these do not last for the whole of the peak commute period. Similarly, I-80 EB at the merge point from I-780 sees short-term periodic congestion due to the configuration of the ramp.

Westbound commuters face significant backups over a multi-hour time period during their morning commute. From east to west, recurring periodic congestion is encountered in the Lagoon Valley area of Vacaville and at Airbase Parkway and West Texas Street in central Fairfield. The next point of significant recurring congestion is in the area of the I-80/I-680/SR-12 interchange complex, beginning around the westbound truck scales and continuing to the lane-reduction point west of the SR-12 West (Jameson Canyon) ramp. Finally, there are frequent spots of slow traffic in Vallejo as new vehicles enter the freeway, but the more persistent

congestion caused by lane drops or complex weaving movements found in the central county are typically not found in Vallejo during the morning commute.

Weekday Commute Congestion - evening commute

Eastbound commuters face several congestion points in Solano. From west to east, they begin in Vallejo at the I-80/I-780 interchange, where traffic exiting I-80 onto Benicia Road mix with vehicles from I-780 entering I-80 on a short ramp. This mixing of traffic trying to decelerate with traffic trying to accelerate on the same short ramp segment leads to traffic backing up onto I-80. Traffic on I-80 again becomes congested at the Columbus Parkway/SR-37 ramp off of I-80.

Traffic flows smoothly until the I-80/I-680/SR-12 interchange complex; traffic is often congested from this point through Fairfield, as far east as the North Texas Street off ramp or even Cherry Glen Road. The most significant point of congestion is where the freeway width is reduced from 5 lanes to 4 between Air Base Parkway and North Texas Street in Fairfield. Congestion at a smaller scale is also common at the Alamo Drive exit in Vacaville. Friday evening congestion occurs at the same points mentioned above, but lasts longer and extends further back down the freeway.

Westbound I-80 commuters face little in the way of evening congestion in Solano County.

Holiday Congestion

During holidays, particularly the Friday of a three-day weekend and the Wednesday before Thanksgiving, the evening commute congestion points remain the same as a regular week day, but the length of the back-up queues and their duration are both larger. In addition, the lane drop east of Leisure Town Road in Vacaville is also congested, and the multi-lane drop at Richards Boulevard in Davis (Yolo County) can extend into Solano County.

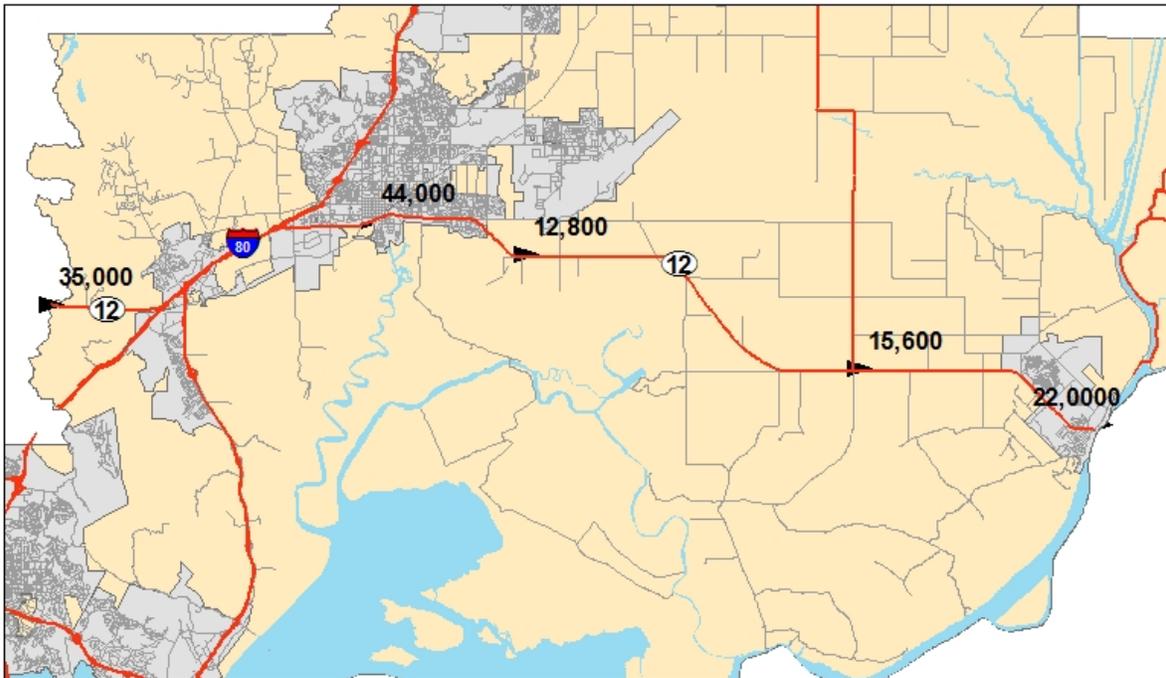
Weekend Congestion

Weekend congestion on I-80 is mostly variable, depending upon where and when special events (such as the Dixon May Fair or the Solano County Fair) are taking place. However, on Sunday afternoons and evenings, there are three typical congestion spots, all impacting westbound traffic. From east to west, these are in Dixon, from Kidwell Road to as far west as Pitt School Road; in Vacaville approaching the lane drop at the I-505 interchange; and, in Fairfield at the I-80/I-680/SR-12 interchange complex.

Highway Performance. The major elements of the State Highway system in Solano County consists of SR 12, SR 29, SR 37 and SR 113. There are other state routes in the Routes of Regional Significance (SRs 84, 128 and 220), but they experience no significant congestion, and are not analyzed further in this chapter.

SR 12 has two segments in Solano County - from the Napa County line to I-80 (the Jameson Canyon or SR 12 West segment) and from I-80 to the Sacramento County line in Rio Vista (SR 12 East).

AADT ON SR 12 (2014)



SR 12 west (a.k.a. Jameson Canyon) is primarily a commute corridor, with a handful of rural residences, a winery and access to a golf course on the Napa side. The corridor has recently undergone a major expansion from a two-lane highway to a four-lane divided expressway, and past information on congestion, delay and safety is no longer applicable. Anecdotal descriptions of the roadway's operation show that there is no west-bound congestion on SR 12 west in Solano County, while east-bound traffic does experience evening peak hour and weekend congestion backing up from the lane reduction at Red Top Road. The shoulders on SR 12 west are allowed to be used as a bike lane, although connections for bicyclists onto SR 12 are currently inadequate. This is a good example of 'context sensitive' application of Complete Streets.

SR 12 east has two areas of congestion - the cities of Fairfield and Suisun City, and approaching the Rio Vista Bridge. In Fairfield and Suisun City, the congestion occurs during the morning commute (westbound) and evening commute (eastbound), and occurs at the controlled

intersections (from west to east, Beck Avenue, Pennsylvania Avenue, Marina Boulevard and Sunset Avenue). The delays are almost entirely caused by the need to stop through traffic on SR 12 so that traffic from side streets can cross or enter on to SR 12. Vehicles may take several light cycles to pass through an intersection - one of the definitions of LoS F. During weekday morning commute hours, congestion is exacerbated by the need of school children to cross SR 12 as they walk from home to school.

The portion of SR 12 in Fairfield and Suisun City exceeds the state average for accidents, primarily due to rear end accidents at controlled intersections. The portion of the roadway between Suisun City and Rio Vista is a double fine zone due to the lack of shoulders, turn pockets and median separation and high number of fatal accidents in the 2007-2015 time period.

In Fairfield, the shoulders of SR 12 are not designed or designated for bicycle or pedestrian use. There are several collector and arterial streets to the north, including West Texas Street, that provide a parallel alternative to SR 12. In Suisun City, there is an extensive network of biked paths on one or both sides of SR 12 to provide bicycle, pedestrian and student travel options. There are no bus turn-outs on SR 12 in Suisun City.

In *Rio Vista*, traffic on portions of SR 12 stops when the draw bridge is opened to allow water traffic to pass. As documented in the Rio Vista Bridge study of 2010, these back-ups can extend for more than a mile on either side of the bridge. Commercial water-borne traffic is not generally predictable, but recreational traffic (involving smaller boats and therefore shorter span openings) is more common in the summer months. The stopped traffic on SR 12 impacts not only through traffic on the highway, but also in-town traffic that is obstructed by the queued vehicles when trying to cross SR 12. Accidents in this segment do not exceed the state average for similar roadways.

In Rio Vista, the Complete Streets status of SR 12 is variable, but in no place is it very good. From Summerset Drive to Drouin Drive, there is no access at all due to the lack of shoulders and steep drop-offs or cuts through hills. Once the main urban area of Rio Vista is entered, there is a variable mix of shoulders and sidewalks that can allow for bicycle and pedestrian access along the SR 12 corridor, but here are gaps in this system.

SR 29 in the City of Vallejo runs from the Napa County line south to I-80, near the Carquinez Strait. It is also known as Sonoma Boulevard. SR 29 acts as a primary arterial for Vallejo, including the historic downtown area (Florida Street to Maine Street). SR 29 is crossed by railroad tracks north of downtown near Missouri Street, and south of downtown south of Ryder Street. There is little use of these tracks right now, so they do not impact traffic flow. If their use increases in the future, they could be a source of additional congestion on SR 29.

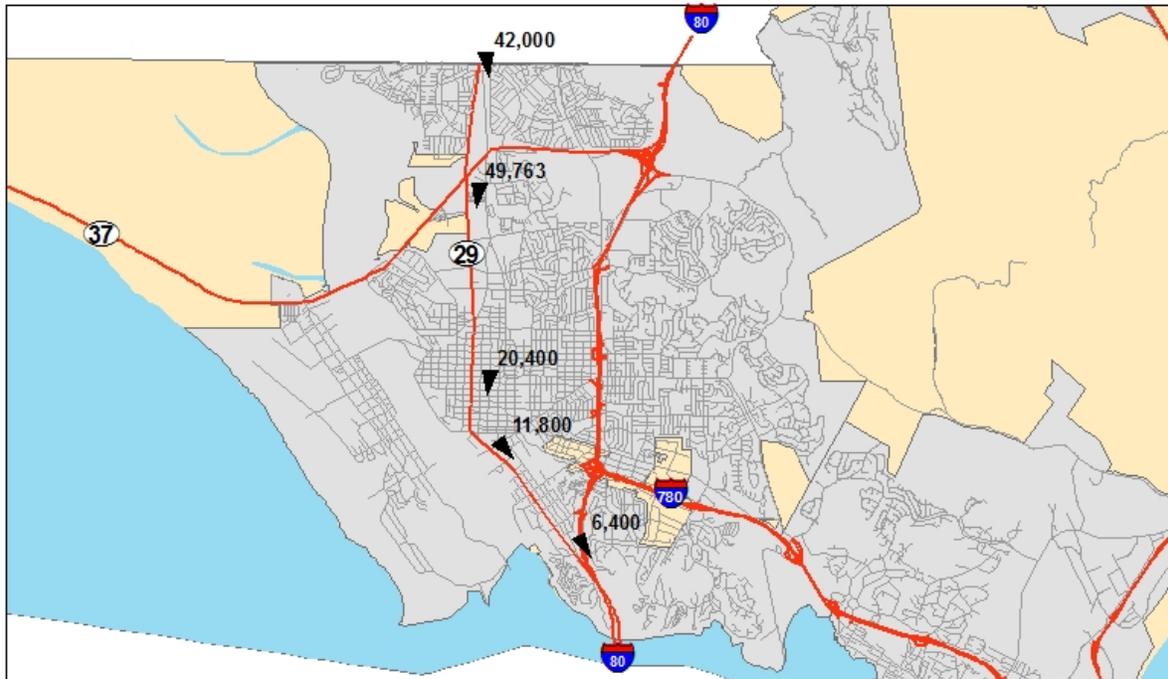
Caltrans has not published recent safety data on SR 29 in Solano County.

Traffic on SR 29 is restricted by a large number of controlled intersections and by cross-streets that also carry heavy traffic. In fact, the main characteristic of SR 29 in Vallejo is that it acts more as an arterial street and a downtown main street than as a highway. As a result, traffic congestion on SR 29 in downtown Vallejo is more of a condition than an incident; it occurs at many times of the day, and the duration of the congestion is variable. Some level of congestion is common through the course of the day.

SR 29 through Vallejo does not provide consistent Complete Streets facilities. From Mini Drive south to Lewis Brown Drive, there are shoulders that are adequate for bicycle use, but are not designated as such. South of Lewis Brown Drive, there are sidewalks on one or both sides of SR 29 in many, but not all, areas. South of Redwood Street, sidewalks become commonplace, although on-street parallel parking makes bicycle access difficult. There is adequate room for transit stops. South of Cherry Street, the shoulder is marked by a solid white line, but the shoulder area is still not painted as a bike lane.

Outside of downtown Vallejo, congestion can occur on SR 29 at the intersection with SR 37 during peak traffic periods, but this is not a consistent problem. South of Curtola Parkway, congested traffic is rare.

AADT ON SR 29 (2014)

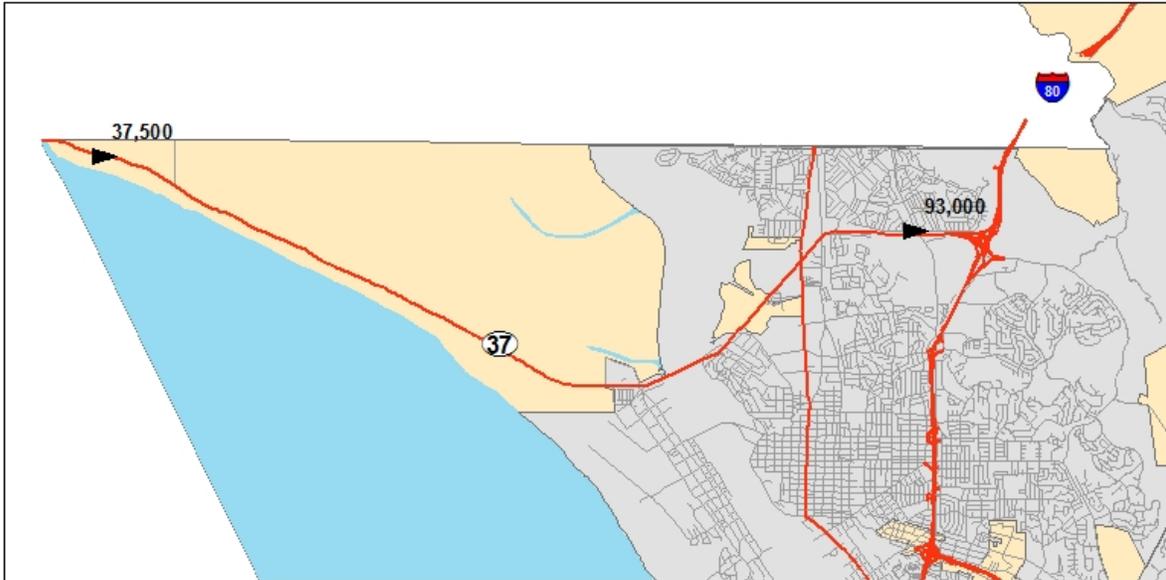


SR 37 is located in the City of Vallejo and unincorporated Solano County, and runs from I-80 across the Napa River Bridge, and then along the northern edge of San Pablo Bay to the Solano/Sonoma County line. SR 37 is a 4-lane highway with grade separated interchanges from I-80 to just west of the Mare Island bridge, where it drops down to 2 lanes. During the week, congestion on SR 37 occurs in the west-bound direction during the morning commute, as vehicles merge from the two-lane segment to the one-lane segment. The back-up sometimes extends onto the Mare Island Bridge. While the most recent Caltrans document on SR 37 does not contain safety data, the overall impression is of a safe corridor due to the concrete median barrier along its entire Solano County length.

On weekends, congestion on SR 37 can occur at the lane merge as discussed above, but may occur at any time of the day. Congestion is especially common when events are held at the Sonoma Raceway at Sears Point. In addition, occasional congestion can occur in both the west-bound and east-bound direction at Fairgrounds Drive/Marine World Parkway, where visitors to the county fairgrounds and/or the Discovery Kingdom theme park exit and enter the highway. The timing of this congestion is variable, depending upon the opening time of the two facilities.

[The White Slough Trail is a Class 1 bike path parallel to SR 37, from SR 29 to Sacramento Street. There are no Complete Streets facilities on the remainder of the route.](#)

AADT ON SR 37 (2014)

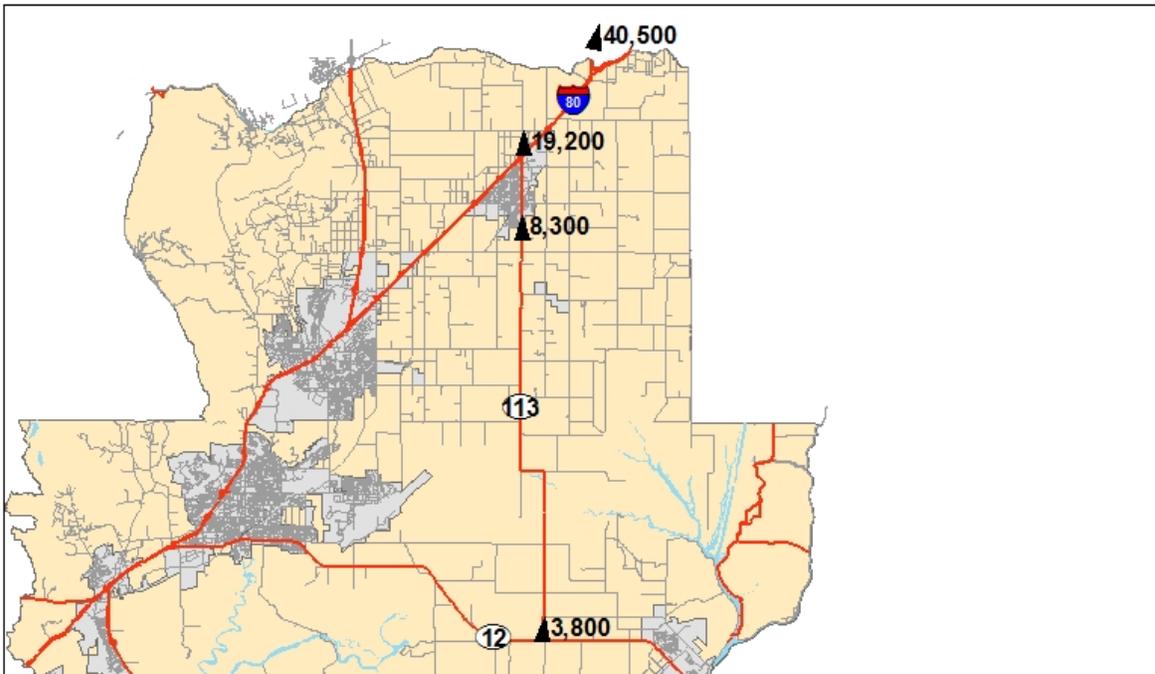


SR 113 runs from SR 12 in rural Solano County north to I-80 in the City of Dixon. A second, short segment runs from I-80 north to the Yolo County Line in the northeast corner of the county. Most of SR 113 operates without congestion at any time of the day or week due to low V:C ratio. The accident rate for the segment of the roadway from SR 12 north to Dixon is slightly above the statewide average for similar roads. For the segment through Dixon, and from I-80 north to the Yolo County line, the accident rate is below the statewide average.

As noted in STA's 2008 SR 113 Major Investment Study (MIS), there is peak-hour congestion on SR 113 within the City of Dixon. This occurs generally in the area from A street north to I-80 at controlled intersections. It is largely due to the number of trucks moving through Dixon on SR 113, rather than because of local auto traffic. Since the 2008 MIS was adopted, the high school in Dixon has been relocated to a site east of SR 113, near the southern city limits. This has resulted in periodic congestion based upon the times just before school starts and just after it lets out.

From SR 12 north to Parkway Boulevard in Dixon, there are no Complete Streets facilities on SR 113. North of Parkway Boulevard, there sidewalks on one or both sides of SR 113, and designated bike lanes in some areas. There is adequate room for bus turnouts. In downtown Dixon, the presence and frequent use of parallel parking on SR 113 makes bicycle use of the road more difficult, and the presence of many storefronts makes bicycle use of the sidewalks hazardous.

AADT ON SR 113 (2014)



Arterial Performance. The third major element of the Routes of Regional Significance consists of local arterials, and streets serving Transit Centers of Regional Significance and major employment and civic centers. There are 63 individual roadways in the Routes of Regional Significance network. However, the operational section of the State of the System report will focus on only 12 of them; those that provide inter-city connections or critical routes that parallel interstate freeways or state highways. Those roadways are:

- Midway Road, from SR 113 to I-505
- Jepson Parkway, from I-80 to SR 12
- Peabody Road, from Elmira Road to Airbase Parkway
- Hillborn Road/Waterman Blvd/Abernathy Road/Rockville Road/Suisun Valley Road, from I-80 to I-80.
- Cordelia Road, from Suisun Main Street to I-680
- Lake Herman Road, from I-680 to Columbus Parkway
- Columbus Parkway, from I-80 to I-780
- Military West, from I-780 to E. 5th Street
- Fry Road (Leisure Town Road to SR 113)
- McCormack, Canright and Azevedo Roads

STA's Travel Safety Report is being updated and will provide information on roadways that have the higher reported numbers of collisions, whether or not they are Routes of Regional Significance.

Midway Road, from SR 113 to I-505, is a two-lane roadway mostly in unincorporated Solano County; the western 0.6 miles (Leisure Town Road to I-505) are in the City of Vacaville. The road serves businesses and public facilities near the intersection with I-80, and will provide future access to Vacaville's North Village development project. Midway Road is also the access road for the Sacramento Valley National Cemetery, located just east of I-80. For most of its length, the road provides access to agricultural properties and widely-spaced rural residences. The roadway also acts as an alternative to I-80 for traffic between Vacaville and Dixon, or for those seeking to bypass freeway congestion on I-80 in the Dixon and Davis area.

Midway Road does not currently experience significant traffic congestion.

There are no Complete Streets facilities on Midway Road.

Jepson Parkway, from I-80 in Vacaville to SR 12 in Suisun City, is located in four jurisdictions: Vacaville, Solano County, Fairfield and Suisun City. Jepson Parkway is made up of several local roadways: Leisure Town Road, Vanden Road and Walters Road. For several years, Peabody Road will be a portion of Jepson Parkway until the northern extension of Walters Road is constructed.

In Vacaville, Jepson Parkway is a mix of two, three and four lane segments from I-80 to Alamo Drive. South of Alamo, it is a mix of three-lane and two-lane segments to Vanden Road. Vanden Road is a two-lane road from Leisure Town Road to Peabody Road. Peabody Road is a similar mix of two and three lanes. Air Base Parkway is a 4-lane express way, and Walters Road is a divided four-lane roadway.

Peak-hour congestion on the northern and central portions of the Jepson Parkway is episodic, rather than continuous. The southern segments, primarily Air Base Parkway and Peabody Road, often see significant peak-hour congestion. AM peak hour congestion is almost exclusively on southbound Peabody Road, and can extend as far north as the Putah South Canal. During the PM peak hour, the congestion is on Air Base Parkway east-bound at the Peabody Road intersection, and on Peabody Road northbound to the lane-drop at the Putah South Canal.

The Jepson Parkway is a highly-mixed complete Streets corridor, with bus shelters (and room for turn-outs), sidewalks and bike lanes in some areas and nothing but narrow shoulders on others. However, the Jepson Parkway Concept Plan identifies a comprehensive Complete Streets system for the entire length of the roadway when it is completed.

Peabody Road, from Elmira Road in Vacaville to Air Base Parkway in Fairfield, is a six to four lane arterial in the City of Vacaville, a two-lane arterial in the unincorporated portion of the county between the two cities, and a two- and three-lane arterial in the City of Fairfield. As discussed in the Jepson Parkway segment above, Peabody Road periodically experiences peak-hour congestion in the Fairfield segment. In the Vacaville segment, briefer periods of congestion occur at major intersections, but they typically resolve quickly. The two-lane county segment does not suffer from peak hour congestion.

Peabody Road has comprehensive Complete Streets aspects from Elmira Road south through the entirety of the City of Vacaville. In the unincorporated county, it has a designated bike lane. Once in the City of Fairfield, it once again has sidewalks, buke lanes and room for bus turnouts for most of its length, although the area just south of Waterworks Drive is lacking in facilities.

Hillborn Road/Waterman Blvd/Abernathy Road/Rockville Road/Suisun Valley Road is mostly in the City of Fairfield, although some portions are in the unincorporated county. This linked series of roads provides a parallel route to I-80, and can be used to bypass accidents or other major congestion points on the Interstate. This complicated network is broken down as follows:

- *Hillborn Road* runs for 2.2 miles from North Texas Street to Waterman Boulevard. It is a four-lane arterial that is primarily bordered by residences; other adjacent uses are an elementary school and open space.
- *Waterman Blvd* runs from Hillborn Road west to Abernathy Road. Its western segment is called Mankas Corner Road. Waterman Blvd. is, like Hillborn Road, a four-lane arterial that serves primarily residential areas, but also abuts open space and agricultural areas.
- *Abernathy Road* in Solano County runs for 1.8 miles from Mankas Corner Road to Rockville Road. It passes through largely agricultural areas in the Suisun Valley.
- *Rockville Road*, from Abernathy Road to Suisun Valley Road, is similar to Abernathy Road in all important aspects.
- *Suisun Valley Road*, from Rockville Road to I-80, is in both the unincorporated county and the City of Fairfield. It is a rural two-lane road in the north, but a four-lane arterial providing access to Solano College and other corporate campuses in the south.

An alternative at the southwest end is to follow Abernathy Road to the Suisun Parkway (a.k.a. the North Connector), and take this road to Suisun Valley Road.

As with many of the other most important Routes of Regional Significance, congestion on this roadway system is variable. The ends of the system are most likely to be congested, especially where the major roadways intersect and are controlled by traffic lights. At the southern end, congestion is most frequently associated with classes at Solano College and workers traveling to/from the office buildings in the area. The southern end is particularly impacted by irregular on-off ramp configuration for Suisun Valley Road and Green Valley Road, and the two-lane bridge that provides for access to east-bound I-80.

The provision of Complete Streets on this series of roadways is, as in other areas, variable. The initial segments of Hillborn Road and Waterman Boulevard have extensive bike lane and sidewalk facilities, with adequate room for transit vehicle stops. Once Waterman Boulevard becomes Mankas Corner Road, the corridor becomes rural, with no sidewalks or transit facilities and no shoulders. The more rural segments along Abernathy and Rockville have shoulders but no sidewalks. Suisun Valley Road does have shoulders and, in some areas, sidewalks and room for transit stops. The Suisun Parkway alternative has Complete Streets facilities for its entire length.

Cordelia Road, from Suisun Main Street to I-680, is located in Suisun City, Fairfield and the unincorporated County. It is a two-lane road of 6 miles length. Cordelia Road also provides an alternative route to the interstate system, allowing local traffic to bypass the I-80/I-680 interchange. It is primarily useful to residents of Suisun City.

Recent information on congestion on Cordelia Road is difficult to assess because of a multi-year closure of the road where it crosses the Union Pacific Railroad Tracks near Hale Ranch Road.

The roadway segment in Old Town Cordelia has sidewalks and bike lanes. The rest of the roadway does not provide Complete Streets facilities.

Lake Herman Road, from I-680 to Columbus Parkway. This 5 mile roadway starts in the City of Benicia, passes through unincorporated Solano County, and connects to Columbus Parkway in Vallejo. It is a two-lane road for almost its entire length, with a four-lane segment extending for a quarter of a mile southeast from Columbus Parkway to. Lake Herman Road provides an alternative means of access from Vallejo into the Benicia Industrial Park. It does not experience significant recurring congestion.

Lake Herman Road has shoulders useable to bicyclists along its length, with wider shoulders at either end. There are no other Complete Streets facilities at this time.

Columbus Parkway, from I-80 to I-780, is in the City of Vallejo for almost its entire 5.4 mile length; the southern end is in the City of Benicia. It is a 4-lane divide arterial for most of its length, with a 1-mile segment of 2-lane divided roadway from Benicia Road to Regents Park Drive. Columbus Parkway provides access to numerous newer residences long its length, with commercial complexes at each end. It does not experience significant recurring congestion.

Complete Streets facilities on Columbus Parkway do not begin until the intersection with Admiral Callaghan Way. A sidewalk/bike path is then present until Aragon Way, along with shoulders that are adequate for bicycle use. From Aragon Way to the Benicia city limits, a shoulder adequate for bicycle use is present. Within the City of Benicia, there are sidewalks and marked bike lanes.

Military Road, from I-780 to E. 5th Street, is the shortest of the selected Routes of Regional Significance arterials. It is entirely within the City of Benicia, and has a changing configuration - two, three and four lanes. This roadway provides access to residences, schools, and downtown Benicia.

Military Road experiences periodic congestion on its western segment during the opening and closing hours of the adjacent schools, but otherwise uncongested. The downtown area (1st to 5th Street) is much more likely to be congested throughout the day due to high volumes of traffic and closely-spaced traffic signals.

Military Road is an example of a developed Complete Streets corridor, with pedestrian, bicycle and transit facilities along its length, and room for transit stops generally available. Limits on effective bicycle and transit access is found only in the eastern segment of the corridor, where parallel parking is used.

Fry Road (Leisure Town Road to SR 113), provides a link from the Fairfield/Vacaville area to SR 113, and from there to either Dixon to the north or SR 12 and Rio Vista to the south and east. Fry Road is six miles long, has two lanes with no turn pockets and stop signs at only 3 locations – Leisure Town Road, Meridian Road and SR 113. Aside from acting as a link from Vacaville to SR 113, Fry Road also provides access to agricultural areas in central Solano County. Fry Road is occasionally used by recreational bicyclists, but is not designated as a bike route.

McCormack Road, Canright road and Azevedo Road. These three roads in unincorporated Solano County provide a parallel route to SRS 12 between SR 113 and the City of Rio Vista. They form a 4.5 mile route that can be used when road repair work or a collision closes down SR 12. The roadway typically serves agricultural uses and a few rural residences, and is not usually used by bicycle riders.

The three segments are:

- McCormack Road, from SR 113 east for 3 miles to Canright Road. This is a gravel road for its entire length, and has no turn lanes, stop signs or shoulders.
- Canright road, from McCormack to Azevedo Road, is 1 mile long, and is paved, with gravel shoulders. There is a stop sign on Canright Road where it joins McCormack Road.
- Azevedo Road is 0.5 miles long, paved with no shoulders, and has stop signs at Canright Road and SR 12. There is no painted center line except at the intersection with SR 12.

How Well It Is Maintained

As with traffic congestion, there is a traditional measure of a roadway's physical condition. Another parallel between measures of roadway operation and roadway maintenance is that local agencies and Caltrans use different tools to measure maintenance and condition.

Arterials - For arterials and other local roads, the Pavement Condition Index, or PCI, is the tool to measure and grade roadway condition. PCI is a numeric score, with a PCI of 100 being a perfect, new road with no flaws in the pavement surface or substrata (such as the sand and gravel bed underlying the pavement). PCI also includes the smoothness of driving on the roadway.

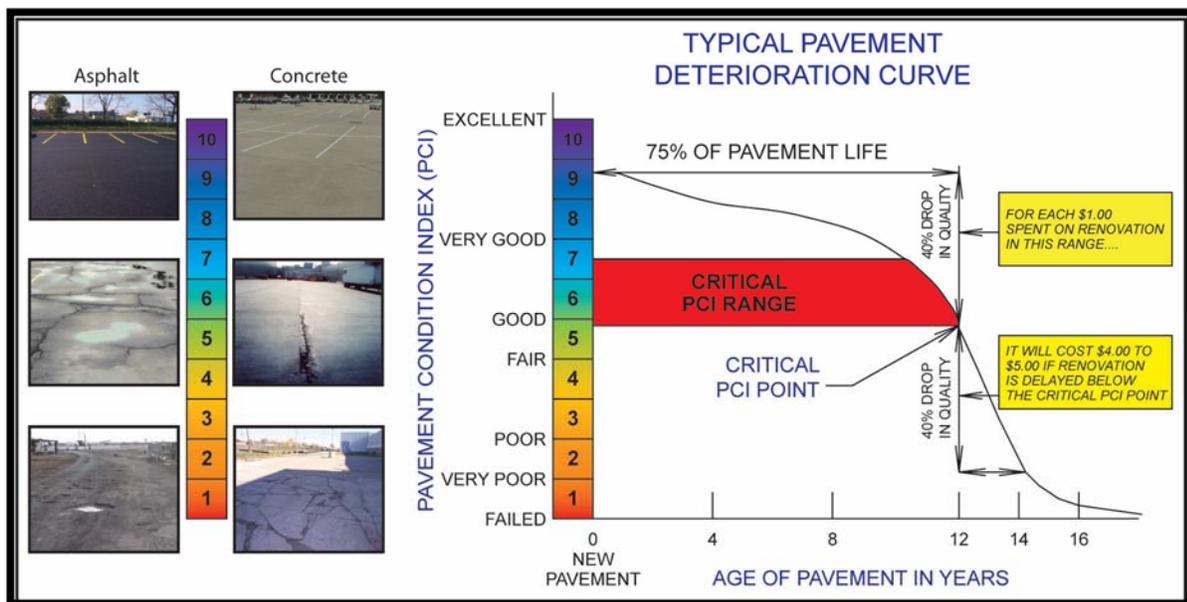
Very Good-Excellent (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of deterioration.
Good (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or peeling or flaking off of the top layer of asphalt as a result of water permeation.
Fair (PCI = 60-69)	Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
At Risk (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior better pavement categories.
Poor (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
Failed (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive on.

A roadway's PCI goes down as the surface deteriorates and cracks or holes appear in the pavement. This is especially important because surface flaws allow water to penetrate into and degrade the substrata, which then further accelerates deformation of the roadway surface.

As a result of the shortfall in available funds and the resultant deferral of maintenance and repair work, the 3-year rolling average of PCI in Solano County is:

	2011	2012	2013
BENICIA	61	60	59
DIXON	78	77	77
FAIRFIELD	73	73	71
RIO VISTA	47	51	58
SOLANO COUNTY	68	71	75
SUISUN CITY	68	67	62
VACAVILLE	73	70	68
VALLEJO	51	51	49
COUNTYWIDE	66	66	65

Roadway PCI deteriorates at a predictable rate, as shown in the following figure:



Early preventive maintenance of a roadway surface is a key, highly cost-effective method to reduce long-term repair costs. A dollar of maintenance expended when a roadway’s PCI is in the Good range generally avoids \$5 needed to repair not only the surface but also the substrata that becomes necessary when the roadway falls into the Fair category.

In 2014, STA adopted its first annual Pothole Report, which reports the PCI for individual roadways throughout the county. The overall PCI for all roadways in each jurisdiction is reported – individual

roadways may have a higher or lower PCI than the overall jurisdiction average. A summary of the 2014 Pothole Report is provided below, with the entire report included as Appendix B.

As of June 2014, unincorporated Solano County and its 7 cities are cumulatively investing slightly less than half of the \$44M needed annually to maintain local streets and roads with a Pavement Condition Index (PCI) of 60 "fair condition." To reach the higher PCI goal of 75 "good condition", the approved goal in the Solano Comprehensive Transportation Plan, \$50M additional funds are needed annually over the next 15 years to reach a 'state of good repair' – two and a half times more than our current investment. Solano County needs a healthy investment in our roadway infrastructure or pavement quality will decline substantially. More money spent now in long-term roadway maintenance can save our communities millions in the future and strengthen our local economy.

Freeways and Highways - Caltrans rates pavement by visual inspection of the pavement surface and use high tech lasers mounted on a Caltrans vehicle to collect the International Roughness Index (IRI) data; a measurement relating to ride quality. For asphalt pavement visual inspection, samples are taken at the beginning of each highway post mile. For concrete pavement visual inspection, the concrete slabs are continuously rated by their number and type of faults in one mile segments.

Concrete slab faulting is determined by Caltrans engineers who measure the faulting height and number of faults. To monitor the pavement smoothness, a Caltrans vehicle gathers accurate data from speeds of 10 miles per hour (mph) up to 70 mph and the IRI is computed for every tenth of a mile. The IRI data measures the relative up and down movement of the vehicle. This IRI is collected in each wheel path on the road in inches per mile. The Federal Highway Administration (FHWA) standard of greater than 170 inches per mile is also the Caltrans standard for poor ride.

The following information and charts is taken from the 2013 Caltrans State of the Pavement (PCS) report, the most recent that is available. Because it is a statewide report, details for Solano County are not provided.

About 16% of California's highway miles (7,820 lane miles) are in poor condition, which is an improvement of 9% from the previous PCS, and 12,364 lane miles need low cost preventive maintenance to keep it in good condition. The remaining 29,534 lane miles had no distress. This examination shows that the system is recovering and continues to monitor the health of a 60-year-old system.

The SHS has about 15,000 centerline miles and 50,000 lane miles. In the past, Caltrans conducted the PCS once a year to measure the changes in the pavement condition. However, in 2008, the data collection method was changed to provide pavement performance data for the future Pavement Management System (PMS). The 2013 PCS was started in August 2011 and completed in April 2013. A map of all Caltrans Districts is shown in Appendix 1.

To maintain the health of the system and assist in tracking pavement performance, the pavement condition data has been mapped to condition states. As shown in Figure 1, there are pictures of the

three different pavement condition states with corresponding colors of green, yellow and red. These condition states are:

State 1: Green Pavement in good/excellent condition with no or few potholes or cracks. This pavement requires a preventive maintenance pavement project.

State 2: Yellow Pavement is in fair condition with minor surface distress that only needs corrective maintenance. The types of minor surface distress include minor cracking, slab cracking, raveling and potholes. The repair is a corrective maintenance pavement project.

State 3: Red Pavement includes major distress (pavement in poor condition with extensive cracks), minor distress (pavement in poor condition with significant cracks), and poor ride only. The severity of distressed pavement is defined by both the visual appearance of the pavement and the IRI. The ride quality is based on the FHWA standard that defines an acceptable IRI as 170 or less. The repair is a Pavement Rehabilitation or Reconstruction, lane replacement project or a Capital Preventive Maintenance (CAPM) project.

Table 1. 2013 Pavement Classification by Condition

Pavement Condition	2011			2013		
	Lane Miles*	Percent of Distressed Pavement	Percent of System	Lane Miles*	Percent of Distressed Pavement	Percent of System
Major Structural Distress	5,594	45	11	2,635	34	5
Minor Structural Distress	4,253	34	9	2,702	34	6
Poor Ride Quality (Only)	2,486	20	5	2,483	32	5
Total Distressed Pavement	12,333	100	25	7,820	100	16
Pavement Maintenance	11,053	–	22	12,364	–	25
Good/Excellent Pavement	26,132	–	53	29,534	–	59
Total System Lane Miles*	49,518	–	100	49,720	–	100

* Excludes bridges, ramps and frontage roads.

Using the 2011 and 2013 PCS, the health of each Caltrans district can be compared as shown in Figure 2. All districts have improved the health by targeting pavement projects at the right locations and reducing the distressed lane miles. The most notable improvements in distressed lane mile reduction were made by Districts 2, 3, 4, 6, 7 and 8.

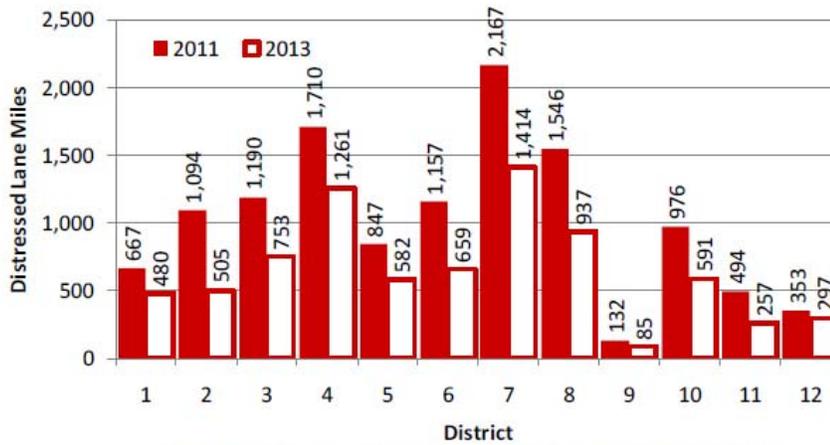
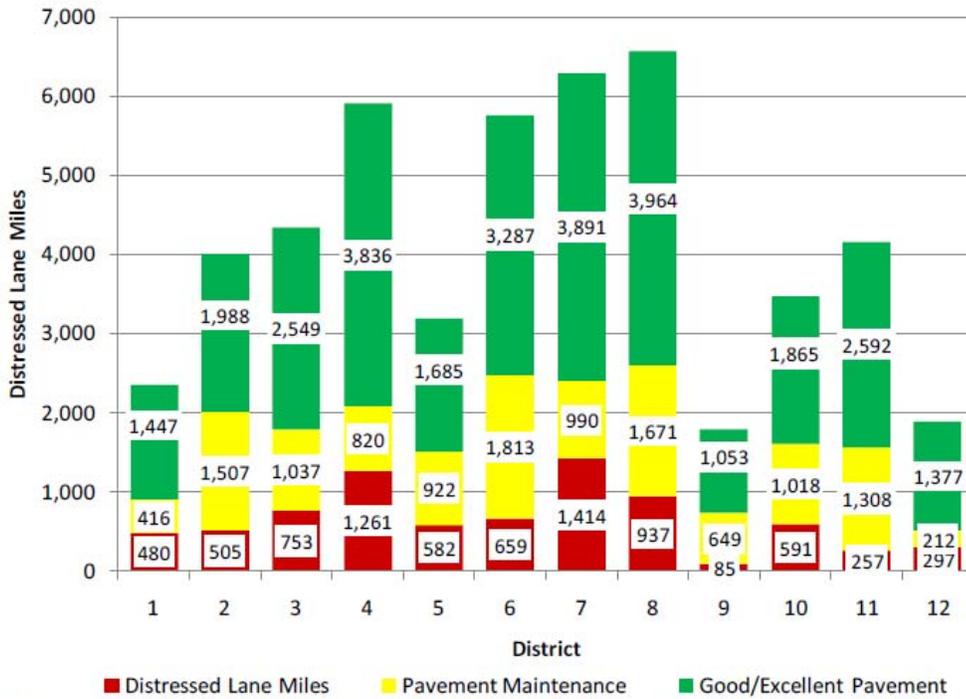


Figure 2. Distressed Lane Miles by District and Survey Year



District	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
System Lane Miles	2,343	4,001	4,339	5,917	3,189	5,759	6,295	6,571	1,787	3,474	4,158	1,886	49,720
Major Structural Distress	75	248	308	218	217	328	414	385	7	302	93	40	2,635
Minor Structural Distress	212	208	289	332	268	247	403	319	78	191	87	69	2,702
Poor Ride Quality	193	49	155	711	97	85	597	233	0	98	77	188	2,483
Distressed Lane Miles	480	505	753	1,261	582	659	1,414	937	85	591	257	297	7,820
Pavement Maintenance	416	1,507	1,037	820	922	1,813	990	1,671	649	1,018	1,308	212	12,364
Good/Excellent Pavement	1,447	1,988	2,549	3,836	1,685	3,287	3,891	3,964	1,053	1,865	2,592	1,377	29,534
% Distressed Lane Miles	20%	13%	17%	21%	18%	11%	22%	14%	5%	17%	6%	16%	16%

Figure 4. Pavement Condition by District (2013)

As noted in the above-information from Caltrans’ 2013 report, District 4, including Solano County, has seen an improvement in pavement condition. Such projects as the new Jameson Canyon segment of SR 12, the completed repavement of I-80 and I-505 and the on-going repavement of I-680 have substantially improved the average condition of the highways in freeways in Solano County. The most notable exceptions to this are the segment of SR 12 from Somerset drive to Durin Drive in Rio Vista, and SR 113 from SR 12 north into the City of Dixon.

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DATE: August 14, 2015
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Strategic Project Online Tracker (SPOT)

Background:

As the Congestion Management Agency for Solano County, the Solano Transportation Authority (STA) is responsible for programming and monitoring regionally significant projects. Part of this responsibility includes informing the public and decision makers about the progress of these projects. To that end, the Strategic Project Online Tracker (SPOT) was created.

Discussion:

SPOT is an online interactive map which allows users to select projects by: project status, project sponsor, project type, location, and when the project is expected to be completed.

Approximately 300 projects, complete, active, and proposed have been added to the map. A project location is identified by either a point, line, or polygon which, once selected, will provide a dialogue box featuring pertinent project information. SPOT has been showcased internally at the STA and to the Project Delivery Working Group (PDWG) members for comments. While improvements are planned on the design of the webpage, STA staff would like to continue the roll-out of this new tool by presenting it to the Technical Advisory Committee for comment.

Members are encouraged to use SPOT and provide feedback on project information, pictures, or overall suggestions on improvement. The interactive map can be found at spotsolano.org

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DATE: August 14, 2015
TO: STA TAC
FROM: Anthony Adams, Assistant Project Manager
RE: Project Delivery Update

Background:

As the Congestion Management Agency (CMA) for Solano County, the Solano Transportation Authority (STA) works with member agencies to coordinate the programming and delivery of federal and state funded transportation projects. To aid in the delivery of locally sponsored projects, a Solano Project Delivery Working Group was formed, which assists in updating the STA's Technical Advisory Committee (TAC) on changes to State and Federal project delivery policies and updates the TAC about project delivery deadlines.

Metropolitan Transportation Commission (MTC)'s resolution 3606 describes delivery policies for the San Francisco Bay Area and is included as Attachment A as reference. MTC monitors projects that do not meet stated deadlines and reprograms funds to other project in the region; Caltrans further enforces the deadline by not supplying an E-76 authorization for construction past stated deadlines. Projects programmed in Fiscal Year (FY) 2015-16 must provide their request for authorization (RFA) to proceed with obligation from Caltrans by MTC's November 1st deadline. Projects that fail to meet this deadline are subject to funds being reprogrammed to later years or loss of funds.

Discussion:

UPCOMING PROJECT DELIVERY DEADLINES

Every year MTC produces an annual obligation plan (Attachment A) to forecast the programming of federal funds for upcoming fiscal years; Congestion Management Air Quality (CMAQ) and Surface Transportation Program (STP). Projects programmed for an upcoming fiscal year must meet resolution 3606 deadlines for project delivery. Upcoming project delivery deadlines are as follows:

November 1st: Project sponsors to submit RFA to Caltrans

November 30th: Annual Obligation Plan Cut-off (Last chance to change fiscal year programmed without being penalized.)

January 31st: Project sponsor's deadline to receive E-76 obligation authority (Projects not meeting this deadline may have funding delayed or be moved to later years.

September 1st: Caltrans deadline to provide E-76 obligation authority (Only used under exceptional circumstances. MTC will have requested funds be moved to a later year by this date)

At the time of this report all project sponsors, with the exception of Solano County's Suisun Valley Bike Improvements project and Vacaville's Ulatis Creek Project (covered in a separate staff report item 7B), has either moved their project to another fiscal year or provided assurances

of their ability to produce the project on time and meet all funding deadlines. Solano County's Suisun Valley Bike Improvements project is currently experiencing delays due to Cultural Resources environmental issues. These delays stem from protracted negotiations with the local Native American tribe, who are now requesting a monitor be on site during construction. Before a Native American monitor can be on site, further studies must be conducted to justify the expense, which will further delay the project.

CULTURAL RESOURCES NEW PROJECT DELIVERY RULE

As part of obtaining environmental clearance on any project, studies related to the presence of cultural resources must be conducted. This process can be protracted with numerous meetings and studies being required. Recently, Assembly Bill 52 (AB52) was passed with which sets out specifics on how project sponsors should consult with local tribes. Text of the bill can be found at this link: http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52 STA staff will also present the bill upon request. The steps required by the bill are outlined below:

- Tribe requests to be on the Agency's Notice List
- At the Field Review phase of work Caltrans reviews the project to see if an Archaeological Survey Report (ASR) (and or Historical Property Survey Report - HPSR) is necessary.
- Within 14 days of a decision to undertake a project or determination that a project application is complete, lead agency shall provide written notification to the tribes that requested placement on notice list
- Notice to Tribes shall include brief project description, location, lead agency contact info., and statement that Tribe has 30 days to request consultation
- Lead agency shall begin the consultation process within 30 days of receiving Tribe's request for consultation
- This is the opportunity for the tribe to produce documentation of a site or the importance of a site that is not already recorded. Once this information is gathered the consultant finishes the ASR/HPSR and the local agency submits it to Caltrans for review.
- If the HPSR/ASR shows avoidance of the documented sites and Caltrans agrees then no further work is needed for archeology.

Based on the way the HPSR/ASR is written additional research may be needed and discussions with Caltrans defining the level of intensity of the investigation begin. There are 3 different levels of exploration from Phase 1 to 3. If phase 1 is completed and the study is not able to draw all the necessary conclusions, a phase 2 or 3 study may be required.

- A phase 1 study may only take 6 months
- A phase 2 study is likely to take at least a year.
- Phase 3 is called a Data Recovery Plan and could easily take 3 years as the site is fully excavated and documented. Artifacts are preserved and studied and then sent off to the appropriate museums, tribes or land owners.

Once consultations have begun, and if a potential impact on cultural resources is likely, the tribe may request mitigation measure be instituted. AB52 provides further guidance to project sponsors on steps to be taken to mitigate a potential cultural resources site:

- Public agencies shall, when feasible, avoid damaging effects to Tribal Cultural Resources.
- Additional consultation at Tribal request
- Mitigation measures agreed upon during consultation shall be recommended for inclusion in environmental document /MMRP
- Examples of mitigation measures include:
 - Avoidance and preservation of the resources in place
 - Treating resource with culturally appropriate dignity
 - Permanent conservation easements
 - Protecting the resource

There has been a history of projects being delayed, and even canceled, in Solano County due to the high cost of studies and mitigation resulting from cultural resources. Last year, Suisun City's Train Station Improvements project was delayed for one year due to an extended cultural resources study. This year, there are two projects that have been severely affected by cultural resources study requirements: a delay on Solano County's Suisun Valley Bike Improvements project and a project cancelation on Vacaville's Ulatis Creek project. The cost of studies and mitigation required for Vacaville's Ulatis Creek project was estimated to be more than the cost of construction itself, and was therefore cost prohibitive.

Cultural resources issues resulting in project delays has been a topic at MTC's Programming and Project Delivery Working Group recently, with many in attendance expressing concern that the process has become cumbersome and expensive.

With such serious delays and cost overruns resulting from this process, project sponsors must provide ample time and funding to devote to completing cultural resources if constructing near a site which historically was inhabited by Native Americans.

INACTIVE OBLIGATIONS UPDATE

To adhere to FHWA project delivery guidelines and MTC's Resolution 3606, project sponsors must invoice for obligated projects every 6 months. If a project has not been invoiced during the previous 6 months, it is placed on the Caltrans Inactive List. More information regarding Inactive Obligations and its repercussions can be found on Caltrans Local Assistance website: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

As a regular discussion topic for the Solano PDWG, the Caltrans Inactive Projects List is released once a month to show the progress federal aid projects. Projects that have not sent in invoices in the past 6 months are added to the list. There are a total of 6 inactive projects in Solano County this month, with 1 of them coming from the STA, 2 from Vacaville, 1 from Vallejo, and 2 from Solano County (Attachment A). Three of the six projects have been on the list (Vallejo's Sacramento St, Vacaville's Aldridge Rd, and STA's West B St) for more than 3 months are now in danger of having funds rescinded. Vacaville and Vallejo staff need to work with Caltrans to ensure that these projects are invoiced as soon as possible. STA staff recently

submitted it's close out for West B St, which was approved by Caltrans; this project will drop off the list this by the next reporting cycle.

Projects that continue to stay on this list will have their funding de-obligated.

Fiscal Impact:

None, unless project become de-obligated due to inactivity

Recommendation:

Informational

Attachments:

- A. MTC's Resolution 3606 Project Delivery Policies
- B. Inactive Projects List

**Metropolitan Transportation Commission (MTC)
Regional Project Funding Delivery Policy Guidance for
FHWA-Administered Federal Funds
In the San Francisco Bay Area
MTC Resolution 3606
January 22, 2014**

Regional Project Funding Delivery Policy Intent

The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy guidance specifically addresses the Regional Discretionary Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as congressionally mandated projects including Earmarks which come with their own assigned OA). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines, such as those imposed by the CTC on funds it administers and allocates.

This regional project delivery policy guidance was developed by the San Francisco Bay Area's Partnership, through the working groups of the Bay Area Partnership Technical Advisory Committee's (PTAC) consisting of representatives of Caltrans, county Congestion Management Agencies (CMAs), transit operators, counties, cities, interested stakeholders, and MTC staff.

General Policy Guidance

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding');

As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the

regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA).

The regional discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone, and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the funding deadlines and can meet all federal-aid project requirements.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the regional discretionary fund programming. These changes, or revisions to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the MTC Commission. Regional discretionary funds may be shifted among any phase of the project without the concurrence or

involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP. Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.

Regional Discretionary Funding:

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

Programming to Apportionment in the year of Obligation/Authorization

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the regional annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received for the funds it manages.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA, with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after January 31 of each fiscal year. In some years OA may not be available for advancements until after May 1, but the funds must be included in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to May 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other FHWA federal-aid projects. Restrictions may be placed on the advancement of funds for

agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. MTC may consult with FHWA, Caltrans and/or the appropriate Congestion Management Agency (CMA) to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA by May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after May 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines. The use of ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis. When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project funding reductions will not be used. Federal regulations require that the project proceed to

construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in ten years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional programs, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans (and if applicable, CTC) procedures and federal regulation. However, Regional Discretionary Funding managed by MTC and assigned to the project is limited to the amount approved by MTC for that specific project. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.

For federal regional discretionary funds managed by MTC, any funding reductions or unused funds realized after the obligation deadline return to MTC. Any Regional Discretionary Funding such as STP/CMAQ funds that have been obligated but remain unexpended at the time of project close-out will be de-obligated and returned to the Commission for reprogramming. However, for funding administered by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Important Tip: If a project is canceled and does not proceed to construction or right of way acquisition within 10 years, the agency may be required to repay all reimbursed federal funds.

Federal Rescissions

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission,

the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated, unless otherwise directed by the Commission.

Annual Obligation Plan

California Streets and Highway Code Section 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan prior to each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available in the upcoming federal fiscal year. This plan will be the basis upon which priority for OA and obligations will be made for the upcoming federal fiscal year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to re-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

The project sponsor shall be considered committed to delivering the project (obligating/authorizing the funds in an E-76 or transferring to FTA) by the required funding deadline at the beginning of the federal fiscal year (October 1) for funding programmed in that year of the TIP. If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the federal fiscal year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines and federal-aid requirements.

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate

issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

FHWA-Administered Project Milestones Status

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

Local Public Agency (LPA) Qualification

In an effort to facilitate project delivery and address federal-aid process requirements, Local Public Agencies (LPA) applying for and accepting FHWA administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified' for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the federal-aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

Maximizing Federal Funds on Local Projects

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects.

Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

Specific Project-Level Policy Provisions

Projects selected to receive Regional Discretionary Funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of

the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming and are required to develop major milestone delivery schedules for each of their federal-aid projects.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific project-level provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form and attachments to Caltrans for all projects, twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive Regional Discretionary funding must demonstrate the ability to obligate programmed funds by the established deadlines. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the funding deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the November 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/authorizing the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to re-programming by MTC.

Within the CMA administered programs, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until the start of federal fiscal year in which the funds are programmed in the TIP, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional programs, the Commission has discretion to redirect funds from delayed or failed projects.

MTC Regional Discretionary Funding is subject to a regional obligation/ authorization/ FTA transfer deadline of January 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/ authorization or FTA transfer to Caltrans Local Assistance by November 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/authorization/ FTA transfer of the funds by January 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2014-15 of the TIP have a request for authorization/ obligation/ FTA transfer submittal deadline (to Caltrans Local Assistance) of November 1, 2014 and an

obligation/ authorization/FTA transfer deadline of January 31, 2015. No extensions will be granted to the obligation deadline.

In Summary:

- Request For Authorization (RFA) Submittal Deadline: November 1 of the fiscal year the funds are programmed in the federal TIP. The Implementing Agency is required to submit a complete Request for Authorization (RFA)/ obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). For projects with federal funds administered by the CTC, such as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the January 31 obligation deadline of federal funds.
- Obligation /Authorization Deadline: January 31 of the fiscal year the funds are programmed in the TIP, including funds administered by the CTC, such as STIP and state-TAP. No extensions will be granted to the obligation deadline for regional discretionary funds.

Important Tip: If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the regional discretionary funding in a later year of the TIP and advance the funds after May 1 using the Expedited Project Selection Process (EPSP) once additional OA is made available by Caltrans. Projects with federal funds administered by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

November 1 - Regional Request for Authorization (RFA) submittal deadline. Complete and accurate Request for Authorization package submittals, and ACA conversion requests for projects in the annual obligation plan received by November 1 of the fiscal year the funds are programmed in the TIP receive priority for obligations against available OA. The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.

November 1 – January 31 – Projects programmed in the current year of the TIP and submitted during this timeframe are subject to re-programming. If OA is still available, these projects may receive OA if obligated by January 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first-come first-served basis. Projects with funds to be advanced from future years should request the advance prior to January 31, in order to secure the funds within that federal fiscal year. This rule does not apply to federal funds administered by the CTC such as STIP or state-TAP funds.

January 31 - Regional Obligation/Authorization deadline. Regional Discretionary Funding not obligated (or transferred to FTA) by January 31 of the fiscal year the funds are programmed in the TIP are subject to reprogramming by MTC. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to January 31 in order to secure the funds within that federal fiscal year, though a project may be advanced from a later year any time after January 31. For funding administered by the CTC, the CTC allocation should occur in sufficient time to meet the January 31 federal obligation deadline.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they are subject to de-programming from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement.

Important Tip: In some years, OA for the region may be severely limited, such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the RFA deadline of November 1 have priority, followed by other projects in the annual obligation plan submitted before the RFA Submittal deadline of November 1. Projects in the obligation plan but submitted after November 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after May 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. RFAs submitted after the November 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy or not complying with federal-aid requirements are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.

- **Coordination with CTC allocations**

The CTC has its own delivery deadlines that must be met in addition to the regional deadlines. Regional deadlines are in advance of both state and federal deadlines to ensure all deadlines can be met and funds are not jeopardized. To further ensure that CTC deadlines are met, allocation requests to the CTC for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package, so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federal funds unless the E-76 RFA package is also submitted.

Important Tip: There may be occasions when the schedule for a project funded by the CTC is not in sync with the standard summer construction season or with the January 31 regional obligation deadline. Considering that CTC-administered construction funds must be awarded within 6 months of the CTC allocation, the project sponsor may want to delay the CTC construction allocation until later in the season in order to comply with the CTC award deadline. This is allowed on a case-by-case basis for construction funds when the project sponsor has demonstrated a special project delivery time-schedule, and programming the funds in the following state fiscal year was not an option. Regardless of the regional obligation deadline, the end-of-state-fiscal-year CTC allocation deadline still applies, and CTC-administered funds must still receive a CTC allocation by June 30 of the year the funds are programmed in the STIP. This means the construction CTC allocation request/ RFA must be submitted to Caltrans local assistance no later than March 31 of the year the funds are programmed in the STIP/TIP in order to meet the June CTC allocation deadline.

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures.—Agencies with projects that do not meet these award deadlines will have future

programming and OA restricted until their projects are brought into compliance (CTC-administered construction funds lapse if not awarded within 6 months).

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly.

Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against at least once every six months. Funds that are not reimbursed against at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings, or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA conversions receive priority in the annual obligation plan. Furthermore, agencies that obligate construction engineering (CE) funds may (with concurrence from Caltrans) invoice against this phase for project advertisement activities to comply with invoicing deadlines.

- **State Liquidation Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Implementing agencies must submit to Caltrans the Final Report of Expenditures within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction or right of way acquisition within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and will work with the agency to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, or are out of compliance with federal-aid requirements and deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Delivery Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.
- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency is committed to delivering project in the year programmed in the TIP	Region	Deprogramming of funds and redirection to other projects that can use the OA (MTC)
Field Review (If applicable)	Within 12 months of inclusion in TIP	Region	Restrictions on future programming, obligations and OA until deadline is met (MTC)
MTC Obligation Plan CA S&H Code § 182.6(f)	October 1 - Beginning of each federal fiscal year	Caltrans Region	Only projects identified in MTC's annual Obligation Plan receive priority for OA. Projects not in annual plan may need to wait until after May 1 to receive an obligation (MTC)
Request For Authorization (RFA) Submittal	November 1 of year funds programmed in TIP	Region	Project loses priority for OA. OA may be redirected to other projects (MTC)
Obligation / FTA Transfer E-76 / Authorization	January 31 of year programmed in TIP	Region	Reprogramming of funds and redirection to other projects that can use the OA (MTC)
Release of Unused OA	May 1	Caltrans	Unused OA becomes available for all regions to access on first-come first-served basis (Caltrans)
CTC-Allocation CA Gov Code § 14529.8	June 30 of the year CTC funds are programmed	CTC	CTC-programmed funds lapse (CTC) Requires CTC approval for extension
Last opportunity to submit Request For Authorization (RFA) for federal fiscal year	June 30	Caltrans	Requests submitted after June 30 may need to wait until following federal fiscal year to receive E-76 / Authorization (Caltrans)
End of Federal Fiscal Year - OA No Longer Available	August 30	Caltrans Federal	Federal system shut down. Unused OA at end of federal fiscal year is taken for other projects. No provision funds taken will be returned (FHWA)
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans Region	De-obligation of funds after 6 months (so project does not become inactive) (Caltrans) Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Advertisement	3 months after obligation	Region	Potential to miss award deadline. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Award	6 months after Allocation/Obligation	CTC Region	CTC-allocated funds lapse. Requires CTC extension approval (CTC) Potential for project to become Inactive. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Invoicing & Reimbursement	Submit invoice and receive reimbursement at least once every 6 months following obligation of funds.	Federal Caltrans Region	Placed on pending inactive list after 6 months. Must submit invoice status reports (Caltrans) De-obligation of funds if project does not receive reimbursement within 12 months, with no guarantee funds will be returned (FHWA) Restrictions on future funding (MTC)
Expenditure CA Gov Code § 14529.8	2 years following the year of CTC allocation of funds	CTC	CTC-allocated funds lapse (CTC) Requires CTC approval for extension
Liquidation CA Gov Code § 16304.1	2 years following the year of allocation (state funds) 4 years following the year of allocation (Federal funds)	State of California Caltrans	Loss of State budget authority and de-obligation of funds (State of California). Requires CWA with Caltrans for extension (Caltrans)
Project Close-Out	6 months after final invoice	Caltrans Region	Must submit explanation in writing (Caltrans) Restrictions on future funding (MTC)

Updated on
07/28/2015

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	County	Agency	Description	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5030058	Inactive	Submit invoice to District by 08/20/2015			SACRAMENTO ST FROM GEORGIA TO VIRGINIA, GEORGIA ST FROM SANTA CLARA TO SACRAMENTO, PED. ENHANCEMENT, STREETScape	\$2,704,100.00	\$2,334,000.00	\$0.00	\$2,334,000.00
5094058	Inactive	Invoice under review by Caltrans. Monitor for progress.	SOL	Vallejo	ON ALDRIDGE ROAD, APPROXIMATELY 500' WEST OF EUBANKS DRIVE, OVER PUTAH SOUTH CR, BRIDGE REHABILITATION (TC)	\$454,000.00	\$454,000.00	\$96,277.78	\$357,722.22
6249029	Inactive	Final Invoice under review by Caltrans. Monitor for progress.	SOL	Solano Transportation Authority	WEST B STREET NEAR NORTH JACKSON STREET, PEDESTRIAN AND BIKE UNDERCROSSING/UPRR	\$5,890,000.00	\$4,524,000.00	\$4,468,209.48	\$55,790.52
5094060	Future	Submit invoice to District by 11/20/2015	SOL	Vacaville	DEPOT ST, LEISURE TOWN RD, BROWNS VALLEY PKWY, E MONTE VISTA AV, ALLISON DR, DAVIS ST, RESURFACE PAVEMENT	\$1,452,538.00	\$1,231,000.00	\$62,273.12	\$1,168,726.88
5923095	Future	Final Invoice under review by Caltrans. Monitor for progress.	SOL	Solano County	I-80/REDWOOD STREET/FAIRGROUNDS DRIVE I/C IN CITY OF VALLEJO, INTERCHANGE MODIFICATION	\$556,452.00	\$445,161.00	\$442,756.59	\$2,404.41
5923098	Future	Final Invoice under review by Caltrans. Monitor for progress.	SOL	Solano County	I-80/REDWOOD STREET/FAIRGROUNDS DRIVE I/C IN CITY OF VALLEJO, MODIFY INTERCHANGE	\$1,052,549.00	\$842,039.00	\$777,008.41	\$65,030.59

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DATE: August 17, 2015
TO: STA TAC
FROM: Ryan Dodge, Associate Planner
RE: Automated Bicycle and Pedestrian Counters

Background:

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

Discussion:

At this meeting, STA staff will present results from recent automated Bicycle and Pedestrian counting efforts to date.

Fiscal Impact:

None.

Recommendation:

Informational.

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DATE: August 17, 2015
TO: STA TAC
FROM: Drew Hart, Associate Planner
RE: Bicycle Advisory Committee (BAC) Overall Work Plans FY 2015-16

Background:

The BAC is responsible for updating and monitoring the progress of the Solano Countywide Bicycle Transportation Plan (STA Bike Plan). Additionally, these committees make funding recommendations for countywide bicycle-related projects to the STA Board of Directors and member agencies.

Members of the BAC are mayor-appointed volunteers with an interest in advocating for improvements in bicycle infrastructure and safety. Members typically commit to a three-year term that can be renewed at the approval of the mayor. The current members of the BAC are as follows:

<u>Member</u>	<u>Agency</u>
Nancy Lund, Vice Chair	City of Benicia
Jim Fisk	City of Dixon
David Pyle	City of Fairfield
Lori Wilson	City of Suisun City
Ray Posey	City of Vacaville
Mick Weninger	City of Vallejo
Mike Segala, Chair	Solano County
Barbara Wood	Member-At-Large
Vacant	City of Rio Vista

Discussion:

STA staff presented the attached Overall Work Plans to the BAC on July 30, 2015. The BAC approved the Plan (Attachment A). The items contained in the work plans focus on the selected objectives extracted from the STA Bike Plan.

Recommendation:

Informational.

Attachment:

- A. FY 2015-16 BAC Overall Work Plan

**FISCAL YEAR (FY) 2015/16
BICYCLE ADVISORY COMMITTEE (BAC)
OVERALL WORK PLAN**

Introduction

The Bicycle Advisory Committee (BAC) is responsible for updating and monitoring the progress of the Solano Countywide Transportation Bicycle Plan and making funding recommendations for bike-related projects to the STA Board.

Scope of Work

The STA BAC identifies goals and objectives which are consistent with the goals and objectives listed in the Solano Countywide Bicycle Transportation Plan. This Overall Work Plan is regularly revised. Overall Work Plans are recommended by the BAC to the STA Board for adoption.

The following objectives are selected from the Solano Countywide Bicycle Transportation Plan which articulate the current Overall Work Plan:

Objective 2 – Maintain the Countywide Bicycle Transportation Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 25 years.

- b. Review the projects identified in the Countywide Bicycle Plan annually to identify projects that have been completed.

Objective 5 – Build upon the existing bikeway facilities and programs in Solano County

- d. Identify and implement gap closure projects
- h. Conduct before and after bicycle counts at specific locations and times to measure the relative effectiveness of various investments. Submit all data to the STA for review and storage
- j. Work with local agencies to improve maintenance of existing bikeways and roadway shoulders

Objective 6 - Encourage public participation and continuation of the Bicycle Advisory Committee (BAC)

- a. Continue regular meetings of the BAC;

Objective 7 - Improve bicycle safety conditions

- a. Monitor and track bicycle-related collision levels through available data sources

Objective 10 - Develop a coordinated marketing strategy to encourage bicycling in Solano County

- c. Periodically update the BikeLinks map for public distribution to reflect new bicycle facilities and information

GOAL 9 - Develop a standard countywide wayfinding signage system to regionally direct bicyclists that can be adopted by local agencies



DATE: August 20, 2015
TO: STA TAC
FROM: Ryan Dodge, Associate Planner
RE: Pedestrian Advisory Committee (PAC) Overall Work Plan FY 2015-16

Background:

The PAC is responsible for updating and monitoring the implementation progress of the Solano Countywide Pedestrian Transportation Plan (STA Pedestrian Plan). Additionally, the committee makes funding recommendations for countywide pedestrian-related projects to the STA Board of Directors and to member agencies.

The PAC representatives are as follows:

<u>Member</u>	<u>Agency</u>
Pete Turner	City of Benicia
Bil Paul, Vice Chair	City of Dixon
Tamer Totah, Chair	City of Fairfield
Kevin McNamara	City of Rio Vista
Sean Strickland	City of Suisun City
Shannon Lujan	City of Vacaville
Teri Booth	City of Vallejo
Joseph Joyce	Solano County
Rischa Slade	Solano Community College
Jody Lane	Bay Area Ridge Trail Council

Discussion:

The PAC approved the attached Overall Work Plan at their June 18, 2015 meeting. The items in the work plan are selected goals and objectives from the STA Pedestrian Plan (Attachment A).

Recommendation:

Informational.

Attachment:

- A. FY 2015-16 PAC Overall Work Plan

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**FISCAL YEAR (FY) 2015/16
PEDESTRIAN ADVISORY COMMITTEE (PAC)
OVERALL WORK PLAN**

Introduction

The Pedestrian Advisory Committee (PAC) is responsible for updating and monitoring the progress of the Solano Countywide Transportation Pedestrian Plan and making funding recommendations for countywide pedestrian-related projects to the STA Board of Directors and member agencies.

Scope of Work

The STA proposes the following work plan per the Solano Countywide Pedestrian Plan, Goal 10 Objective c.: “Develop and revise a PAC Overall Work Plan annually based on the goals and objectives identified in the Solano Countywide Bicycle and Pedestrian Plan.”

Objective 2 – Maintain the Countywide Pedestrian Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 20 years.

- b. Review the projects identified in the Countywide Pedestrian Plan annually to identify projects that have been completed.

Objective 5 – Encourage the City Council adoption of the Countywide Pedestrian Plan by all STA member agencies

- a. Inventory the adoption of the countywide pedestrian plan or a local pedestrian plan for each jurisdiction in Solano County

Objective 9 – Build upon the existing pedestrian facilities and programs in Solano County

- d. Identify and implement gap closure projects
- h. Conduct pedestrian counts at specific locations and times to measure the change in pedestrian traffic over time; submit all data to STA for review and storage
- i. Ensure that new roadways, transportation projects, and developments improve pedestrian travel and system continuity
- j. Work with local agencies to improve maintenance of existing sidewalks and walkways

Objective 10 – Encourage public participation and continuation of the STA Pedestrian Advisory Committee (PAC)

- c. Develop and revise a PAC Overall Work Plan annually based on the goals and objectives identified in the Solano Countywide Bicycle and Pedestrian Plan.
- d. Continue regular meetings of the PAC; PAC members should help member agencies develop local pedestrian master plans and submit them for approval to local City Councils
- f. Identify a Pedestrian Coordinator in each jurisdiction who is a staff member whose responsibility is to (a) provide support to the PAC, (b) act as a liaison to the City, (c) complete funding applications, and (d) provide inter-departmental coordination

Objective 11 – Ensure that safety for pedestrians, especially young people, elderly people, and people with disabilities, is the highest priority among competing pedestrian improvement priorities, and a high priority among overall transportation improvement priorities

Objective 12 – Collect and analyze data and citizen input regarding pedestrian-related accidents/collisions/incidents and issues to identify, plan, and design pedestrian transportation projects.

- a. Monitor and track pedestrian-related collision levels through available data sources
- e. Utilize and contribute to collaborative data collection efforts (i.e. National Bicycle and Pedestrian Documentation Project, MTC bicycle and pedestrian counts, other).

Objective 24 – Inventory areas that are not safely accessible by walking



DATE: August 14, 2015
TO: STA TAC
FROM: Sarah Fitzgerald, SR2S Program Administrator
RE: Solano Safe Routes to School Program Fiscal Year (FY) 2014-15
Annual Report

Background:

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

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013.

Discussion:

Highlights for Fiscal Year (FY) 2014-15

The 2014-15 school year saw the largest number of students engaged since the program’s inception, with 17,000 students and 58 schools participating in an SR2S activity.

Education & Encouragement Events

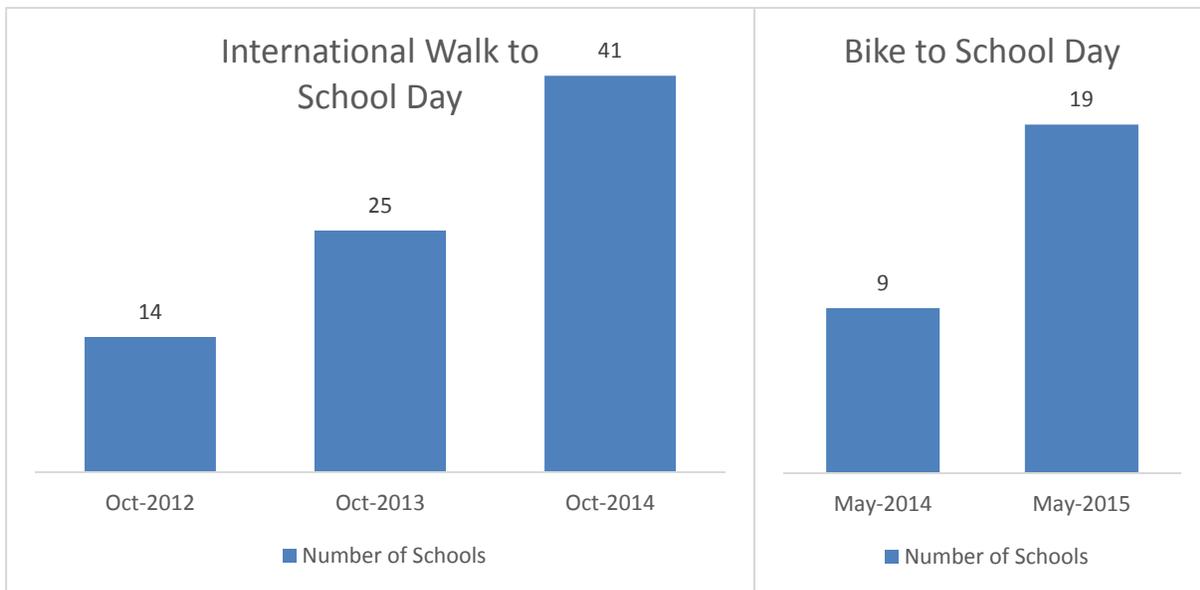
During FY 2014-15, SR2S, in partnership with Solano County Public Health, conducted programs to teach students how to walk and bike safely to school and in their communities. Students were also educated on the benefits of walking and biking to school and using the road safely. In addition, through TDA-3 funding allocated to the SR2S program by the STA Board and MTC’s Spare the Air Youth (STAY) grant funding, the Bay Area Bike Mobile (Bike Mobile) continued to conduct free bike repair events throughout Solano County. The educational and encouragement activities work hand in hand to create healthy habits for students.

Nearly 17,000 students were reached through program events. See Attachment A for detailed list of events by school. Highlights include:

- 505 students participated in 10 School Bike Rodeos
- 1,693 students participated in 6 School Safety Assemblies
- 2,133 students participated in monthly & weekly Walk and Roll to School Events
- 358 students participated in 11 Helmet Education Events
- 11,005 students participated in 41 International Walk to School Day Events
- 983 students participated in 19 National Bike to School Day Events

International Walk to School Day in October 2014 marked the first year that all seven cities and all school districts in Solano County participated in the event.

National Bike to School Day was held on May 6, 2015. For the first time, SR2S conducted a poster contest, which was highly successful with over 130 entries received from schools across the County. The winning poster was sent to all schools in the County to promote Bike to School Day. Two grand prize winners each received a bicycle from a local bike shop and four runners up received a \$100 gift certificate to a local bike store.



Enforcement

Police departments from both the City of Rio Vista and the City of Vacaville began implementing programs funded by the Public Safety Enforcement Grant. The City of Vacaville updated crossing guard training materials and has reached out to all Solano County school districts to strategize implementation of standardized crossing guard training. Vacaville PD has also conducted parent safety assemblies, provided a presence at International Walk to School Day and National Bike to School Day, and provided targeted direct enforcement around schools during peak hours of school drop-off and pick-up times.

The City of Rio Vista began implementation of their project titled ‘Pedestrian and Vehicle Safety Campaign.’ The City hosted a very successful Safety Fair which attracted hundreds of visitors. They hosted a Bike Rodeo and the Bike Mobile at the Safety Fair. Officers from Rio Vista PD conducted safety assemblies at DH White Elementary and Riverview Middle School. Enforcement efforts included targeted direct enforcement around the schools and purchasing two electronic portable speed and message boards which provide radar feedback as well as collect traffic count and speed data. Preliminary data from these feedback signs show the devices are effective at reducing vehicle speeds when the signs are present.

Implementation of these two enforcement grants will continue into the 15/16 school year.

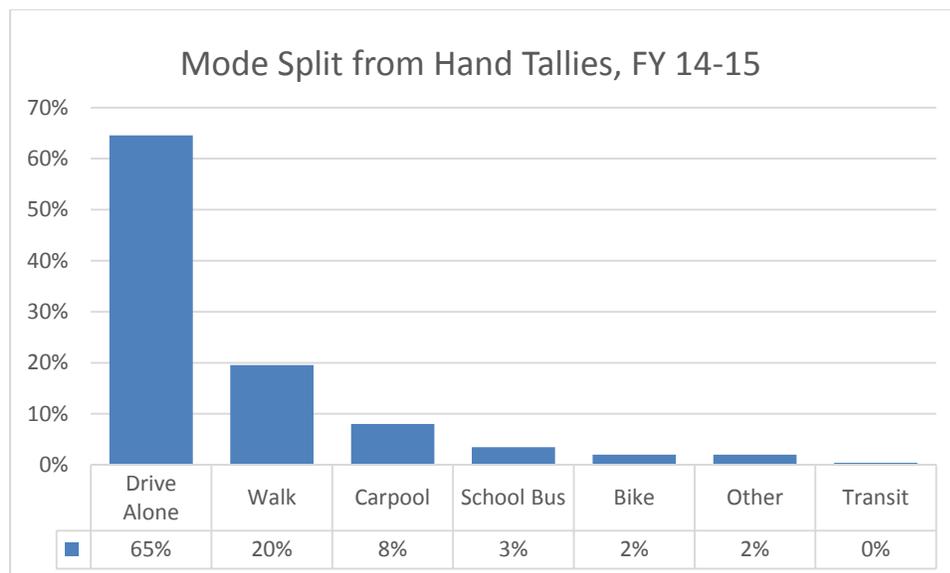
Engineering

The SR2S program was allocated \$1.2M of OneBayArea Grant (OBAG) funding for six priority infrastructure projects identified in the updated SR2S Plan. The City of Benicia completed their SR2S engineering project in August 2014. Five additional projects are in various stages of completion. See Attachment B for a description and status update for these engineering projects.

The Dixon West B Undercrossing officially opened in August 2014, providing safe crossing under the railroad tracks for bicyclists and pedestrians. This SR2S infrastructure project is located in close proximity to Dixon’s downtown, Anderson Elementary School and adjacent residential areas.

Evaluation

Twice a year, the SR2S program evaluates its progress through Student Travel Hand Tally Surveys. The graph below displays hand tally data for Solano County for FY 2014-15. Fifty-five schools participated in the in-class hand tallies during the fall (27) and spring (28) of FY 2014-15, representing over 48,000 trips taken to school. The data shows that although the primary way of getting to school is in the family vehicle, 22% of all trips taken to school are by walking or bicycle.



Engagement

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

Walking School Bus (WSB) and SR2S Champion Appreciation

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 acknowledged 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. Proclamations were signed by the STA Board and presented to recipients in person at either a School Board meeting or appreciation event at the school.

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 monthly Walking Wednesday event at Matthew Turner Elementary. The Walking Wednesday program at Matthew Turner has over 100 students participating at each monthly event.

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 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: Patty Skiles, Michelle Redline and Chrissy Skiles. 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. 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.

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.

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.

STA Annual Awards – SR2S Category

On June 30, 2014, the Executive Committee approved the addition of a Safe Routes to School category for the STA Annual Awards program. At the Awards Ceremony, on November 12, 2014, Kim Van Gundy, Director of Facilities at the Fairfield-Suisun USD and the B. Gale Wilson Walking School Bus were honored to be the winners in this category. Leslie Beatson, Principal at Matthew Turner Elementary School in Benicia was also nominated.

Kim Van Gundy – Fairfield-Suisun Unified School District

Kim Van Gundy has been instrumental in promoting the various elements of the Safe Routes to School (SR2S) program to Fairfield-Suisun schools as a way to help build community within the schools and surrounding neighborhoods. She has encouraged principals to participate in the Walking School Bus program to help alleviate traffic problems around schools, and has encouraged the educational components of Safe Routes to School.

B. Gale Wilson School – Walking School Bus

The B. Gale Wilson Walking School Bus (WSB) began as a pilot program which eventually led the way for STA obtaining a federal grant to roll out the WSB program in all Solano County elementary schools. To date, it has doubled in participation and is the flagship WSB in our program.

Safe Routes to School Award Winning Video & PSA

Throughout this year, SR2S staff worked with the City of Fairfield's Channel 26 team to create a 7 ½ minute video describing the SR2S program. Testimonials from multiple Safe Routes partners were used in the video, including Solano County Superintendent of Schools Jay Speck, Suisun City Police Chief Tim Mattos, Solano County Public Health Officer/Deputy Director Dr. Bela Matyas, as well as school principals and parent volunteers. In addition, a 60-second PSA

spot was created to promote and encourage participation in the SR2S program. The video and PSA can be viewed on the SR2S website.

Whitney Skillman and Bill Way of Channel 26 received two Telly Awards in the categories of Government Relations and Videography/Cinematography for the video and PSA. The Tellys are an awards program that honors outstanding local, regional and cable TV commercials and programs, the finest video and film productions, online commercials, videos and films and this year's competition included nearly 12,000 entries from all 50 states and numerous countries.

Fiscal Impact

None.

Recommendation:

Receive and file.

Attachments:

- A. FY14-15 SR2S Events Participation Summary
- B. OBAG 1 SR2S Engineering Project Status

Safe Routes to School Event Participation FY 2014-2015



	EDUCATION & ENCOURAGEMENT								EVALUATION		ENGAGEMENT		
	Bike Mobile	Bike Rodeo	Bike To School Day Poster Contest	Helmet Education	International Walk to School Day	National Bike to School Day	Safety Assembly	Walk & Roll Wednesdays	Grand Total	Travel Surveys- Oct. 2014*	Travel Surveys- May 2015*	Back to School/Family Night	Other SR2S Events**
Benicia Unified School District													
Benicia Middle School			2		185				187				
Joe Henderson										21			
Mary Farmar	25	68	2		270	44			409	15	14		
Matthew Turner			9	1	275			792	1,077		18		40
Robert Semple			6		285				291	13			
BUSD Totals	25	68	19	1	1,015	44		792	1,964	49	32		40
Dixon Unified School District													
CA Jacobs			1						1				
Dixon Montessori										12	10		
Gretchen Higgins					315				315	14			6
Tremont			43						43				6
DUSD Totals			44		315				359	26	10		12
Fairfield-Suisun Unified School District													
Anna Kyle Elementary				24		38			62		34		
B. Gale Wilson					217				217				
Cordelia Hills Elementary					400				400				
Crescent Elementary	26	62		8	152				248	19	18		
Crystal Middle School			4						4	13	8		
Dan O. Root					150				150	19	21		
Grange Middle											22		
Green Valley Middle School					350	39			389				
K.I. Jones					360				360				
Laurel Creek Elementary					140	17			157		2		
Nelda Mundy			2		475	69	871		1,417	11			
Rolling Hills			1						1				
Sheldon Elementary					170				170	20			
Suisun Elementary					165				165	13			6
Tolenas											22		
FSUSD Totals	26	62	7	32	2,579	163	871		3,740	95	127		6
River Delta Unified School District													
D.H. White					177		415		592	14			
Riverview Middle							220		220				
RDUSD Totals				68	177		635		812	14			
Travis Unified School District													
Cambridge			8		285	115			408	18	20		
Center					52	13			65				8
Foxboro				7					7	26	24	75	
Travis Elementary										18	12		
TUSD Totals			8	7	337	128			480	62	56	75	8
Vacaville Unified School District													
ACE Charter					120	42			162				
Browns Valley		26			450	6			482	23	21		42
Callison			2		460	175			637	33	32		77
Cooper Elementary										18			
Fairmont		75	4		170	45			294	10	12		
Hemlock Elementary				11	150	36			197		5		
Markham Elementary		52			360	43			455		18		
Orchard Elementary					200				200				
Padan Elementary		65			275	60			400	21	14		
VUSD Totals	218	6	11		2,185	407			2,827	105	102		119



Bike Mobile



Bike Rodeo



Walking Wednesday event at Patterson Elementary, Vallejo

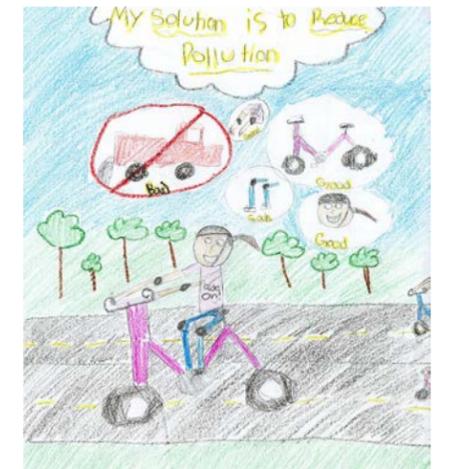
Safe Routes to School Event Participation FY 2014-2015



	EDUCATION & ENCOURAGEMENT									EVALUATION		ENGAGEMENT	
	Bike Mobile	Bike Rodeo	Bike To School Day Poster Contest	Helmet Education	International Walk to School Day	National Bike to School Day	Safety Assembly	Walk & Roll Wednesdays	Grand Total	Travel Surveys- Oct. 2014*	Travel Surveys- May 2015*	Back to School/Family Night	Other SR2S Events**
Vallejo City Unified School District													
District-Wide Walking School Bus Training													45
Beverly Hills					180				180	10	11	7	
Cave Language Academy			6					187	193			92	3
Dan Mini					330				330	7	4	9	3
Federal Terrace					170				170		10		
Franklin Middle School	37	51				63			151			36	
Glen Cove					130				130				3
Highland					550	86			636			9	
Hogan Middle School							31		31				
Johnston Cooper	22			26	300				348	13		10	18
Lincoln					219				219	6	9	8	10
Loma Vista			3		418				421		5	9	
Mare Island Health and Fitness Academy											24		
Patterson	38	93		47	280	36	1,310		1,804	13	19	28	
Pennycook Elementary					180	40			220	10	13	23	
Solano Middle School					300				300				
Steffan Manor					350				350			6	
Vallejo Charter					270	16			286			2	
Wardlaw					285				285				
Widenmann					435				435	11	12	4	7
VCUSD Totals	97	144	9	73	4,397	241	1,341	1,877	6,489	70	107	243	89
Community Events													
Benicia Cub Scouts				21					21				
Vallejo Celebrates Youth	25												
Dixon Public Library	26												
Downtown Rio Vista 3rd Thursday Event	23								23				
Fairfield Civic Center Library	6			36					42				
Fairfield City Parks				41					41				
Fairfield PD Motorcycle Challenge		12							12				
JFK Library-Vallejo	18								18				
Rio Vista Safety Fair				68					68				
Solano Public Health Week		1							1				
Suisun City Library	17												
Vacaville Cultural Center	26								26				
Vacaville Kidfest	14								14				
Vallejo Fruit & Veggie Festival	23								23				
Community Event Totals	178	13		166					289				
Total Schools Involved	58												
Total Events	16	10	14	11	41	19	6	27	144	27	28	14	14
Total Participants	326	505	93	358	11,005	983	1,693	2,133	16,960	421	434	318	274



International Walk to School Day



Bike to School Day Poster Contest Entry

*Participating classrooms

**Includes: Walking School Bus Volunteer Training, Walking School Bus Principal Meeting, Volunteer Appreciation Event, Principal Meeting, Site Team Meeting, Recognition Planning Event, Principal Meeting, Parent Safety Meeting, OBAG Project Meeting, and MTC Video Filming

Responsible Agency	Description of Work	Project Completion Date (Expected)	FY Programmed	OBAG funding	Total Project Cost
City of Suisun City	Stripe high-visibility crosswalks by Crescent Elementary and Crystal Middle School. Design a Class I pedestrian/bicycle facility along the west side of Marina Boulevard between State Route 12 and Lotz Way, and along Lotz Way between Marina Boulevard and the Suisun multi-modal transit station on Main Street. Design and construct a path along the south side of Driftwood Drive from Whispering Bay Circle to Marina Boulevard. Install rectangular rapid flashing beacons on Harrier Drive at the main entrance to Dan O. Root Elementary School.	8/30/2016	15/16	\$349,065	\$635,000
City of Vallejo	Intersection, striping, and signage improvements in the vicinity of Wardlaw Elementary and Cooper Elementary School. High visibility crosswalks and pedestrian signs will be the first priority projects, with additional lane reconfiguration with any remaining funds.	8/1/2016	15/16	\$247,728	\$280,428
City of Dixon	Construct sidewalk bulb-out on North Lincoln Street at CA Jacobs. Construct sidewalk bulb-out on Pheasant Run Drive at Tremont Elementary School. Installation of high visibility crosswalks at various schools. Install bike racks and overhead covering at CA Jacobs. Install gate in fence along pedestrian path near Silveyville Elementary School. Restripe bike lane on Rehrmann Drive from Evqans Road to North Lincoln Street. Plant trees and gate improvements along Rehrmann Drive at Tremont Elementary School.	8/1/2017	16/17	\$100,000	\$124,956
City of Vacaville	Construction of bicycle and pedestrian safety improvements for VUSD and TUSD. Vacaville High School Area-Work includes improvements on Monte Vista Avenue and West Street including curb extensions at the Monte Vista/West St. intersection and potential landscape installation to limit erosion and widen effective sidewalk width. Sidewalk improvements to Monte Vista Ave. and West Street and possible sidewalk extension from school to Stinson Ave. Installation of accessible curb ramps and high vis. crosswalks at various crossings.	8/1/2016	15/16	\$303,207	\$342,607
City of Benicia	New sidewalks in the vicinity of Robert Semple School install widened sidewalk landings and new crosswalks across Dempsey - Drive and the entrance to the parking lot adjacent to Matthew Turner School, install a flashing beacon on Southampton Road in front of the Benicia Middle School, and construct wider sidewalk landings on Southampton Road in front of Benicia Middle School	Complete	13/14	\$100,000	\$124,000
City of Rio Vista	New updated lighted crosswalk at SR 12 crossing with updated lighting.	8/1/2016	15/16	\$100,000	\$198,000

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DATE: August 13, 2015
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation 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 and are attached 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:

The California State Legislature will return from recess on August 17th. In the closing days of the budget debate, Governor Brown called for the Legislature to convene a special session to address the state's multibillion-dollar backlog of deferred transportation infrastructure maintenance, and proposed the Legislature "enact pay-as-you-go, permanent and sustainable funding to: adequately and responsibly maintain and repair the state's transportation and critical infrastructure; improve the state's key trade corridors; and complement local infrastructure efforts." The Legislature responded by convening Extraordinary Session 1 on June 19; no legislative actions were taken at that time, but the Legislature has since heard several bills to address this high priority issue.

STA has submitted letters of support for two bills going forward in the Extraordinary Session:

AB 227 (Alejo) is now titled ABX 1-1. This bill would require the repayment of outstanding transportation loans by December 31, 2018 and prevent the future borrowing of weight fee revenues from the State Highway Account.

SB 16 (Beall) is now titled SBX 1-1. This bill would phase in a multi-faceted transportation funding package, resulting in an approximately \$3 billion annual increase in transportation funding.

- Two informational hearings thus far in each house, largely reiterating the transportation infrastructure problem facing state highways and local streets and roads;
- Not much discussion on mass transit or active transportation (bike and ped);
- Several bills have been introduced in both houses in the special session;
- SBX1 1 (Beall) contains a plan for \$4-\$5 billion in new revenues from a combination of increased fuel taxes, vehicle registration fees, loan repayments, and fees on electric vehicles;
- Funding for goods movement included in discussions (portion of diesel excise tax resulting in approx. \$300 million);

- No plan yet introduced in the Assembly, aware Assembly Member Frazier is working on a package as well;
- Additional bills introduced include protection of weight fee revenues, extension of P3 authority, proposals to spend cap and trade revenues, new money for transit, stopping the high-speed rail project, restructuring the roll of the CTC;
- A hearing is scheduled in the Senate on 8/19 at which the Committee will hear SBX 1 1(Beall) and STA has a support position on this bill;
- Have not seen much engagement from leadership in either house or from the Governor on what a specific solution will ultimately look like, but the Speaker is starting a roadshow next week (see email I sent yesterday for more details);

Congress Passes MAP-21 Extension: Long-Term Plan Still on the Agenda

Both the Senate and the House are working towards putting together a multiyear transportation bill. As yet, the funding has not been identified. See Susan Lent's Federal Legislative Update (Attachment B) for more details on the activity in Washington DC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update



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

June 25, 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 – July 2015**

Legislative Update

The Legislature sent Governor Brown the final budget on June 19 and the Governor signed the budget, as well as a series of budget trailer bills, on June 24. **A transportation funding package was not part of the budget package (more on this below).** The new fiscal year begins July 1. The Legislature will break for Summer Recess on July 17. We have flagged several bills for the STA Board and discuss some of the more relevant bills under ***Bills of Interest***, below.

Special Session Convened

On June 16, Governor Brown called for the Legislature to convene a special legislative session to address the state's multibillion-dollar backlog of deferred transportation infrastructure maintenance, and proposed the Legislature "enact pay-as-you-go, permanent and sustainable funding to: adequately and responsibly maintain and repair the state's transportation and critical infrastructure; improve the state's key trade corridors; and complement local infrastructure efforts." The Legislature responded by convening Extraordinary Session 1 on June 19; no legislative actions were taken at that time, but the Legislature is now organized to address this high priority issue.

A special session of the Legislature, which runs concurrently with the normal legislative session (but can run in to the recess if needed), allows new bills to be introduced germane to the topic of the special session. Bills introduced in the special session are not subject to the same deadlines and parliamentary procedures that would otherwise govern the normal legislative session. Thus, the special session affords an opportunity to both focus on and "fast-track" solutions to identified problems or challenges. Bills enacted in special session go into effect 90 days after the close of the session (as opposed to the usual January 1 of the following year), unless they are passed with an urgency clause (requiring a 2/3 vote in each House), in which case they would go into effect immediately.

In the Senate special session, Senator Beall introduced SBX1 1, which is identical to his SB 16. SB 16 proposes to increase several traditional transportation funding mechanisms to generate approximately \$3-3.5 billion in new revenues for local streets & roads and state highways. In the Assembly, Assembly Member Alejo has introduced ABX1 1, similar to his AB 227, which would prevent the redirection of vehicle weight fees to the General Fund for debt-service payments (see ***Bills of Interest*** below).

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

Cap and Trade

At the same time, discussions continue of how best to appropriate the 40 percent of Cap and Trade revenues not subject to the continuous appropriation authorized in last year's Budget Act. (The 60 percent of Cap and Trade revenues continuously appropriated by last year's budget are unaffected by these ongoing negotiations and are expected to flow per established formulae to public transit, high-speed rail, and sustainable communities development.) There are several interest groups vying for funding from this program. Last year, the 40 percent portion went to several programs, including weatherization of households, energy efficiency upgrades, waste diversion, clean vehicle rebates, and zero-emission truck and bus deployment. In the coming weeks, the Legislature and the Governor will work out a Cap and Trade funding package.

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 (Board Action: 3/11/15).***

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. ***The STA Board SUPPORTS this bill (Board Action: 4/15/15).***

AB 227 (Alejo) and AB1X 1 (Alejo) Vehicle Weight Fees

This bill would undo the statutory scheme that transfers vehicle weight fees from the general fund to 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. ***The STA Board SUPPORTS this bill (Board Action: 3/11/15).***

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.

AB 516 (Mullin) Temporary License Plates

This bill would, beginning January 1, 2017, require the Department of Motor Vehicles (DMV) to develop a temporary license plate to be displayed on vehicles sold in California and creates new fees and penalties associated with the processing and display of the temporary tag. ***The STA Board SUPPORTS this bill (Board Action: 4/23/15).***

AB 1098 (Bloom) Congestion Management Plans (2-year Bill)

This bill would delete the level of service standards as an element of a congestion management plan and revise and recast the requirements for other elements of a congestion management program by requiring performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share. ***Bay Area CMA Planning Directors are analyzing this 2-year bill.***

AB 1250 (Bloom) Bus Axle-Weight Limit

Existing law provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Existing law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016. This bill is expected to become a long-term solution for the bus weight challenge. *The STA Board has a WATCH position on this bill (Board Action: 5/13/15).*

AB 1265 (Perea) Public-Private Partnerships (2-year Bill)

This bill would extend the authorizations for public-private partnerships (P3) as a method of procurement available to regional transportation agencies until January 1, 2030. The existing authority is set to expire on January 1, 2017.

AB 1347 (Chiu) Prompt Payment of Claims

This bill would require a public entity to review and respond to written claims within 30 days of receipt, and would mandate payment of undisputed claims within 30 days. If a public entity fails to respond to a claim from a contractor within the 30-day period, the claim is deemed rejected in its entirety and a meet and confer process begins.

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 require funding dedicated to the program be used for large, transformative capital improvements. 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 16 (Beall) and SBX1 1 (Beall) Transportation Funding

This bill would increase several taxes and fees for the next five years, beginning in 2015, to address issues of deferred maintenance on state highways and local streets and roads. Specifically, this bill would increase both the gasoline and diesel excise taxes by 10 and 12 cents, respectively; increase the vehicle registration fee; increase the vehicle license fee; redirect truck weight fees; and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$3-\$3.5 billion per year. *The STA Board SUPPORTS this bill (Board Action: 6/10/15).*

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 254 (Allen) Highway Relinquishments

This bill would establish a general authorization for Caltrans and the CTC to relinquish state highways to cities and counties for those highways deemed to present more of a regional significance. The goal of this bill is to streamline the relinquishment process and deter the Legislature from introducing one-off bills dealing with specific segments of the state highway system. **On May 28, the Senate Appropriations Committee amended this bill to no longer mandate that Caltrans bring a highway up to a state of good repair prior to relinquishment. It is assumed, however, that this condition could still be negotiated as part of a transfer agreement. *The STA Board has a SEEK AMENDMENTS position on this bill to allow for relinquishment to a joint powers authority and to protect local agencies from forced relinquishments (Board Action: 5/13/15). The Author's Office indicates this bill will not move forward.***

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 has a SUPPORT IN CONCEPT position on this bill (Board Action 3/11/15).***

SB 508 (Beall) Transit Development Act Requirements

Transit operators across the state are required to meet specified farebox recovery and operating cost criteria in order to be eligible to receive funds from the Transportation Development Act and/or the State Transit Assistance (STA) program, if those funds are to be used for operating purposes. This bill would address the challenges posed by this rigid funding mechanism by creating more flexible farebox recovery and operating cost criteria, and by rationalizing the penalties for non-compliance. ***The STA Board SUPPORTS this bill (Board Action: 6/10/15).***



M E M O R A N D U M

June 25, 2015

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

During the month of June we monitored developments with legislation and regulations and brought those developments to the attention of Solano Transportation Authority staff. We also made recommendations regarding legislation that STA may want to support.

Surface Transportation Reauthorization*DRIVE Act*

With the latest extension of MAP-21 set to expire on July 31, there has been a flurry of activity in the House and Senate, although still no path forward to pass multiyear legislation before July 31. The Senate Environment and Public Works Committee unveiled and marked up the highway title of the Senate transportation bill on June 24. The bill entitled the Developing a Reliable and Innovative Vision for the Economy Act (DRIVE) Act authorizes \$278 billion over six years for the federal highway program. The following are some highlights.

- The bill allocates Transportation Alternatives funds to local jurisdictions instead of the States as has been done under MAP-21 with the caveat that a state can take away half of it at any time. These are funds that can be used for the Safe Routes to School program and for bike paths. The bill also increases the share of Surface Transportation Program funds that are allocated to local and regional agencies from 50 percent to 55 percent.
- The bill establishes two new freight programs – the National Freight Program and the Assistance for Major Projects Program. The National Freight Program is a formula program. It requires states to create State Freight Plans and State Freight Advisory Committees; authorizes between \$2 billion and \$2.5 billion annually for transportation projects that will improve freight movement; distributes funding to states by formula; allows up to 10 percent of a state’s freight formula dollars may be used for

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multimodal/intermodal freight projects; increases mileage on the Primary Freight Network to 30,000 centerline miles plus all National Highway System freight intermodal connectors; and calls for DOT to complete a study of multimodal freight projects that do not qualify for funding under Title 23. The Assistance for Major Projects Program (AMPP) is a discretionary program. It is similar to the former Projects of National and Regional Significance program. It is a competitive grant program for large projects. The bill authorizes \$2.4 billion to be distributed over six years. Projects must be at least \$350 million. The minimum project award is \$50 million except in rural areas. Any single state's funding is capped at 20 percent of available funds and transit projects are capped at 20 percent. The bill sets forth criteria for the Secretary of Transportation to consider and a process for the Secretary of Transportation to select projects for award and for Congress to approve such selections.

- The bill includes provisions intended to expedite project delivery. It requires DOT to develop a template programmatic agreement and use it at the request of a state. The bill also includes provisions directing lead agencies to consider and respond to comments from participating agencies on matters, which is important because participating agencies can delay the NEPA process by commenting on matters not within their expertise or jurisdiction. The bill also includes a provision requiring that within 45 days of receiving an application to undertake an environmental review of a project, the Secretary must either agree to undertake the review and provide a timeline and expected date for publication in the *Federal Register* of a Notice of Intent, provide a rationale for declining to undertake the review or provide a description of additional information required to initiate the environmental review process. The bill allows a project sponsor to request that a specific operating administration serve as the lead agency for a project. The bill provides additional flexibility to rely on analyses and decisions from the planning process in NEPA. Among the analyses that can be relied on from the planning process is the purpose and need for the project. The bill also includes provisions to better coordinate reviews regarding historic sites between DOT and the other agencies with jurisdiction.
- The bill includes a new competitive grant program funded at \$30 million annually to deploy intelligent transportation systems to reduce traffic congestion and improve safety. The program would require a 50 percent non-federal match.
- The bill includes a competitive grant program for Achievement in Transportation for Performance and Innovation. The program would be for grants to reward achievement in transportation performance management and implementation of strategies that achieve innovation and efficiency in surface transportation. Funds can be used for any eligible

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federal highway program or transit activity. The bill would authorize \$150 million in general funds for the program. Grants could be a maximum of \$15 million.

- The bill reduces funding for the Transportation Infrastructure Finance and Innovation Act from \$1 billion annually under MAP-21 to \$675 million annually to pay for the new discretionary programs. Of potential interest, the bill allows TIFIA to be used for transit oriented development within walking distance of and accessible to a fixed guideway transit facility, passenger rail station, intercity bus station, or intermodal facility and for projects for the acquisition of plan and wildlife habitat pursuant to a conservation plan.

Hearings Regarding Funding of Multiyear Transportation Bill

With the Environment and Public Works Committee unanimously approving the DRIVE Act, the Senate Banking Committee, which has jurisdiction over the transit program, and Commerce Science and Transportation Committee which has jurisdiction over highway and rail safety programs, have announced that they will mark up their respective titles soon after Congress returns from the July 4 recess. Despite this progress, the House and Senate have not made much visible progress in determining how they will fund a multiyear bill. Both the House Ways and Means and Senate Finance Committees, which have jurisdiction over funding for the highway and transit programs, have held several hearings to consider the funding issue. Lawmakers need to find about \$90 billion in new funding to keep the transportation program at current spending levels over the next six years.

On June 17, the House Ways and Means Committee held a hearing on long-term solutions for the solvency of the Highway Trust Fund (HTF). At the hearing, Chairman Ryan acknowledged that additional sources of revenue are needed to keep the HTF solvent, but would not support a fuel tax increase. Republicans and Democrats agreed that the cycle of short-term patches for the HTF through the transfer of funds from the general treasury cannot continue and that a long-term solution is needed. Democrats argued that a gas tax increase is all but certainly necessary, but also expressed a willingness to consider other options such as a mileage tax, private financing, etc. Republicans acknowledged that raising the gas tax is a solution, but point to American's decreasing use of gas, use of more efficient vehicles and electric vehicles, etc. as reasons why a gas tax increase cannot be the only solution. Republicans also expressed concerns that a tax increase will unfairly hurt middle and lower income persons.

Chairman Ryan stated that even if a longer-term funding solution is reached this year, any such solution may take years or decades to fully implement, meaning that a shorter term patch would still be required this year. Chairman Ryan also noted that many federal policies such as CAFÉ standards and tax incentives for electric vehicle production and purchases are at cross-purposes

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with the idea of a tax on fuel use. He argued that this is another reason to move away from a gas tax, and certainly a clear reason not to raise the gas tax.

The following day, the Senate Finance Committee held the first in a set of hearings to examine ways to keep the HTF solvent. This hearing focused on revenue generation, with the second (set for June 25, to focus on state and private financing solution. At the June 18 hearing, Chairman Hatch called for a bipartisan approach to a 6-year reauthorization bill. In general, Senators on both sides of the aisle agreed that a long-term, 6-year funding bill needs to be enacted rather than stop gap measures that rely on general fund transfers. While one of the witnesses advocated for devolving funding responsibilities for state and local projects to the States, Democratic Senators overwhelmingly rejected that notion.

On June 24, the Ways and Means Select Revenue Subcommittee held a hearing examining whether repatriation of foreign earnings might serve as a source of funding for the HTF. In general, Republicans seemed to support some form of repatriation as long as it would be undertaken along with a reform of international tax policy and a move towards a territorial system, coupled with lower corporate tax rates. Democrats were skeptical that repatriation would generate enough revenue to be a viable funding bridge, and indicated that past repatriation efforts effectively resulted in lower tax revenues overall, due to companies not investing repatriated income in the U.S. Democrats also opposed the notion of moving away from the user-pays model.

Rail Safety

On June 18, Senators Roger Wicker (R-MS) and Cory Booker (D-NJ) introduced the “Railroad Reform, Enhancement, and Efficiency Act.” The bill aims to improve passenger rail safety, reauthorize Amtrak services, and improve existing rail infrastructure. The legislation would authorize Amtrak for four years at an average of \$1.65 billion per year, starting with \$1.45 billion authorized in FY 2016 and increasing to \$1.9 billion in FY 2019. The bill also authorizes an additional \$570 million (4 year average) in grant funding, beginning in FY 2016 with \$350 million and increasing to \$900 million in 2019. The grants would be available for a variety of purposes including implementing Positive Train Control (PTC), grade crossing improvements, congestion mitigation and relocation of rail lines. To address safety concerns, the bill also prioritizes loan applications for implementation of PTC, requires speed limit and grade crossing action plans, encourages confidential close call reporting programs, and addresses safety issues such as signage, alerters, and track inspection. Lastly, the Railroad Rehabilitation and Improvement Financing (RRIF) program would be revised to enhance efficiency, accessibility, and flexibility of the application process. The Senate Commerce Committee is expected to mark up the bill on June 25th.

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The House Subcommittee on Railroads, Pipelines and Hazardous Materials held a hearing titled “The State of Positive Train Control Implementation in the United States” on June 24. The same day, the Federal Railroad Administration announced that it will begin to fine U.S. railroads that fail to implement PTC technology. Sarah Feinberg, acting administrator of the Federal Railroad Administration, told members of the oversight panel that the fines could be assessed per violation, per day, depending on a railroad’s implementation progress. As examples, Feinberg said fines could include \$2,500 for failure to keep records and \$25,000 for failure to complete PTC implementation on a track section.

Fiscal Year 2016 Transportation Appropriations

On June 9, the House passed a transportation appropriations bill that would provide \$55.27 billion in spending, including \$40.25 billion for the highway program and \$8.5 billion for transit formula grants, level spending with fiscal year 2015. The bill provides \$289 million for Amtrak and \$100 million for TIGER, which is lower than in fiscal year 2015.

During the debate, two amendments were adopted regarding the transit program: 1) an amendment was offered by Rep. Karen Bass (D-CA) to prohibit funds from being used by the FTA to implement, administer, or enforce 49 CFR §18.36(c)(2), which prohibits the use of in-state or local geographic preferences in procurements for construction contracts; and 2) an amendment to increase FTA Technical Assistance and Training by \$2 million. The House also adopted an amendment to increase Amtrak's Capital and Debt Service Grants by \$9 million for the purpose of installing inward facing cameras and an amendment prohibiting funds from being used for high-speed rail in California or for the California High-Speed Rail Authority.

On June 1, the Administration issued a veto threat against the bill. The Administration objected to the reduction in spending for TIGER grants (reduced to \$100 million from \$500 million in fiscal year 2015) and other transportation programs, as well as the rejection of the Administration’s proposal to spend \$4 million for the Interagency Infrastructure Permitting Improvement Center. The Administration also objected to policy riders that would block air and maritime access to Cuba and address highway safety rules concerning truck size and length and driver hours-of-service.

The Senate Transportation Appropriations Subcommittee marked up its FY 2016 appropriations bill on June 23. The bill would provide \$55.65 billion in discretionary funds and was approved by voice vote after a short mark up with few amendments. The bill would provide \$40.26 billion for the Highway program (equal to FY 2015 levels) and \$10.5 billion for the transit program, \$424 million below the FY 2015 enacted level. Transit formula grants would total \$8.6 billion. The bill would also provide \$500 million, equal to the FY 2015 enacted level, for TIGER grants,

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and \$289 million for Amtrak. The full committee will take up the FY 2016 Transportation, Housing, and Urban Development spending bill on June 25 and tee it up for possible floor action in July. Senate Democrats have objected to funding levels adopted in the fiscal year 2016 budget resolution and have threatened to filibuster any bills brought to the floor that do not include increases in non-defense spending, in order to force negotiations over fiscal year 2106 spending.

Legislation Introduced

The following bills were introduced in June to address transportation policy:

- *The Vehicle-to-Infrastructure Safety Technology Investment Flexibility Act*, S. 1499 (Peters, D-MI). The legislation would make projects for the installation of vehicle-to-infrastructure communication equipment eligible for funding under the National Highway Performance Program, the Surface Transportation Program, and the Highway Safety Improvement Program. Eligible equipment is defined as equipment that provides a wireless exchange of critical safety and operational data between highway infrastructure and vehicles in order to avoid or mitigate vehicle collisions and enable a wide range of other safety, mobility, and environmental benefits. Senators Roy Blunt (R-MO) and Deborah Stabenow (D-MI) cosponsored the bill, which was referred to the Senate Committee on Environment and Public Works.
- *The Transportation Empowerment Act*, S. 1541/H.R. 2716 (Lee, R-UT/DeSantis, R-FL). The legislation incrementally reduces the federal gas tax and funding for federal highway and transit programs, reduces federal authority and authorizes the states to assume the taxing authority and manage the state transportation program. The Senate bill has 5 Republican cosponsors and was referred to the Committee on Finance. The House bill has 9 Republican cosponsors and was referred to the Committee on Transportation and Infrastructure, with subsequent referral to the Committees on Ways and Means, the Budget, and Rules.
- *The Bolstering Our Nation's Deficient Structures America ("BONDS") Act*, S. 1515/H.R. 2676 (Markey, D-MA/Neal, D-MA). The bill would permanently extend the tax treatment of Build America bonds (BABs). The bill would reduce subsidy payments by 1% each year after the program is reinstated. BABs would have a 32% subsidy rate in 2013 that would drop to 31% in 2014 and 30% in 2015. The subsidy rate would be 28% of interest costs, which is expected to be revenue neutral in 2017 and thereafter. The BAB program expired in 2010 and was used to finance public infrastructure projects. There are no Senate Cosponsors. The bill was referred to the Senate Finance Committee.

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Eleven Democratic House Members cosponsored the bill, which was referred to the House Ways and Means Committee.

- *The Highways Bettering the Economy and Environment Act* or *Highways BEES Act*, H.R. 2738 (Hastings, D-FL). The bill would utilize existing authorities and funding sources to encourage the planting and cultivation of pollinator habitats and vegetation along America's highways. The bill has 5 cosponsors, including California Representatives Jeff Denham (R) and Jackie Speier (D) and was referred to the House Transportation and Infrastructure Committee.
- *The American Steel First Act*, H.R. 2683 (Visclosky, D-IN). The legislation is intended to strengthen the Buy America law to ensure only American-made steel is used in construction projects executed by the Departments of Defense, Homeland Security, and Transportation. The bill was referred to the House Committees on Armed Services, Homeland Security and Transportation and Infrastructure.
- *The Right of Way for American Drivers Act*, H.R. 2609 (Johnson, R-TX). This bill repeals the transportation alternatives program in order to increase funding for highway and bridge projects. It was cosponsored by Rep. Vicky Hartzler (R-MO) and referred to the House Transportation and Infrastructure Committee.
- *The Roads Not Roses Act*, H.R. 2608 (Hartzler, R-MO). The bill repeals the authority of the Secretary of Transportation to approve as part of the construction of federal-aid highways the cost of landscape and roadside development. Twelve Republican House Members cosponsored the bill, which was referred to the House Transportation and Infrastructure Committee. It would incrementally lower the federal gas tax and the size of the federal highway program over several years. In turn, states would be empowered to assume this taxing authority and use their highway resources as they deem appropriate.
- *Building and Renewing Infrastructure for Development and Growth in Employment (BRIDGE) Act*, S. 1589 (Blunt, R-MO). The bill would establish a new infrastructure financing authority to help states and localities better leverage private funds to build and maintain infrastructure. That authority would provide loans and loan guarantees to help states and localities fund viable road, bridge, rail, port, water, sewer, and other significant infrastructure projects. The authority would receive initial seed funding of up to \$10 billion, which could incentivize private sector investment and make possible \$300 billion or more in total project investment. The bill is cosponsored by 11 other senators and has been referred to the Finance Committee.

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Date: August 15, 2015
To: STA TAC
From: Jim McElroy, McElroy Transit, Project Manager
RE: Transit Corridor Study Phase 2 Update

Background

We last provided an update to the TAC/Transit Consortium and the Board in June 2015 and July 2015 respectively. This agenda item is to provide an update on activities since the Board's July 2015 meeting and to provide an overview of anticipated activities, especially those related to public outreach.

Discussion

Carrying out Board direction, the contract with our selected consultant was signed in June 2015 and the project kickoff meeting occurred in July.

The consultant, with feedback from STA staff and project manager, is preparing a service plan, including sample passenger schedules for use in our public outreach efforts. The intent is to be able to answer the question for existing riders – “How do the proposed changes affect my commute?” And, the information will allow potential riders and other interested parties to learn of the proposed changes. The service plan is based on the preferred option specified in the original Transit Corridor Study (Phase 1), delivered to the Board in December 2014.

Public outreach meetings are to be held at for three locations – one each in Fairfield, Vacaville, and Vallejo following the October 14th STA Board meeting. Tentative dates have been set, though the assignment of a location to each of the dates is pending securing appropriate facilities at each location.

The dates are as follows:

- Meeting 1: 6:00 – 8:00 p.m., Wednesday, October 28, 2015
Fairfield Community Center
- Meeting 2: 6:00 – 8:00 p.m., Thursday, October 29, 2015
Vallejo City Council Chambers
- Meeting 3: To be determined.

Leading up to the public meetings will be an effort to educate riders and non-riders and to seek feedback and input. Activities include, but are not limited to:

1. Brochure describing the planning process and opportunities for influencing the outcomes. The brochure will be widely distributed and formatted, as appropriate, for different target audiences.

2. Bus posters and seat drops on transit services.
3. A widely publicized STA web interface including web tool for gathering input
4. Press communications
5. Meetings with community groups, as requested

Parallel with this outreach effort is a letter to affected jurisdictions. The letter, to be from the Executive Director, will be sent in August. It will include explanation of activities through the initial phase, a discussion of next steps, a copy of the initial study, and an offer to provide additional information if requested.

The following is a general chronological overview of recent and projected activities:

December 10, 2014 – STA Board Workshop and Meeting with Direction to Proceed to Next Phase

April 2, 2015 – Phase 2 Consultant RFP Posted

May 2015 – Consultant Selected – Arup

July 2015 – Phase 2 Consultant Kickoff

Future Activities:

August 2015 – Phase 1 Results Forwarded to affected Cities and Counties

October/November 2015 – Public Outreach Meetings

February 2016 – Draft Phase 2 Plan Due

March 2016 – Final Phase 2 Plan Due

July 2016 – Target for Initial Service Changes

Recommendation

Informational.



DATE: August 17, 2015
 TO: STA TAC
 FROM: Drew Hart, Associate Planner
 RE: Summary of Funding Opportunities

Discussion:

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
Regional			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately \$15 million	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$2,500 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$10,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	\$443,000	No Deadline
State			
1.	California River Parkways Grant Program*	\$7.6 million	September 1, 2015
Federal			

*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
Regional Grants¹						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 afournier@baaqmd.gov	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$15 million	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 gbailey@airquality.org	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. \$10 million , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment http://www.airquality.org/mobile/moyererp/index.shtml
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Graciela Garcia ARB (916) 323-2781 ggarcia@arb.ca.gov	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to \$5,000 rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm

¹ Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Regional Grants¹						
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: 888-457-HVIP info@californiahvip.org	Application Due On First-Come, First-Served Basis	Approx. \$10,000 to \$45,000 per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses http://www.californiahvip.org/
TDA Article 3	Cheryl Chi Metropolitan Planning Commission (510) 817-5939 cchi@mtc.ca.gov	No deadline	Approx. \$110,000	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	

*New Funding Opportunity

**STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or ahart@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
State Grants						
California River Parkways Grant Program	The Natural Resources Agency (916)653-2812 riverparkways@resources.ca.gov	September 1, 2015 (Postmarked)	\$6.7 M	As California faces a fourth year of drought, the California River Parkways Program guidelines call for our funded projects to promote and practice water conservation. Planting native and drought-tolerant vegetation, enabling groundwater recharge and protecting watersheds are just a few examples of how river parkway projects can promote water conservation goals.	N/A	http://resources.ca.gov/docs/bonds_and_grants/Prop_13_River_Parkways_2015.pdf



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

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

Attachment:

- A. Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) Joint Meeting Minutes of July 30, 2015

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**BICYCLE ADVISORY COMMITTEE (BAC) and
PEDESTRIAN ADVISORY COMMITTEE (PAC)
Draft Minutes for the Meeting of
July 30, 2015**

ITEM

MEMBER/STAFF PERSON

1. CALL TO ORDER/SELF INTRODUCTIONS

The meeting of the STA’s Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) meeting was called to order by Mike Segala at approximately 6:35 p.m. at the STA in Conference Room 1.

BAC Members Present:

Nancy Lund, Vice Chair	City of Benicia
James Fisk	City of Dixon
David Pyle	City of Fairfield
Lori Wilson	City of Suisun City
Ray Posey	City of Vacaville
Mick Weninger	City of Vallejo
Mike Segala, Chair	County of Solano
Barbara Wood	Member At Large

BAC Members Absent:

PAC Members Present:

Pete Turner	City of Benicia
Bil Paul, Vice Chair	City of Dixon
Sean Strickland	City of Suisun City
Shannon Lujan	City of Vacaville

PAC Members Absent:

Jody Lane	Bay Area Ridge Trail Council
Tamer Totah, Chair	City of Fairfield
Kevin McNamara	City of Rio Vista
Teri Booth	City of Vallejo
Joseph Joyce	County of Solano
Vacant	Member At Large
Rischa Slade	Solano Community College

Others Present:

Jay Swanson	City of Fairfield
Ryan Panganiban	City of Fairfield
Nick Lozano	City of Suisun
James Loomis	City of Vacaville
Matt Tuggle	County of Solano

STA Staff Present

Drew Hart	STA
Ryan Dodge	STA
Sarah Fitzgerald	STA
Zoe Zaldivar	STA
Cameron Remington	STA Intern
Chris Ronco	STA Intern

2. CONFIRM QUORUM

Quorum was established for the STA BAC. Mike Segala, Chair (BAC)
No quorum was confirmed for the STA PAC. Tamer Totah, Chair (PAC)

3. APPROVAL OF THE AGENDA

The STA PAC was unable to approve the agenda due to lack of a quorum.

On a motion by Lori Wilson and a second by Nancy Lund, the BAC approved the Agenda. (8 Ayes, 0 Nays, 0 Absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

Nancy Lund, informed the Bicycle Advisory Committee that on August 29th, 2015, at 9 a.m. there would be a bike ride with Congressman Mike Thompson at the Benicia Recreation Area parking lot. There is a fee of \$6 for parking and it is best for experienced riders and helmets are required. The ride is approximately three hours long.

5. Minutes of the BAC of March 5, 2015

Recommendation:

Approve STA BAC Meeting Minutes of March 5, 2015.

On a motion by Lori Wilson, and a second by Barbara Wood, the BAC approved the minutes of March 5, 2015. (8 Ayes, 0 Nays, 0 Absent)

6. Minutes of the PAC of June 18, 2015

Recommendation:

PAC did not have quorum to pass along the recommendation. PAC had already made their recommendation in the previous meeting.

7. PRESENTATIONS

Fairfield-Vacaville Multimodal Station

Bicycle and Pedestrian Accommodations During and After Station Construction

Presented by Ryan Panginiban, City of Fairfield

8. ACTION FINANCIAL ITEMS

A. Transportation Development Act (TDA) Article 3 Funding Recommendation for Fiscal Year (FY) 2015-16

Drew Hart noted that during June and July 2015 both the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) met together in joint meetings to review and approve the priority projects for FY 2015-16. This list, once approved by the Technical Advisory Committee (TAC) and STA Board, informs STA staff in their funding strategy, including the use of TDA Article 3 funds. The bicycle priority projects identified

by the BAC and pedestrian priority projects identified by the PAC will also be considered as part of a larger funding plan that includes the regional OneBayArea Grant (OBAG) funding, funding from both of the air districts, and other funding opportunities. Mr. Hart indicated that although current, *“It is possible funding needs may diminish between the writing of this report and the allocation request submitted to MTC. Therefore, all dollar amounts are listed as “not to exceed” figures.”* Mr. Hart followed up with the projects on the two priority projects lists which are ready for construction and have a small funding shortfall. This recommended strategy will successfully complete three bike and pedestrian projects of high priority as well as support the Safe Routes to School program while still storing funds to support future needs as projects become ready for construction.

Due to new information since the joint BAC/PAC meeting of June 18, the staff recommendation has changed slightly to include Rio Vista’s Highway 12 Crossing. This project is a high priority to the city as well as Safe Routes to School, and was previously funded through local and regional funds. However, Caltrans recently augmented the improvements needed on this project beyond the control of the city. Rio Vista was successful in receiving \$70,330 from Clean Air Funds. The current shortfall is \$30,000 to meet the recent requirements of Caltrans.

Recommendation:

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

1. Approve \$75,000 TDA Article 3 for Countywide, Safe Routes to School
2. Approve \$30,000 TDA Article 3 for Rio Vista, Highway 12 Crossing
3. Approve \$128,659 TDA Article 3 for Suisun City, Driftwood Drive
4. Approve \$103,000 TDA Article 3 for Vacaville, Rocky Hills Trail

On a motion by Nancy Lund and a second by Lori Wilson, the BAC approved the recommendation. (8 Ayes, 0 Nays, 0 Absent)

9. ACTION NON-FINANCIAL ITEMS

A. Bicycle Priority Project List - Annual Update

Drew Hart noted that the process for updating the Priority Project Lists involved STA Staff, beginning with the previously adopted lists, eliminating completed projects, consulting with the various agencies on their current priorities, and finally identify those projects that are most ready for construction which are listed as either Tier 1 or Tier 2. All other projects fall to a master list of other envisioned projects. Tier 1 projects are those that have a complete funding plan and have environmental approval. Tier 2 projects have been initiated by either a feasibility study, or have begun environmental review process, but has not reached Tier 1 status.

The BAC and PAC will use these lists of recommendations to discuss, amend, and recommend the Bicycle and Pedestrian Priority Projects List for fiscal year 2015-2016. This list will be recommended to the STA Board for approval.

Recommendation:

Forward a recommendation to the STA TAC and Board to approve the STA Bicycle Priority Project List for fiscal year 2015-2016.

On a motion by David Pyle and a second by Barbara Wood, the BAC approved the recommendation. (8 Ayes, 0 Nays, 0 Absent)

B. BAC Overall Work Plans Revision

Drew Hart, STA, proposed that the attached overall work plan focusing on the selected stated objectives from the STA Pedestrian Plan be used as a model for BAC's Overall Work Plan.

Recommendation:

Approve the Fiscal Year 2015/16 BAC Overall Work Plan.

On a motion by David Pyle and a second by Barbara Wood, the BAC approved the recommendation. (8 Ayes, 0 Nays, 0 Absent)

10. INFORMATION – DISCUSSION

A. Staff Reporting and Brief Updates

Drew Hart and Ryan Dodge, STA, observed that the Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) often hear about an assortment of pedestrian and bicycle related issues around the county and region. Below is a list of topics and brief updates put together from such observation.

1. Solano Travel Safety Plan Update

STA staff is currently reviewing and summarizing reported crash data between 2000 and 2014 and will present a draft plan at the next scheduled BAC and PAC meetings.

2. Caltrans District 4 Bike Map Update

Caltrans District 4 has received a grant to produce a bike map. The map will show where bikes are permitted on highways, and also provide alternate route suggestions where bikes are prohibited.

3. Regional Count Program

STA staff recently attended a regional meeting of the Bay Area Trails Collaborative (BATC), whose purpose is to, "complete, enhance and maintain an interconnected, world-class trail network in the San Francisco Bay Area." The BATC is chaired by staff from Rails-to-Trails Conservancy and is working with the Metropolitan Transportation Commission (MTC) to fund a regional count program.

4. Active Transportation Working Group

STA staff recently attended a regional meeting at MTC focused on active transportation issues in the Bay Area. It was reported by MTC staff that a private firm, Motivate, will take over operations of the Bay Area Bike Share. This includes an expansion of bikes from 700 to 7,000 with new cities of Berkeley, Oakland, and Emeryville. The expansion will take place from June 2016 through the end of 2017. Motivate intends to incorporate Clipper Card in some manner. Additionally MTC has \$4.5M for new cities to start a bike share program. A call for project will happen later this year. STA staff will monitor opportunities.

5. 2030 Transportation Symposium

STA staff attended this symposium webcast on July 8, 2015, which was held in Sacramento, CA. Experts spoke to, "ways to transform California's transportation system to achieve

Governor Brown’s goal of reducing California’s use of petroleum by up to 50 percent by 2030.” The symposium may be viewed and comments may be submitted at <http://www.arb.ca.gov/cc/cc.htm>.

6. Bicycle and Pedestrian Volume Counting

STA currently has five automated counters (three pedestrian and two bicycle) deployed in Suisun City and in Vallejo. STA staff is currently developing a count program and will work with member agencies on determining upcoming locations.

7. Bike Route Wayfinding Sign Update

The City of Benicia is in the process of installing 15 new signs on East Military, H St, and J St. Additionally, the County will be replacing six signs on Suisun Parkway and placing new signs on Lopes Rd. in the upcoming months. STA spent the remaining funding to purchase 125 Solano Bike Route signs which was part of a TDA Article 3 allocation from a previous year. STA staff will continue to work with agency staff to install these signs along recommended routes in Solano County.

BAC Members noted that smaller signs should be part of the next phase in order to assist bicyclists with navigation throughout the county, while competing with other signs already placed in ideal locations.

11. INFORMATION – NO DISCUSSION

A. 2015 PAC Member Attendance Matrix

B. 2015 BAC Member Attendance Matrix

12. Member Comments & Follow Up Items

None.

13. ADJOURNMENT

The STA BAC/PAC meeting adjourned at 8:37 p.m. The next meeting of the STA BAC/PAC is *to be determined*.

BAC 2015 Meeting Dates

(The BAC meets every first Thursday on odd months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:30 pm, Thursday, January 8th 2015

6:30 pm, Thursday, March 5th 2015

6:30 pm, Thursday, May 7th 2015

6:30 pm, Thursday, July 30th 2015

6:30 pm, Thursday, September 3rd 2015

6:30 pm, Thursday, November 5th 2015

Questions? Please contact STA staff, Drew Hart, (707) 399-3214, dhart@sta.ca.gov

PAC 2015 Meeting Dates

(The PAC meets every Third Thursday on even months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:00 pm, Thursday, February 19th 2015

6:00 pm, Thursday, April 16th 2015

DRAFT

6:00 pm, Thursday, June 18th 2015
6:00 pm, Thursday, August 20th 2015
6:00 pm, Thursday, October 15th 2015
6:00 pm, Thursday, December 17th 2015

Questions? Please contact STA staff, Ryan Dodge, (707) 399-3230, rdodge@sta.ca.gov



DATE: August 18, 2015
TO: STA TAC
FROM: Johanna Masiolat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2015

Discussion:

Attached is the STA Board and Advisory meeting schedule for Calendar Year 2015 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 2015



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2015**

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium :	Meets Last Tuesday of Every Month
TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 st Thursday of every Odd Month
PAC:	Meets 3 rd Thursday of every Even Month
PCC:	Meets 3 rd Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., July 8	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 12 (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
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	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
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
November 4	6:00 p.m.	STA's 18 th 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 9	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