

**TECHNICAL ADVISORY COMMITTEE (TAC)
 AGENDA**

**1:30 p.m., Wednesday, September 30, 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.)	
A. Caltrans – Current Projects & 2016 SHOPP - Pg. 7 <i>Attachments: CT List of Solano County Projects and Map</i>	James Hsiao, Caltrans
B. Solano Transportation Improvement Authority (STIA) Update	Daryl Halls
C. OBAG Cycle 2 Update	Robert Macaulay
D. Active Transportation Plan Update	Drew Hart
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 August 26, 2015 <u>Recommendation:</u> Approve TAC Meeting Minutes of August 26, 2015. Pg. 15	Johanna Masielat

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

B. Solano Intercity Taxi Scrip Program Proposed Fare Change

Philip Kamhi
Mary Pryor, NWC

Recommendation:

Forward a recommendation to the STA Board to release for public comment 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:
 - o \$40 for \$100 worth of scrip for non-low income patrons,
 - o \$20 for \$100 worth of scrip for low income patrons,
 - o Set the low-income threshold for the discount fare at 138% of the Federal Poverty Level, consistent with the Medi-Cal program.

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C. Solano Community College Transportation Fee Proposal

Philip Kamhi
Jim McElroy

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to forward a proposal to SCC administration for a trial reduced student transit fare program with the following characteristics:

1. Students registered at SCC would be allowed to purchase prepaid tickets and passes at all regular sales outlets at half cost, to be used on the fixed routes for which the tickets and passes are valid;
2. The included fixed route transit services would be FAST, SolTrans, Vacaville City Coach, and SolanoExpress; and
3. Students would show a valid student ID with a current validation sticker issued by the SCC to purchase any prepaid ticket or pass from any agencies' regular outlets and sources.

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D. Request for Qualifications: On Call Public Private Partnership Service

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to issue a Request for Proposals for Public-Private Partnership (P3) Services to assist in the SR 37 Corridor P3 Study.

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E. STA's Local Preference Policy 4th Annual Report

Judy Kowalsky

Recommendation:

Forward a recommendation to the STA Board to receive and file.

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

Judy Kowalsky

Recommendation:

Forward a recommendation to the STA Board to receive and file.

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G. Solano Napa Commuter Information (SNCI) Program Annual Report for FY 2014-15 and Work Plan for FY 2015-16

Judy Leaks

Recommendation:

Forward a recommendation to the STA Board to receive and file.

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6. ACTION FINANCIAL ITEMS

A. Draft Regional Transportation Impact Fee (RTIF) 2nd Annual Report

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County Regional Transportation Impact Fee (RTIF) Annual Report for FY 2014-15.

(1:45 – 1:55 p.m.)

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B. Caltrans Sustainable Transportation Planning Grant Application for the SR 37 Corridor Feasibility Study

Robert Guerrero

Recommendation:

Forward a recommendation to the STA Board to:

1. Authorize the Executive Director to submit a Sustainable Communities grant application for the SR 37 Corridor Feasibility Study; and
2. Dedicate up to \$64,972 from a fund source subject to grant approval.

(1:55 – 2:05 p.m.)

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7. ACTION NON FINANCIAL ITEMS

A. STA's Draft 2016 Legislative Priorities and Platform and Legislative Update

Jayne Bauer

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2016 Legislative Priorities and Platform for review and comment.

(2:05 – 2:15 p.m.)

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B. 2015 Solano Congestion Management Program Update

Robert Macaulay

Recommendation:

Forward a recommendation for the STA Board to adopt the 2015 Solano Congestion Management Plan (CMP) as shown in Attachment A.

(2:15 – 2:25 p.m.)

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- C. Draft 2015 Solano Travel Safety Plan Priority Locations** Ryan Dodge
Recommendation:
 Forward a recommendation to the STA Board to approve the 2015 Solano Travel Safety Plan priority locations for all member agencies as shown in Attachment A.
 (2:25 – 2:35 p.m.)
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- D. Comprehensive Transportation Plan (CTP) – Arterials, Highways, and Freeways Element – State of the System Report** Robert Macaulay
Recommendation:
 Forward a recommendation to the STA Board to approve the attached Arterials, Highways, and Freeways Element – State of the System Report as shown in Attachment B.
 (2:35 – 2:45 p.m.)
Pg. 107
- E. Sustainable Communities (SCS)/Regional Transportation Plan (RTP) – Priority Projects for Solano County** Robert Macaulay
Recommendation:
 Forward a recommendation to the STA Board to approve the SCS project list in Attachment E.
 (2:45 – 3:00 p.m.)
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8. INFORMATIONAL ITEMS – DISCUSSION

- A. Draft 2015 Solano County Annual Pothole Report** Anthony Adams
 (3:00 -3:10 p.m.)
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INFORMATIONAL ITEMS – NO DISCUSSION

- B. Transit Corridor Study Public Outreach** Philip Kamhi
Pg. 233
- C. SolanoExpress 2015 Marketing Plan Update** Jayne Bauer
Pg. 237
- D. Summary of Funding Opportunities** Drew Hart
Pg. 243
- E. Draft Meeting Minutes of STA Board & Advisory Committees** Johanna Masiclat
Pg. 247 Sheila Ernst
 Zoe Zaldivar
- F. STA Board and Advisory Committee Meeting Schedule for the Remainder of Calendar Year 2015 and Draft Meeting Schedule for Calendar Year 2016** Johanna Masiclat
Pg. 271

9. UPCOMING TAC AGENDA ITEMS

November 2015

- A. Approval of Solano Safety Plan – Ryan Dodge
- B. Approval of 2nd Annual Pothole Report – Anthony Adams
- C. Draft Priority Conservation Areas (PCA) Plan – Drew Hart
- D. Solano ReGIS Update – County of Solano
- E. Approval of 2016 SolanoExpress Marketing Plan – Jayne Bauer

10. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at, **1:30 p.m. on Wednesday, November 18, 2015.**

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DATE: September 24, 2015
TO: STA TAC
FROM: James Hsiao, Caltrans
RE: Caltrans Update – Current Projects & 2016 SHOPP

Attachments:

- A. Caltrans List of Projects in Solano County
- B. Project Map

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Caltrans Projects in Solano County

PROJECT INITIATION DOCUMENT

EA 4H060

McCoy Ramp; SOL 84 – PM 2/3; In County of Solano and City of Rio Vista

Scope: Fender system ramp replacement at the Real McCoy Ferry.

EA 0J630

Roadway Rehab; SOL 12 – PM 20.57/22.7; In County of Solano and City of Rio Vista

Scope: Roadway rehabilitation and widening, profile correction, ADA compliance, and drainage improvement.

EA 0J600

Bridge Rehab & Scour; SOL 80 – PM 1.14/42.36; In City of Vallejo and City of Vacaville

Scope: Sub-rehabilitation and scour mitigation on I-80/SR 29 Separation Br, Horse Creek Br, and McCune Creek Br.

Cost Estimate: \$1M Construction Capital

Schedule: PAED: 8/2018 PSE: 8/2019 RWC: 8/2019 RTL: 11/2019 CCA: 6/2021

EA 0J710

Raise OC; SOL 80 – PM 1.78/4.43; In City of Vallejo

Scope: Raise bridge to provide standard vertical clearance, for the following overcrossings on I-80:
Magazine St, Benicia Rd, Georgia St, Springs Rd, Tennessee St and Redwood St.

Cost Estimate: \$18.7M Construction Capital

Schedule: PAED: 1/2018 PSE: 5/2019 RWC: 7/2019 RTL: 7/2019 CCA: 6/2021

ENVIRONMENTAL

EA 0G660

Miner Slough; SOL 84 – PM 11.8/12.5; In County of Solano

Scope: Bridge rehabilitation.

Cost Estimate: \$21.9M Construction Capital

Schedule: PAED: 4/2016 PSE: 3/2017 RWC: 6/2017 RTL: 6/2017 CCA: 11/2020

EA 4G560

Intersection SR-12 and 113; SOL 12 – PM 19.2; In County of Solano and City of Rio Vista

Scope: Install traffic light/roundabout.

Cost Estimate: \$4.7M Construction Capital

Schedule: PAED: 1/2017 PSE: 1/2018 RWC: 4/2018 RTL: 5/2018 CCA: 9/2019

EA 3G690

Dan Wilson Creek Bridge; SOL 80 – PM 13.9; In County of Solano

Scope: Bridge deck replacement.

Cost Estimate: \$2.3M Construction Capital

Schedule: PAED: 11/2016 PSE: 1/2018 RWC: 1/2018 RTL: 2/2018 CCA: 12/2019

EA 3J680

SOL 113 – PM 20.4/21.2; In City of Dixon

Scope: Asphalt Concrete Resurfacing.

Cost Estimate: \$1.0M Construction Capital

Schedule: PAED: 10/2015 PSE: 2/2016 RWC: 2/2016 RTL: 2/2016 CCA: 6/2017

PAED (Project Approval/ Environmental Document)
RWC (Right of Way Certification)
AWD (Award Contract)

PSE (Plans, Specifications, and Estimate)
RTL (Ready to List)
CCA (Construction Contract Acceptance)

Caltrans Projects in Solano County

DESIGN

EA 1J710

Drainage System Restoration; SOL 780 – PM 1.21/1.58; In City of Benicia

Scope: Install permanent drainage system.

Cost Estimate: \$900K Construction Capital

Schedule: PAED: 4/2015 PSE: 11/2015 RWC: 12/2015 RTL: 12/2015 CCA: 10/2017

EA 4G552

Cross Walk; SOL 29 – PM 0.78/2.95; In City of Vallejo

Scope: Install cross safety enhancements.

Cost Estimate: \$1.7M Construction Capital

Schedule: PAED: 12/2014 PSE: 2/2016 RWC: 3/2016 RTL: 3/2016 CCA: 3/2018

EA 4G510

Midway and Meridian OC; SOL 80 – PM 31.4/32.6; In City of Vacaville

Scope: Seismic restoration on Midway OC and Meridian OC.

Cost Estimate: \$11.5M Construction Capital

Schedule: PAED: 10/2014 PSE: 3/2016 RWC: 4/2016 RTL: 5/2016 CCA: 3/2018

EA 4G450

Laurel Street OC; SOL 780 – PM 6.8/7.3; In City of Vallejo

Scope: Replace bridge to provide standard vertical clearance.

Cost Estimate: \$7.9M Construction Capital

Schedule: PAED: 6/2014 PSE: 4/2016 RWC: 4/2016 RTL: 5/2016 CCA: 10/2017

EA 4A110

Median Barrier; SOL 80 – PM 30.6/38.4; In County of Solano from City of Vacaville to City of Dixon

Scope: Install median concrete barrier.

Cost Estimate: \$14.7M Construction Capital

Schedule: PAED: 10/2013 PSE: 2/2018 RWC: 2/2018 RTL: 6/2018 CCA: 12/2019

EA 3G060

Storm Damage; SOL 680 – PM 7.9; In County of Solano

Scope: Reconstruct embankment with lightweight fill.

Cost Estimate: \$1.7M Construction Capital

Schedule: PAED: 4/2015 PSE: 3/2016 RWC: 5/2016 RTL: 6/2016 CCA: 12/2017

EA 4G960

Vegetation Control; SOL 80/37 – PM R5.8/R11.5; In City of Vallejo

Scope: Implement vegetation control under metal beam guard rail.

Cost Estimate: \$2M Construction Capital

Schedule: PAED: 7/2015 PSE: 5/2016 RWC: 6/2016 RTL: 6/2016 CCA: 11/2017

EA 3J450

SOL 113 – PM 2.0/7.0; In County of Solano

Scope: Replace Asphalt Concrete Surfacing.

Cost Estimate: \$700K Construction Capital

Schedule: PAED: 6/2015 PSE: 11/2015 RWC: 9/2015 RTL: 11/2015 CCA: 12/2016

PAED (Project Approval/ Environmental Document)
RWC (Right of Way Certification)
AWD (Award Contract)

PSE (Plans, Specifications, and Estimate)
RTL (Ready to List)
CCA (Construction Contract Acceptance)

Caltrans Projects in Solano County

EA 3J440

SOL 12 – PM 23.5/25.5; In City of Rio Vista

Scope: Replace Asphalt Concrete Surfacing and Overlay.

Cost Estimate: \$900K Construction Capital

Schedule: PAED: 7/2015 PSE: 11/2015 RWC: 9/2015 RTL: 11/2015 CCA: 6/2017

CONSTRUCTION

EA 1SS57

Airbase Parkway/Waterman Blvd; SOL 80 – PM 19.5/19.6; In City of Fairfield

Scope: Install underdrain and drainage system.

Construction Allotment: \$283K Construction Capital

Schedule: PAED: 5/2013 RTL: 8/2014 AWD: 3/2015 (Gordon N. Ball, Inc.) CCA: 1/2016

EA 2J160

Upgrade Overhead Signs; SOL – Various Routes – Various PMs; In County of Solano

Scope: Replace overhead sign panels on Routes 12, 37, 80, 113, 505, 680 and 780.

Cost Estimate: \$1.5M Construction Capital

Schedule: PAED: 1/2015 RTL: 6/2015 AWD: 11/2015 CCA: 8/2016

EA 4A362

Replace Metal Beam Guardrail; SOL – 80/680 – Various PMs; In County of Solano

Scope: Replace metal beam guardrail with concrete barrier.

Cost Estimate: \$2.4M Construction Capital

Schedule: PAED: 12/2013 RTL: 6/2015 AWD: 11/2015 CCA: 11/2016

EA 3G650

CAPM 680; SOL 680 – PM 0.3/13.1; In County of Solano from City of Fairfield to City of Benicia

Scope: Rehabilitate Pavement

Construction Allotment: \$16M Construction Capital

Schedule: PAED: 3/2013 RTL: 4/2014 AWD: 10/2014 (Desilva Gates Construction) CCA: 12/2016

EA 0A534

ICP; SOL 80/680/12 – PM 2.1/2.8; In County of Solano and City of Fairfield

Scope: Reconstruct I-80 WB/SR-12 WB connector and Green Valley Rd Interchange.

Construction Allotment: \$52M Construction Capital

Schedule: PAED: 10/2012 RTL: 8/2013 AWD: 3/2014 (Desilva Gates – Viking JV) CCA: 12/2017

EA 4H810

SOL – Various Locations; In Counties of Solano, Sonoma and Napa

Scope: Replace joint seal, methacrylate bridge deck, place Asphaltic plug joint, slope protection or erosion ditch & AC overlay and repair broken concrete & erosion gullies, on Routes 29 (PM 10.70), 37 (PMs 10.94 & R11.72), 80 (PM 42.36), 121 (PM R5.30), and 780 (PMs 4.96 & 6.00).

Construction Allotment: \$1.05M Construction Capital

Schedule: PAED: 2/2014 RTL: 1/2015 AWD: 5/2015 (Stoudenmire Corporation) CCA: 10/2015

PAED (Project Approval/ Environmental Document)
RWC (Right of Way Certification)
AWD (Award Contract)

PSE (Plans, Specifications, and Estimate)
RTL (Ready to List)
CCA (Construction Contract Acceptance)

Caltrans Projects in Solano County

EA 4H920

SOL 680 – PM 7.0/13.1; In County of Solano

Scope: Landscape Tree Removal.

Construction Allotment: \$150K Construction Capital

Schedule: PAED: 11/2014 RTL: 2/2015 AWD: 5/2015

CCA: 12/2015

EA 2J280

SOL 780 – PM 0.7/7.4; From City of Vallejo to City of Benicia

Scope: Pavement Overlay.

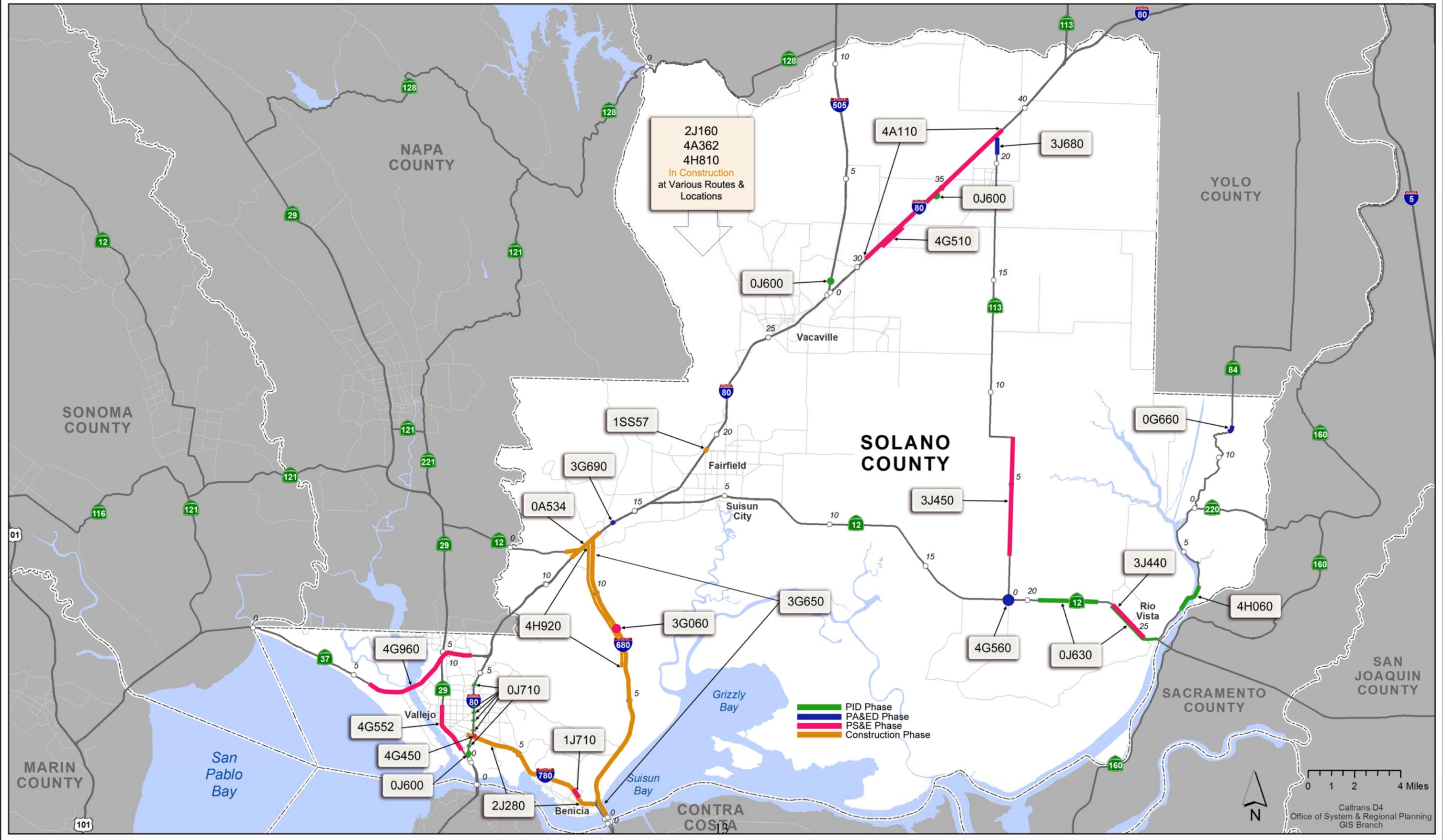
Construction Allotment: \$3.7M Construction Capital

Schedule: PAED: 2014 RTL: 2/2015 AWD: 5/2015 (Bay Cities Paving & Grading, Inc.) CCA: 12/2015

PAED (Project Approval/ Environmental Document)
RWC (Right of Way Certification)
AWD (Award Contract)

PSE (Plans, Specifications, and Estimate)
RTL (Ready to List)
CCA (Construction Contract Acceptance)

Solano County



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TECHNICAL ADVISORY COMMITTEE
Draft Minutes for the meeting of
August 26, 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: Jason Riley for Graham Wadsworth City of Benicia
Joe Leach City of Dixon
Dave Melilli (Arrived at the meeting at 1:35 p.m.) City of Rio Vista
Tim McSorley City of Suisun City
Steve Hartwig City of Vacaville
David Kleinschmidt City of Vallejo
Matt Tuggle Solano County

TAC Members

Absent: George Hicks City of Fairfield

STA Staff

Present: *(In Alphabetical Order by Last Name)*
Anthony Adams STA
Jayne Bauer STA
Ryan Dodge STA
Daryl Halls STA
Drew Hart STA
Philip Kamhi STA
Robert Macaulay STA
Johanna Masiclat STA
Liz Niedziela STA

Others

Present: *(In Alphabetical Order by Last Name)*
Nick Burton Solano County
Brian McLean City of Vacaville
John McKenzie Caltrans District 4
Adam Noelting MTC

2. APPROVAL OF THE AGENDA

On a motion by Steve Hartwig, and a second by Joe Leach, the STA TAC unanimously approved the agenda. (6 Ayes, 2 Absent).

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM CALTRANS, MTC AND STA STAFF

1. Jayne Bauer announced the deadline to submit nomination forms for the STA’s Annual Awards Program is September 4, 2015. She cited that the nomination form and documents needed to submit are available on STA’s website.
2. Anthony Adams reported that staff is in the process of updating the Solano Annual Pothole Report and will provide a draft at the next TAC meeting in September.
3. Ryan Dodge provided a status update to the Solano Travel Safety Plan Update.

Dave Melilli arrived at the meeting.

5. CONSENT CALENDAR

On a motion by Dave Melilli, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A and B. Items C and D were pulled for discussion. At an earlier meeting, the SolanoExpress Intercity Transit Consortium voted to amend the recommendations as shown below in ~~strikethrough bold italics~~. After discussion, the TAC concurred. (7 Ayes, 1 Absent)

A. Minutes of the TAC Meeting of June 24, 2015

Recommendation:

Approve TAC Meeting Minutes of June 24, 2015.

B. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix - August 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 City of Rio Vista.

C. Solano Intercity Taxi Scrip Program Interim Changes

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.

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

Recommendation:

Forward a recommendation to the STA TAC and Board to ~~implement one of the four service delivery options propose~~-**Option 3, Centralized Reservations as the proposed option for the new service delivery model** for the Intercity Paratransit/Taxi Scrip Program.

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)

Anthony Adams reviewed Caltrans' proposal 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. He outlined the types of interchange configuration and improvements in the proposed Build Alternative.

In addition, he noted that the STA has completed a study to prioritize implementation of the HOV/Express Lanes along the I-80 corridor, but in order to construct the HOV/Express Lanes, additional work along the I-80 mainline would be necessary. He also noted that 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. He concluded that modification of the Redwood Parkway/I-80 Eastbound 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.

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.

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

B. Bicycle and Pedestrian Priority Project Lists - Annual Update

Drew Hart and Ryan Dodge reviewed the process for updating the 2-Tiered Priority List for Bicycle and Pedestrian projects. Drew Hart noted that Caltrans recently expanded the improvements needed on the Rio Vista Highway 12 Crossing causing a shortfall of \$30,000, which resulted in using the subsequent TDA Article 3 to fill the funding gap.

After reviewing both lists, David Kleinschmidt requested three amendments:

Bicycle Priority Project List:

1. *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 project's feasibility study, and favorable timing of this project.*
2. *Removal of the Class II Bike Lanes Project on Georgia Street off of the Tier 2 list.*

Pedestrian Priority Project List

1. *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 project's feasibility study, and favorable timing of this project.*

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;

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

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

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

7. ACTION FINANCIAL ITEMS

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

Drew Hart reviewed the recommended strategy that would allow the completion of three high priority bike and pedestrian projects as well as continued support for the Safe Routes to School program. He noted that the strategy will bank some FY 2015-16 TDA funds to support future needs as projects become ready for construction. He specified, if any of the seven Active Transportation Program (ATP) applications submitted by Solano County agencies receive funding, STA can use unallocated TDA Article 3 money to provide matching funds for the projects. He explained that 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 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

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

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

Anthony Adams summarized the changes to the original obligation plan on a project by project basis. He noted that 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. The City of Vacaville had agreed to have their OBAG project reprogrammed due to cost increase associated with cultural resource issues. 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.

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.

On a motion by Tim McSorley, and a second by David Kleinschmidt, the STA TAC unanimously approved the recommendation. (7 Ayes, 1 Absent)

8. INFORMATIONAL – DISCUSSION

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

Robert Macaulay reviewed the current priority projects for RTP/SCS listed in the Solano CTP project list. He cited that due to limited funding available, he requested the transit operators to help identify those projects that are the best local and regional priorities and are appropriate for inclusion in the SCS. He noted that 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. He concluded by stating that all projects must be entered into the MTC database by the end of September, and those projects unable to provide adequate cost and schedule information will not be included in the submittal.

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

Robert Macaulay provided an update to the development of the State of the Systems element of the Draft Solano CTP. He noted that the second step in developing the Solano CTP - Arterials, Highways, and Freeways Element is adopting the State of the System report. He cited that 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.

C. Strategic Project Online Tracker (SPOT)

Anthony Adams provided an update to the final development of the SPOT showcased internally at the STA and to the Project Delivery Working Group (PDWG). He noted that while improvements are planned on the design of the webpage, staff would like to continue the roll-out of this new tool by presenting it to the Committee for comment. He commented that 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

D. Project Delivery Update

Anthony Adams commented that the Caltrans Inactive Projects List is released once a month to show the progress federal aid projects, and projects that have not sent in invoices in the past 6 months are added to the list. He cited that 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. He noted that three of the six projects that 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. STA has submitted the necessary paperwork for the West B Street.

E. Automated Bicycle and Pedestrian Counters

Ryan Dodge presented the results from recent automated Bicycle and Pedestrian counting efforts to date.

NO DISCUSSION ITEMS

F. Bicycle Overall Work Plan

G. Pedestrian Overall Work Plan

H. Solano Safe Routes to School Program Fiscal Year (FY) 2014-15 Annual Report

I. Legislative Update

J. Transit Corridor Study Phase 2 Update

K. Summary of Funding Opportunities

L. Draft Meeting Minutes of STA Board & Advisory Committees

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

9. FUTURE STA TAC AGENDA ITEMS

A summary of the agenda items for September and November 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, September 30, 2015.**

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DATE: September 16, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
Mary Pryor, NWC Partners
RE: Solano Intercity Taxi Scrip Program Proposed Fare Change

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, among eligible participants 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. These include the normalization of the subsidy per scrip booklet provided by each jurisdiction, and fare changes. The STA Board approved the normalization of the subsidy per booklet at its September 9, 2015 meeting.

Discussion:

In order to ensure the long-term sustainability of the Solano Intercity Taxi Program, a key objective is to keep costs in line with available resources. 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 could result in more service availability due to the expansion of program revenues, and could partially address capacity constraints.

Previously, a 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 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 anticipated to be low-income, a sliding scale program would not improve farebox recovery without an increase. Therefore, if Consortium recommends an income based fare, STA staff recommends that the low-income fare should be \$20, and the non-low-income fare should be \$40.

At the August 25, 2015 Consortium meeting, staff had recommended a \$40 fare with a low income discount of \$25. The Consortium requested a working session which was held on September 9 to discuss the details of the financial status of the current program, and the financial

impacts of the proposed fare increase. At the working meeting, the Consortium members recommended adjusting the low income discount to \$20 from \$25, referred to as the “\$20 / \$40 fare.” Attachments A, B and C provide the following detailed financial projections:

- Scenario 1: No fare change and no change in the number of scrip books (Attachment A)
- Scenario 2: \$20 / \$40 fares and no change in the number of scrip books (Attachment B)
- Scenario 3: \$20 / \$40 fares and 25% increase in the number of scrip books available for ambulatory patrons (Attachment C)

As shown in Attachment A, under Scenario 1, the taxi scrip program is projected to have low farebox recovery of approximately 12-13%, and insufficient financial capacity to expand the program. Under Scenario 2, the program’s farebox recovery is projected to increase to approximately 20%, with a resulting decrease in the necessary subsidy from Solano County’s TDA funds. Scenario 3 demonstrates that if 1,200 additional scrip books were sold, the farebox recovery ratio would be approximately 21-22%. Further, under Scenario 3, Solano County’s TDA contribution would remain similar to the amounts shown under Scenario 1, the “no change” scenario.

To assess eligibility for the low income discounted fare, income thresholds could be set based on existing thresholds for other programs such as Medi-Cal and/or Supplemental Security Income (SSI). The income threshold for Medi-Cal is 138% of Federal Poverty Level (FPL). The following table summarizes the current Medi-Cal eligibility income levels by household size:

Household Size	2015 Federal Poverty Level	138% of Federal Poverty Level
1	\$11,770	\$16,243
2	\$15,930	\$21,983
3	\$20,090	\$27,724
4	\$24,250	\$33,465
5	\$28,410	\$39,206

Determining the income thresholds for SSI benefits uses a detailed formula based on multiple income types and other parameters. To simplify, SSI benefits are generally available for eligible individuals whose monthly income is less than \$733, and couples with incomes less than \$1,100. The annual income thresholds for SSI are \$8,804 for individuals and \$13,205 for couples, which are lower than for the Medi-Cal program.

To make access to the discount fare easier for patrons and to lessen the administrative burden associated with income verification, eligibility for the discount fare could be demonstrated by patrons showing their Medi-Cal card or proof of SSI participation.

Based on experience from other transit and paratransit services, our analysis assumes that 75% of the patrons would be low income, and would pay the \$20 fare. If the percentage of low income patrons increases, the fare revenue would decline. Research by Nelson Nygaard has shown that in LA, 71% of paratransit riders live in households with incomes below \$20,000, and 81% in households below \$30,000. In the East Bay approximately 71% of paratransit riders live in households with incomes below \$29,000. Income data for Solano County’s paratransit riders is not available. However, according to the US Census, approximately 13% of Solano County residents are below the poverty level.

Based on the financial analysis shown in Attachment B, and input provided by Consortium members at the meeting on September 9th, staff recommends increasing fares \$40 for a \$100 scrip booklet, and providing a discounted fare of \$20 per booklet for low-income patrons. Staff recommends that the income threshold for the discount fare be set at 138% of the Federal Poverty Level, equivalent to the Medi-Cal income threshold. STA staff is seeking feedback from the Consortium on whether to increase the number of scrip books by 25%, as shown in Attachment 3. In order to expand the program, the local jurisdictions would have to increase their financial contributions to the program, by “purchasing” the additional books for \$43.54 each.

Public Comment Process

If recommended by the Consortium and the STA TAC and Board, the proposed fare changes would be released by STA for public comment. This process would include discussing the proposal and collecting feedback from the riders, public, and STA advisory committees.

STA staff would be available to make additional presentations throughout the County, as requested by Consortium members or other community groups.

Feedback would be collected for approximately three months from October through December, at which time Consortium would hold a special meeting to review comments received and recommend next steps.

A tentative schedule for the public process and approval process is highlighted in Attachment D:

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 \$20 per booklet for low income participants would provide \$5 more per booklet. At current usage, and assuming that 75% of the patrons would qualify for the discount fare, this increase would generate approximately \$48,000 per year in additional fare revenue. If the percentage of low income patrons increases, the fare revenue would decline. This would result in approximately 1,200 additional booklets being available for purchase.

Recommendation:

Forward a recommendation to the STA Board to release for public comment 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 for non-low income patrons,
 - b) \$20 for \$100 worth of scrip for low income patrons,
 - c) Set the low-income threshold for the discount fare at 138% of the Federal Poverty Level, consistent with the Medi-Cal program.

Attachments:

- A: Intercity Taxi Scrip Program 5 Year Projection and Fare Change Analysis Scenario 1
- B: Intercity Taxi Scrip Program 5 Year Projection and Fare Change Analysis Scenario 2
- C: Intercity Taxi Scrip Program 5 Year Projection and Fare Change Analysis Scenario 3
- D: Public Input and Outreach Process

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Solano County Intercity Taxi Scrip Program

5 Year Projection and Fare Change Analysis

11-Sep-15

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SCENARIO 1: NO CHANGE	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
	Total						
Assumptions							
No. of Scrip Booklets Sold	4,461	4,729	4,800	4,800	4,800	4,800	4,800
Cost per Scrip Booklet	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00
Operating Expenses							
Taxi Service Reimbursements	\$ 397,406	\$ 439,022	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000
STA Program Manager - Transition		\$ 69,376					
Administration - Solano County	\$ 158,302	\$ 51,934	\$ -	\$ -			
Staff Oversight - STA		\$ 21,958	\$ 57,968	\$ 61,483	\$ 64,557	\$ 67,785	\$ 71,174
Marketing & Brochures		\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Printing (Scrip Books)	\$ 8,615	\$ 5,317	\$ 11,200	\$ 11,760	\$ 12,348	\$ 12,348	\$ 12,965
Total Expenses	\$ 564,323	\$ 587,607	\$ 559,168	\$ 563,243	\$ 566,905	\$ 570,133	\$ 574,139
Planning Expenses							
Consultant Services		\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Revenue							
Farebox Revenue	\$ 66,915	\$ 70,935	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000
FTA New Freedom Grant (STA)		\$ -	\$ 100,000	\$ -			
FTA New Freedom Grant (Fairfield)		\$ 200,000	\$ -	\$ -			
Lifeline Grants		\$ -	\$ 100,000	\$ 100,000			
TDA: Dixon	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: FAST	\$ 40,000	\$ 40,000	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883
TDA: Rio Vista	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: Soltrans	\$ 85,000	\$ 85,000	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215
TDA: Vacaville	\$ 70,000	\$ 70,000	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664
TDA: Solano County	\$ 292,408	\$ 131,085	\$ 132,182	\$ 86,256	\$ 89,919	\$ 93,146	\$ 97,153
TDA: Local Jurisdictions							
STAF: STA		\$ -	\$ -	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000
Total Revenue	\$ 564,323	\$ 607,020	\$ 609,168	\$ 563,243	\$ 566,905	\$ 570,133	\$ 574,139
Farebox Recovery Ratio*	11.9%	12.1%	12.9%	12.8%	12.7%	12.6%	12.5%
* Does not include planning							

Solano County Intercity Taxi Scrip Program
 5 Year Projection and Fare Change Analysis
 11-Sep-15

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SCENARIO 2:	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
INCREASE FARES TO \$20 / \$40	Total						
Assumptions							
No. of Scrip Booklets Sold	4,461	4,729	4,800	4,800	4,800	4,800	4,800
Cost per Scrip Book - Current	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00
75% Cost per Scrip Book - Low Income			\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00
25% Cost per Scrip Book - Full Fare			\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00
Operating Expenses							
Taxi Service Reimbursements	\$ 397,406	\$ 439,022	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000	\$ 480,000
STA Program Manager - Transition	\$ -	\$ 69,376	\$ -	\$ -	\$ -	\$ -	\$ -
Administration - Solano County	\$ 158,302	\$ 51,934	\$ -	\$ -	\$ -	\$ -	\$ -
Staff Oversight - STA	\$ -	\$ 21,958	\$ 57,968	\$ 61,483	\$ 64,557	\$ 67,785	\$ 71,174
Marketing & Brochures	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Printing (Scrip Books)	\$ 8,615	\$ 5,317	\$ 11,200	\$ 11,760	\$ 12,348	\$ 12,348	\$ 12,965
Total Expenses	\$ 564,323	\$ 587,607	\$ 559,168	\$ 563,243	\$ 566,905	\$ 570,133	\$ 574,139
Planning Expenses							
Consultant Services	\$ -	\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Revenue							
Farebox Revenue	\$ 66,915	\$ 70,935	\$ 84,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000
FTA New Freedom Grant (STA)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
FTA New Freedom Grant (Fairfield)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Lifeline Grants	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
TDA: Dixon	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: FAST	\$ 40,000	\$ 40,000	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883
TDA: Rio Vista	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: Soltrans	\$ 85,000	\$ 85,000	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215
TDA: Vacaville	\$ 70,000	\$ 70,000	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664
TDA: Solano County	\$ 292,408	\$ 131,085	\$ 120,182	\$ 38,256	\$ 41,919	\$ 45,146	\$ 49,153
TDA: Local Jurisdictions							
STAF: STA	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000
Total Revenue	\$ 564,323	\$ 607,020	\$ 609,168	\$ 563,243	\$ 566,905	\$ 570,133	\$ 574,139
Farebox Recovery Ratio*	11.9%	12.1%	15.0%	21.3%	21.2%	21.0%	20.9%
* Does not include planning							

Solano County Intercity Taxi Scrip Program
 5 Year Projection and Fare Change Analysis
 11-Sep-15

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SCENARIO 3:	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
INCREASE FARES & EXPAND SERVICE	Total						
Assumptions							
No. of Scrip Booklets Sold - Current	4,461	4,729	4,800	4,800	4,800	4,800	4,800
New Scrip Booklets Sold			300	1,200	1,200	1,200	1,200
Cost per Scrip Book - Current	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00	\$ 15.00
75% Cost per Scrip Book - Low Income			\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00	\$ 20.00
25% Cost per Scrip Book - Full Fare			\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00
Operating Expenses							
Taxi Service Reimbursements	\$ 397,406	\$ 439,022	\$ 510,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000
STA Program Manager - Transition	\$ -	\$ 69,376	\$ -	\$ -	\$ -	\$ -	\$ -
Administration - Solano County	\$ 158,302	\$ 51,934	\$ -	\$ -	\$ -	\$ -	\$ -
Staff Oversight - STA	\$ -	\$ 21,958	\$ 57,968	\$ 61,483	\$ 64,557	\$ 67,785	\$ 71,174
Marketing & Brochures	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Printing (Scrip Books)	\$ 8,615	\$ 5,317	\$ 11,200	\$ 14,700	\$ 15,435	\$ 15,435	\$ 16,207
Total Expenses	\$ 564,323	\$ 587,607	\$ 589,168	\$ 686,183	\$ 689,992	\$ 693,220	\$ 697,381
Planning Expenses							
Consultant Services	\$ -	\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
Revenue							
Farebox Revenue	\$ 66,915	\$ 70,935	\$ 91,500	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
FTA New Freedom Grant (STA)	\$ -	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
FTA New Freedom Grant (Fairfield)	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -
Lifeline Grants	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
TDA: Dixon	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: FAST	\$ 40,000	\$ 40,000	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883	\$ 39,883
TDA: Rio Vista	\$ 5,000	\$ 5,000	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612	\$ 2,612
TDA: Soltrans	\$ 85,000	\$ 85,000	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215	\$ 90,215
TDA: Vacaville	\$ 70,000	\$ 70,000	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664	\$ 69,664
TDA: Solano County	\$ 292,408	\$ 131,085	\$ 129,620	\$ 78,948	\$ 82,758	\$ 85,985	\$ 90,146
TDA: Local Jurisdictions			\$ 13,062	\$ 52,248	\$ 52,248	\$ 52,248	\$ 52,248
STAF: STA	\$ -	\$ -	\$ -	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000
Total Revenue	\$ 564,323	\$ 607,020	\$ 639,168	\$ 686,183	\$ 689,992	\$ 693,220	\$ 697,381
Farebox Recovery Ratio*	11.9%	12.1%	15.5%	21.9%	21.7%	21.6%	21.5%
* Does not include planning							

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Farebox Revenue Scenarios - Existing Service	FY 2013-14	FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18	FY 2018-19	FY 2019-20
\$15 per Book							
Fares	\$ 66,915	\$ 70,935	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000	\$ 72,000
Farebox Recovery Rate	11.9%	12.1%	12.9%	12.8%	12.7%	12.6%	12.5%
\$20 per Book (effective 1-Apr-16)							
Fares	\$ 66,915	\$ 70,935	\$ 78,000	\$ 96,000	\$ 96,000	\$ 96,000	\$ 96,000
Farebox Recovery Rate	11.9%	12.1%	13.9%	17.0%	16.9%	16.8%	16.7%
Change in Fare Revenue from \$15/book			\$ 6,000	\$ 24,000	\$ 24,000	\$ 24,000	\$ 24,000
\$40 per Book (effective 1-Apr-16)							
Fares	\$ 66,915	\$ 70,935	\$ 102,000	\$ 192,000	\$ 192,000	\$ 192,000	\$ 192,000
Farebox Recovery Rate	11.9%	12.1%	18.2%	34.1%	33.9%	33.7%	33.4%
Change in Fare Revenue from \$15/book			\$ 30,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000

Sliding Scale - No Change in Number of Books							
Percentage Paying \$40 Fare		0%	10%	25%	50%	75%	100%
Percentage Paying \$20 Fare		100%	90%	75%	50%	25%	0%
Total Fare Revenue	\$	96,000	\$ 105,600	\$ 120,000	\$ 144,000	\$ 168,000	\$ 192,000
Change in Fare Revenue from \$15/book	\$	24,000	\$ 33,600	\$ 48,000	\$ 72,000	\$ 96,000	\$ 120,000

Public Input and Outreach Process and Schedule

Tentative Schedule:

- October to December: Presentations and Public Comment Period
- January 2016: Consortium Recommendation of Fare Change*
- January 2016: STA TAC Recommendation of Fare Change*
- February 2016 : STA Board Approval of Fare Change*
- March – May 2016: Public Notification of Planned Fare Change*
- July 1, 2016: Fares Changed*

*If change is recommended by STA Board

Public Input and Outreach:

Public comments will be collected during a three-month long comment period beginning on October 15, 2015 through December 14, 2015. Feedback will be solicited from riders, the public and STA Advisory Committees as follows:

Riders and Public Feedback

To collect feedback from current taxi scrip riders, the STA will create postcards that can be sent in to provide comments on the proposed fare change. Posters will be posted at sales locations and common sales locations providing information about the proposed change, and providing a means to provide feedback. Comments will be accepted via fax, mail or email.

STA Advisory Committee's Feedback

To collect feedback from advisory committees, the fare change proposal will be brought to the following advisory committees:

- Consolidated Transportation Services Agency Advisory Committee (CTSA-AC)
- Paratransit Coordinating Council (PCC)
- Solano Seniors and People with Disabilities Transportation Advisory Committee (SSPWD-TAC)

Approval Process

The feedback received on the fare change proposal will be reviewed by the SolanoExpress Intercity Transit Consortium, the STA Technical Advisory Committee, who will forward a recommendation to the STA Board of Directors.

A resulting proposal is tentatively scheduled to be brought to the STA Board of directors on February 2016.

Following approval of the STA Board, notices would go to the current riders and public informing them of the new fares and the date that they will go into effect. New fares, if approved, are tentatively scheduled to go into effect on July 1, 2016.

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DATE: September 16, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Project Manager
RE: Solano Community College Transportation Fee Proposal

Background:

Solano Community College (SCC) District has a main campus in Fairfield and satellite centers in Vacaville, Vallejo, and at Travis Air Force Base. Local services provided by Vacaville City Coach, FAST, SolTrans, and SolanoExpress Intercity Service (Route 85) connect the main campus and the satellite centers. Vacaville City Coach has provided a reduced fare program for SCC students for over five years; and SolTrans, FAST, and Vacaville City Coach have a long commitment to providing service directly to the various community college campuses. Recently, SCC administration has informally asked STA for a proposal for a broad reduced fare program for their students, to be funded by a proposed student fee during a ten month trial, covering the regular school sessions. This agenda item is to determine the interest of the affected operators to collectively participate with STA and SCC to back a trial program to provide reduced fare access for registered (fee paying) college students.

Discussion:

Following a meeting on July 13, 2015 with SCC administration staff, STA staff has floated the concept of a specific student fee trial program to representatives of the various transit operators (FAST, SolTrans, and Vacaville). The concept proposal was structured as follows:

1. Students registered at SCC would be allowed to ride all of fixed route transit services based in Solano County for half price (similar to the City Coach program).
2. The included fixed route transit services are FAST, SolTrans, Vacaville City Coach, and SolanoExpress.
3. Students would show a valid student ID with a current validation sticker issued by the SCC and be able to purchase individual trips while boarding the bus or purchase any prepaid ticket or pass from any agencies' regular outlets and sources.
4. SCC administration would presumably seek a vote of the student body to secure a fee of somewhere between \$14 and \$20 which would generate between \$161,000 and \$231,000 annually.
5. The initial program would be a one year trial during the regular sessions of SCC. The program would be in operation during the regular SCC sessions and summer session would not be included.
6. Reimbursement to operators would be based on an estimate of lost revenue based on recent usage with an additional amount based on an estimate of increased usage due to reduced fare. There would be no additional reimbursement.
7. The total reimbursement would not exceed the total revenue generated by the fee, though initial estimates by an independent consultant indicate the expected fee revenue will cover the estimated reimbursement. The reimbursement would be fixed at the start of the program and would not be based on actual usage.
8. The program would be monitored and evaluated over the trial period and either, continued, modified, or discontinued during the next school session.

Staff representatives of all three affected transit agencies generally favored the program in concept; but representatives of two of the affected agencies supported limiting the program to honoring the half price only for pre-purchased tickets and passes. The limitation has certain benefits to the operators:

1. Bus drivers will not need to manually validate fare media on board the bus since prepaid tickets and passes are uniform throughout the respective systems.
2. There will accurate record keeping of usage by college students as the tickets and passes will be tracked by on board fare reading equipment and we will know exactly how many are sold at the outlets.

Potential arguments against the limitation are:

1. Requiring obtaining a prepaid ticket or pass will potentially restrict usage by students. All students will pay the fee and they will desire to use the bus as infrequently or frequently as their economic and travel needs warrant, making individual rides on the bus an important component for some students.
2. The act of needing to purchase a monthly pass in addition to paying a new fee may reduce the likelihood of a positive vote and a net positive experience by the student body as a whole.
3. Bus operators are already making onboard validation decisions on handling other fare media; and the opportunity to test a new program with high potential upside for revenue, usage, and a positive image for transit is worthwhile.

STA staff is requesting the three potential participating transit operators reach a consensus so that a conceptual proposal can be quickly returned to the SCC administration. Therefore, this agenda item, based on discussions with the affected operators, request for support of a revised version that reflects the concerns of the three transit operators.

Fiscal Impact:

SCC administration would presumably seek a vote of the student body to secure a fee of somewhere between \$14 and \$20 which would generate between \$161,000 and \$231,000. The funding generated from the student fee would be returned to Fairfield and Suisun Transit, Solano County Transit and Vacaville City Coach. Reimbursement to operators would be based on an estimate of lost revenue based on recent usage with an additional amount based on an estimate of increased usage due to reduced fare.

Recommendation:

Forward a recommendation to the STA Board to authorize the Executive Director to forward a proposal to SCC administration for a trial reduced student transit fare program with the following characteristics:

1. Students registered at SCC would be allowed to purchase prepaid tickets and passes at all regular sales outlets at half cost, to be used on the fixed routes for which the tickets and passes are valid;
2. The included fixed route transit services would be FAST, SolTrans, Vacaville City Coach, and SolanoExpress; and
3. Students would show a valid student ID with a current validation sticker issued by the SCC to purchase any prepaid ticket or pass from any agencies' regular outlets and sources.



DATE: September 21, 2015
TO: STA TAC
FROM: Robert Guerrero, Senior Project Manager
RE: Request for Qualifications: On Call Public Private Partnership Service

Background:

According to the National Council for Public-Private Partnerships (P3), a P3 is a contractual agreement between a public agency and a private sector entity, through which the skills and assets of each sector are shared in delivering a service or facility. In addition to the sharing of resources, each party shares in the risks and rewards potential.

P3's are often distinguished between governments that use the traditional "Design-Bid-Build" model of public infrastructure investment and those governments that create partnerships to transfer various responsibilities to the private sector, such as project design, construction, finance, maintenance, and operation.

P3's can accomplish the following objectives:

- Make possible major infrastructure investments that might not otherwise receive financing.
- Accelerate projects into construction compared to traditional delivery methods.
- Transfer Prudent Risk to the Private Sector
- Capture Private Sector Innovation
- Promote Life Cycle Efficiencies/Performance
- Create Competitive Tension to Drive Value
- Leverage existing funding
- Spur economic growth

The STA previously retained KPMG consultants to develop a P3 Feasibility study for major transit facilities in Solano County. KPMG also assisted in procuring a P3 sponsor for operating the Curtola Park and Ride transit facility with SolTans.

Discussion:

STA staff is recommending to issue a Request for Qualifications (RFQ) to develop a list of consultants for additional P3 services. The most immediate need for P3 services is to develop a P3 Study for the State Route 37 Corridor. SR 37 follows 21 miles along the northern shore of San Pablo Bay linking US 101 in Novato, Marin County with Interstate 80 (I-80) in Vallejo, Solano County. It serves as a vital connection between Marin, Sonoma, Solano and Contra Costa and the Central Valley. It is the northern most non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State. Sea level rise and near and long term traffic congestion are anticipated to increasingly impact the 2-lane corridor.

Currently, there are no funding plans for long term capital improvements to the corridor. The purpose of the recommended SR 37 Corridor P3 Study is to evaluate potential opportunities and pitfalls for funding corridor improvements through P3 financing. Qualified consultant will be selected to assist STA staff to analyze financial options, identify potential financing partners and funding administrators, and provide case studies of similar corridors utilizing P3 financing. The development of the SR 37 Corridor P3 Study is estimated to be \$45,000-\$50,000 based on similar types feasibility studies.

Financial Impact:

STA staff will budget \$50,000 from STA gas tax funds to complete the SR 37 Corridor P3 Feasibility Study.

Recommendation:

Forward a recommendation to the STA Board to issue a Request for Proposals for Public-Private Partnership (P3) Services to assist in the SR 37 Corridor P3 Study.



DATE: September 14, 2015
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: STA's Local Preference Policy FY 2014-15 Year-End Report

Background:

In December 2010, the Solano Transportation Authority (STA) Board adopted its Local Preference Policy (LPP), which applies to the purchase of goods, services and the solicitation of professional services. The policy does not apply to any contract which is required by law to be awarded to the “lowest, responsible bidder”, such as public work projects or other projects to the extent the application would be prohibited by state or federal law. The policy gives an opportunity for local businesses to bid on products and services necessary in the delivery of STA’s projects and programs. Local business firms will be given preference based on their knowledge of the community and proximity to project locations. In October 2011, the policy was amended to define a “local business” as a business enterprise, including but not limited to a sole proprietorship, partnership, or corporation, located within the county for at least six (6) months prior to the date of contract award in order to receive preferential points and have at least one full-time employee who will serve as the lead contact for all services to be performed under the contract.

Subsequently, in December 2011, the STA Board adopted a methodology for calculating the LPP contract goal. The LPP component was added to the RFP process to ensure the local business community be provided every opportunity in the bid process. The methodology is modeled after the Caltrans Underutilized Disadvantaged Business Enterprise (DBE) approach. This methodology was applied on Requests for Proposals (RFP) released as of January 1, 2012 as allowed by the funding source. Each applicable solicitation has an established goal based on the specific services requested and the availability of local businesses to compete for services. If the funding source prohibits the use of a LPP, then the following language has been included with the solicitation:

“The STA has adopted a Local Preference Policy which encourages the hiring of local firms which can be found at <http://www.sta.ca.gov/Content/10027/JobRFPs.html>. No local firm goal has been established for this project; however each firm is encouraged to seek local participation.”

Vendors awarded contracts based on utilization of local businesses are required to certify on-going participation of these local businesses with each invoice submitted throughout the contract terms.

Discussion

Table 1 is the LPP vendor activities for FY 2014-15. These amounts are based on STA’s FY 2014-15 unaudited financial reports.

Consultant/Professional Services category are those services for engineering, construction, auditing, and other services. The number of local vendors increased from seventeen (17) to twenty-five (25) which is an increase of eight (8) from the previous fiscal year. Local dollars spent increased in the amount of \$51,092, (3%) percent. This increase reflects the utilization of local vendors for various priority projects and program activities of STA, such as the Jepson Parkway Project, Safe Routes to School Program, the Transit and Mobility Management Program, and the Solano Intercity Taxi Scrip and Paratransit Program.

General Office Supplies/Purchases category is the costs for general operations and administration in the delivery of STA's programs and projects. In FY 2014-15, a total of one hundred sixteen (116) vendors were utilized of which sixty-one (61) were local. Total local dollars spent increased from FY 2013-14 to FY 2014-15 by \$68,207, (69%). The purchase of a Nissan Leaf Electric Vehicle using Clean Air Funds, the increasing growth of the Countywide Travel Training/Ambassador Program, and the continued success of the Safe Routes to School Program contributed to the overall increase of local activity within this category.

A total of fourteen (14) contracts were executed from July 1, 2014 to June 30, 2015. Federal funds were mostly utilized on various projects, such as the Mobility Management Travel Training Program and the Jepson Parkway Project, therefore only one of the contracts was subject to the LLP. STA is currently tracking a total of three (3) contracts that are subject to the LLP, two of which were executed in previous fiscal years. In Table 1A Consultants/Professional service shows the activity for FY 2014-15 for these contracts. Four (4%) percent, \$52,557 of total dollars spent were local. The projects associated with these contracts are the I80/I680/SR12 Interchange Project and the State Route 12 Church Road Intersection Improvement Project.

Table 2 is the vendor purchase activities for FY 2013-14 used to compare LPP activities with FY 2014-15.

The STA staff continues to be proactive in using the guiding principles and contract goals of the LPP to solicit work from local vendors within the parameters of transportation funding being used while being fiscally responsible.

Fiscal Impact:

While the LPP does not have fiscal impact to the STA budget, it does contribute to the economic vitality of the local economy and implements a policy priority adopted by the STA Board.

Recommendation:

Forward a recommendation to the STA Board to receive and file.

Attachment:

A. STA purchase activities

Table 1: Purchase Activities (July 1, 2014-June 30, 2015)

Table 2: Purchase Activities (July 1, 2013-June 30, 2014)

**Purchase Activities for FY 2013-2014 and
FY 2014-2015**

Table 1: (July 1, 2014-June 30, 2015)

Description	Total Vendor Activities					
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	84	\$24,973,587	25	\$1,553,899	30%	6%
Office Space	1	\$229,650	1	\$229,650	100%	100%
General Office Supplies/Purchases	116	\$307,951	61	\$166,764	53%	54%
Total	201	\$25,511,188	87	\$1,950,313	43%	8%

Table 1A**Consultants/Professional Services Subject to Local Preference Policy**

Description	Total Vendor Activities		Local Preference Activities			
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	3	1,244,925	2	52,557	67%	4%

Table 2: (July 1, 2013-June 30, 2014)

Description	Total Vendor Activities					
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	62	\$28,304,322	17	\$1,502,807	27%	5%
Office Space	1	\$207,978	1	\$207,978	100%	100%
General Office Supplies/Purchases	117	\$260,611	57	\$98,557	49%	38%
Total	118	\$28,772,911	75	\$1,809,342	42%	6%

Table 2A**Consultants/Professional Services Subject to Local Preference Policy**

Description	Total Vendor Activities		Local Preference Activities			
	# of Vendors	Amount	# of Local Vendors*	Amount	% Local Vendor Used	% Local Dollars
Consultants/Professional Services	3	\$2,823,217	3	\$16,917	100%	1%

* Local vendors, either prime or sub consultants

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DATE: September 11, 2015
TO: STA TAC
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program
Fourth Quarter Report

Background:

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

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

Discussion:

For the Fourth Quarter, STA received the allocation from the State Controller's Office in the amount of \$101,082 and has deducted \$3,032 for administrative costs. The STA disbursed cost reimbursement to member agencies for the Fourth Quarter in the total amount of \$174,005, which includes the end of the year distribution adjustments. The remaining AVA fund balance after the fourth quarter disbursement to the member agencies is \$27,527 which will be carried over into FY 2015-16.

Attachment A is a matrix summarizing the AVA Program activities for FY 2014-15 and is compared to the total FY 2013-14 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program. The Cities of Dixon and the County of Solano significantly increased activity within the program for FY 2014-15.

The matrix shows overall total program activities in FY 2014-15 at 102% compared to FY 2013-14.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to receive and file.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2014-15 and FY 2013-14

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2014-15 and FY 2013-14
Fourth Quarter Ending June 30, 2015**

Member Agency	FY 2014-15				FY 2013-14		
	# of Abated Vehicles	Reimbursed Amount	Average Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Average Cost per Abatement
City of Benicia	341	\$8,627	\$25	91%	375	\$8,832	\$24
City of Dixon	166	\$17,561	\$106	124%	134	\$13,968	\$104
City of Fairfield	1,805	\$53,782	\$30	105%	1,726	\$69,146	\$40
City of Rio Vista	0	0	0	0%	0	0	\$0
City of Suisun	168	\$32,740	\$195	104%	161	\$44,035	\$274
City of Vacaville	65	\$40,485	\$623	88%	74	\$47,821	\$646
City of Vallejo	1,409	\$217,743	\$155	93%	1,514	\$320,462	\$212
Solano County Unincorporated area	145	\$6,887	\$47	284%	51	\$5,848	\$115
Total	4,099	\$377,823	\$92	102%	4,035	\$510,113	\$126

The total remaining AVA fund available after the fourth quarter disbursement to member agencies is \$27,527. This amount is carried over to FY 2015-16 and is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for FY 2015-16.



DATE: September 21, 2015
TO: STA TAC
FROM: Judy Leaks, Program Division Manager
RE: Solano Napa Commuter Information (SNCI) Program Annual Report for
FY 2014-15 and Work Plan for FY 2015-16

Background:

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. The SNCI program is currently funded and managed by the STA, through Metropolitan Transportation Commission (MTC) Regional Rideshare funds, Bay Area Air Quality Management District (BAAQMD), Eastern Congestion Mitigation Air Quality (ECMAQ) and Yolo Solano Air Quality Management District (YSAQMD) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction. Services provided under the Rideshare “umbrella” include employer outreach and vanpool formation and support. The BAAQMD, ECMAQ and YSAQMD funds have allowed the SNCI program to introduce services that would not otherwise be available such as, commuter incentives, the emergency ride home program, the employer commute challenges, Commuter Bicycle Incentive (Bucks for Bikes), vanpool start-up incentives, and a range of localized services. These services support efforts to reduce carbon emissions, address climate change concerns, promote expanded use of transit and ridesharing, and help improve mobility in Solano and Napa counties.

The SNCI Program has served as a “one-stop-shop,” offering informational resources and programs for commuters interested in finding alternatives to driving alone, as well as transportation information for non-commuters. The result of this experience led SNCI to incorporate Solano Mobility Call Center services during FY 2014-15 expanding the scope of transportation information services provided beyond commuters to include seniors, people with disabilities and the low-income population. This coincided with the opening of the Transportation Info Depot, at the Suisun City Amtrak Station.

Discussion:

SNCI accomplished most of the major elements of the FY 2014-15 SNCI Work Program:

Customer Service:

Provided high quality, personalized rideshare, transit and other non-drive alone trip planning information to commuters and the public through the commuter call center, websites and other means. *Completed 1,980 placement calls to new ridematch applicants.*

Incorporated the provision of mobility management information services to staff the Mobility Call Center. *a) Developed expertise in mobility options for seniors, people with disabilities and low-income customers through training and sensitivity. b) Processed 139 Regional Transit Cards (RTC), and 62 Senior Clipper cards and Clipper card add-fare options.*

Continued to supply display racks throughout the counties with transportation materials/brochures and local and regional transit information and schedules. *Distributed 33,469 transit related materials to 158 display racks. Increased the number of display racks by 38, a 32% increase in number of racks.*

SNCI Marketing Strategy:

Based on findings of the 2013 SNCI Marketing Strategy and Action Plan Study, increase awareness of SNCI through examining the program brand, improving web communications, updating the SNCI website and continuing to reach commuters through employer outreach and events.

Examine program brand/assess the SNCI program name and logo. *Refreshed the SNCI log to be more contemporary by updating the color palette.*

Market the SNCI program through radio and internet ads. *a) Purchased ads on local radio (KUIC) for Bike to Work Day promotion b) began initial research to purchase internet ads.*

Based on an assessment conducted of all community events from 2009-2014, focus efforts at employer sites and large community events like Earth Day and limit events at local farmers markets. *a) Scheduled and attended 32 events at employer sites. b) Created and implemented a simple "One-hour mini-event" for employers that was targeted at NorthBay Medical Centers in Fairfield and Vacaville.*

Provide SNCI materials in additional languages as part of Title VI program compliance. *Translated and provided printed copies of marketing materials in Spanish and made materials available in Tagalog, Cantonese, and Vietnamese, per Title VI requirements.*

Vanpool Formation and Support:

Continue formation and support for vanpools that travel to, from or through Solano and Napa counties. *a) Started twenty-three (23) vanpools between July 1, 2014-June 13, 2015. b) Provided incentives to assist the formation of vanpools. c) Completed 391 placement/follow-up calls to/for vanpools, critical vanpools, and potential vanpool passengers.*

Employer Program:

Outreach to Solano and Napa employers to be a resource for commuter alternative information including setting up internal rideshare programs. Continue to concentrate efforts on large employers through distribution of materials, events, major promotions, surveying and other means.

Increase the # of active employers in SNCI employer database. Increased database size with a net gain of 33 new employers.

Conduct events at employer sites. *Scheduled and attended 32 events at employers and large community events.*

Cross promoted items like bike, and vanpool incentives, emergency ride home, Commute Challenges, vanpool opportunities

Commuter Benefits Program (SB 1339) Implementation:

Implemented the Commuter Benefits Program (SB 1339) throughout Solano and Napa counties with employers having 50+ employees. Worked with the Bay Area Air Quality Management District (BAAQMD) and the Metropolitan Transportation Commission (MTC) to execute a program that supports affected employers to meet the requirements of the rule.

Provided 59 employers a consultation that explained the details for each option choice. Sent periodic mailings to all affected employers as a reminder of the September 30 deadline, and offered assistance in developing and selecting an option that best suits their needs.

County Commute Challenges:

Conduct one (1) employer challenge each in Solano and Napa counties that encourages employers and employees to encourage the use of commute alternatives to driving alone. These campaigns include an incentive element and enlist the support of local chambers of commerce. *660 employees, from 30 employers, registered for the fall 2014 Solano Commute Challenge and 419 (63%) became Commute Champions by using a commute alternative 30 or more workdays between August 1 and October 31. The Napa Commute Challenge in spring 2015 included 19 employers, 214 registered employees and 132 (62%) became Commute Champions.*

Emergency Ride Home Program:

Verified and updated all current enrollees. *Took advantage of the Commuter Benefits program to increase the number of employers registered by 30%, adding 26 new employers.*

Bike to Work Promotion/Bicycle incentive/BikeLinks map:

Took the lead in coordinating the regional 2015 Bike to Work campaign in Solano and Napa counties. Provide information and support for cyclists to promote bicycling locally. Assess the effectiveness of current Energizer Station locations and make adjustments. *679 visitors stopped by 28 Energizer stations an increase of 31% over 517 visitors the previous year.*

Revise and update the Solano/Yolo BikeLinks map, print and distribute copies. *Worked with planning to re-design and update the BikeLinks map.*

Market the “Bucks for Bike” incentive. *Marketed through the Bike to Work promotion, employer and community outreach and the SNCI website and Facebook pages.*

Partnerships w/ other programs and outside agencies:

Coordinated with other programs and outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. Including providing support to programs like Safe Routes to School (SR2S) and Seniors, People with Disabilities and low income; and assisting local jurisdictions and non-profits implementing projects.

Recommendation:

Forward a recommendation to the STA Board to receive and file.

Attachment:

- A. Proposed FY 2015-16 SNCI Work Program

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Solano Napa Commuter Information Work Program for FY 2015-16

In FY 2015-16, Solano Napa Commuter Information's (SNCI) will focus on the following goals:

- Fully integrate the Solano Mobility Call Center services with commuter customer service
- Market transportation service information by effectively using the internet and social media, as well as local radio
- Build sustainable relationships with Solano County employers to more efficiently reach commuters and influence their commuting behavior
- Support vanpool and shuttle formation in Napa and Solano counties

To achieve these goals:

Customer Service:

Provide mobility management information services to staff the Solano Mobility Call Center. *a) Maintain expertise in mobility options for seniors, people with disabilities and low-income customers through training and sensitivity. b) Process Regional Transit Cards (RTC), Senior Clipper cards and Clipper card add-fare options as well as BikeLink locker assistance. c) Incorporate related services that may be developed throughout the year.*

Provide high quality, personalized rideshare, transit and other non-drive alone trip planning information to commuters, seniors, people with disabilities and the general public through the Solano Mobility Call Center, websites and other means. *Complete 600 placement calls to new ridematch applicants.*

Continue to supply display racks throughout the counties with transportation materials/brochures and local and regional transit information and schedules. *a) Visit each display rack location at least one time each year. b) Increase the # of display racks by 20%.*

SNCI Marketing Strategy:

Increase awareness of SNCI through improving web communications, updating the SNCI website and continuing to reach commuters through employer outreach and events.

Use Facebook as a media tool. *Double the # of Facebook friends.*

Update website page. *Increase website hits by 30%.*

Market the SNCI program through radio and internet ads. *a) Purchase ads on local radio (KUIC) for promotions (Solano Commute Challenges, Bike to Work Days) b) research, develop plan and purchase internet ads.*

Staff Mobility Management events and focus efforts at large community events like Earth Day. *a) Support Mobility Management staff prepare for and staff events.*

Expand the number of SNCI materials in additional languages as part of Title VI program compliance. *Translate and provide printed copies of marketing materials in Spanish and make materials available in Tagalog, Cantonese, and Vietnamese, per Title VI requirements.*

Vanpool Formation and Support:

Continue formation and support for vanpools that travel to, from or through Solano and Napa counties.

a) Start 27 vanpools. b) Provide incentives to assist the formation of vanpools. c) Complete 500 placement/follow-up calls to/for vanpools, critical vanpools, and potential vanpool passengers. d) Track starts, deletes and incentives – determine effectiveness of incentives. e) Investigate all vanpool and shuttle options, including funding opportunities.

Employer Program:

Outreach to Solano and Napa employers is the most efficient way to reach commuters. SNCI will be a resource for commuter alternative information including setting up internal rideshare programs.

Continue to concentrate efforts on large employers through distribution of materials, events, major promotions, surveying and other means.

Increase the # of active employers in SNCI employer database. *a) Increase database size with a net gain of 20 new employers. b) Target 10 Solano County employers to develop long-term commitment to promoting the use of commute alternatives.*

Conduct events at employer sites. *Schedule 30 events at employers and large community events, including 10 simple “One-hour mini-events” for employers. Improve event set-up to be more engaging to those passing by.*

Cross promote items like bike, and vanpool incentives, emergency ride home, Commute Challenges, vanpool opportunities

Commuter Benefits Program (SB 1339) Implementation:

Support employers having 50+ employees implement and sustain the Commuter Benefits Program (SB 1339) throughout Western Solano and Napa counties. Inform new employers about the program and requirement.

Provide employers a consultation that explains the details for each option choice and offer assistance in developing and selecting an option that best suits their needs.

MTC Climate Initiatives Grant:

With an MTC Climates Initiative Grant, implement a similar Commuter Benefits Program with Eastern Solano County employers (Dixon, Rio Vista and Vacaville) which have 50+ employers.

County Commute Challenges:

Conduct one (1) employer challenge each in Solano and Napa counties that encourages employers and employees to encourage the use of commute alternatives to driving alone. These campaigns include an incentive element and enlist the support of local chambers of commerce. *a) For FY 2015-16 - Increase employer participation by 10% and employee participation by 20%. b) Initiate restructure of the Solano Commute Challenge for 2016, using contest software and a different award system.*

Emergency Ride Home Program:

Focus on marketing the Emergency Ride Home Program, verify and update all current enrollees. *Increase the number of employers registered by 10%.*

Bike to Work Promotion/Bicycle incentive/BikeLinks map:

Take the lead in coordinating the regional 2016 Bike to Work campaign in Solano and Napa counties. Provide information and support for cyclists to promote bicycling locally. Assess the effectiveness of current Energizer Station locations and make adjustments. *Increase the number of visitors at energizer stations by 10%.*

Revise and update the Solano/Yolo BikeLinks map, print and distribute copies. *Work with planning to re-design and update the BikeLinks map.*

Market the “Bucks for Bike” incentive. *Market through the Bike to Work promotion, employer and community outreach and the SSCI website and Facebook pages.*

Partnerships w/ other programs and outside agencies:

Coordinate with other programs and outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include providing support to programs like Safe Routes to School (SR2S) and Seniors, People with Disabilities and low income; and assisting local jurisdictions and non-profits implementing projects.

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DATE: September 18, 2015
TO: STA TAC
FROM: Robert Guerrero, Senior Project Manager
RE: Draft Regional Transportation Impact Fee (RTIF) 2nd Annual Report

Background:

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a component of the County's Public Facilities Fee (PFF). The County Board of Supervisors agreed to include a \$1,500 per dwelling unit equivalent for the RTIF as part of the PFF at their meeting on December 3, 2013. The RTIF collection formally began on February 3, 2014.

The STA is responsible for administering the RTIF Program and is required to provide a RTIF annual report to the County Board of Supervisors. The annual report includes status updates on the RTIF financials and the status of the approved projects funded by the RTIF. The STA submits the RTIF Annual Report before November 1st in order to be included in the County's PFF Annual Report. This year marks the 2nd RTIF Annual Report.

Discussion:

The Draft RTIF Annual Report for Fiscal Year 2014-15 (FY 2014-15) is included as Attachment A to this report. In summary, a total of \$1,374,391 was collected for eligible RTIF projects in FY 2014-15 (after accounting for STA's two percent administrative fee). In addition, \$382,574 was carried over from the last two quarters of the previous fiscal year for a total of \$1,756,965 available for eligible RTIF projects. RTIF collection details for FY 2014-15 by quarter is included as Exhibit C on page 7 of the Draft RTIF Annual Report.

The majority of fees were collected in the 3rd and 4th quarter of FY 2014-15. The revenue collected was substantially higher in comparison to the 3rd and 4th quarter of the previous fiscal year. A total of \$89,673 and \$292,901 of RTIF was collected in the 3rd and 4th quarters respectively of FY 2013-14. In comparison, the RTIF collected for the 3rd and 4th quarters respectively of FY 2014-15 was \$583,912 and \$404,773. This is indicative of increased building and development activities countywide during FY 2014-15.

Five out of the seven RTIF projects are advancing and anticipates a RTIF disbursement for accrued expenditures from FY 2014-15. These include the following projects:

- Working Group 1: Jepson Parkway Project – Right of Way Phase Currently Underway
- Working Group 2: SR 12/Church Road Intersection – environmental phase initiated
- Working Group 3: SR37/Redwood St/Fairground Dr. – preparing for design work
- Working Group 4: Green Valley Overcrossing- Under Construction

- Working Group 6: Benicia Industrial Park Transit Hub – Under Construction

Work Groups 5 and 7 have eligible projects that need further analysis before implementation. These working groups will decide which eligible capital project to implement in FY 2015-16. Currently, 77% (\$1.397 million) of this total RTIF funds collected through FY 2014-15 have been allocated by the STA Board for RTIF eligible projects.

Fiscal Impact:

None to the STA General Fund.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County Regional Transportation Impact Fee (RTIF) Annual Report for FY 2014-15.

Attachment:

- A. Draft Solano County Regional Transportation Impact Fee Annual Report for FY 2014-15



DRAFT

Solano County

Regional Transportation Impact Fee

(A Component of the Solano County Public Facility Fee)

Annual Report

for

Fiscal Year 2014-15

September 17, 2015



Solano County Regional Transportation Impact Fee (RTIF)
 (A Component of the Solano County Public Facility Fee)
 Annual Report for Fiscal Year 2014-15

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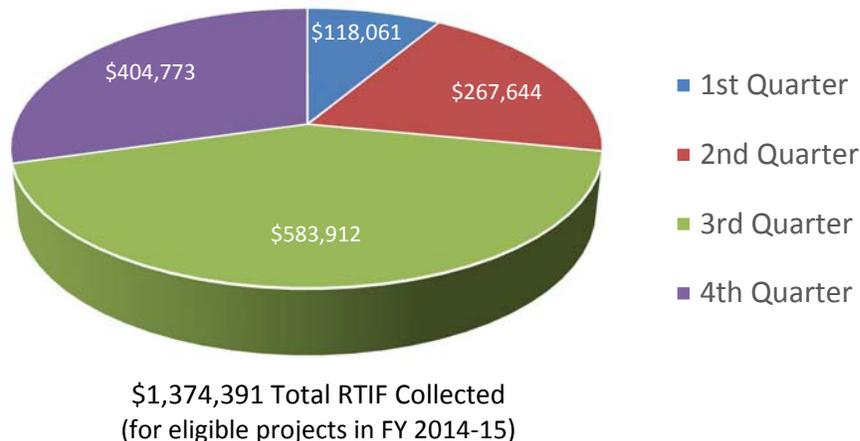
Introduction

On December 3, 2013, the County Board of Supervisors established the Regional Transportation Impact Fee (RTIF) as part of the Solano County Public Facility Fee (PFF). This was in response to a request by the STA Board of Directors to create a transportation impact fee to mitigate the impacts created by future growth. The STA Board's request was built upon several community and stakeholder input meetings during the development of the STA's RTIF Nexus Study. As a result, the County of Solano then began collecting the RTIF on February 3, 2013 based on the approved fee schedule included in Exhibit A on page 5.

FY 2014-15 RTIF Revenue

In summary, a total of \$1,374,391 was collected for eligible RTIF projects in FY 2014-15 (after accounting for STA's two percent administrative fee). In addition, \$382,574 was carried over from the last two quarters of the previous fiscal year for a total of \$1,756,965 available for eligible RTIF projects. Figure 1 below illustrates the RTIF revenue collection by quarter.

Figure 1. FY 2014-15 RTIF Revenue Collection by Quarter



The majority of fees were collected in the 3rd and 4th quarter of FY 2014-15. The revenue collected was substantially higher in comparison to the 3rd and 4th quarter of the previous fiscal year. A total of \$89,673 and \$292,901 of RTIF was collected in the 3rd and 4th quarters respectively of FY 2013-14. In comparison, the RTIF collected for the 3rd and 4th quarters respectively of FY 2014-15 was \$583,912 and \$404,773. This is indicative of increased building and development activities countywide during FY 2014-15.

For RTIF revenue disbursements, the county is divided into five RTIF districts, with a Working Group identified for each district. Exhibit B on page 6 is a map of the five RTIF Working Group Districts. Two additional separate districts were established to focus on implementing approved RTIF eligible transit facility projects (Transit Working Group) and unincorporated road projects (unincorporated County Working Group).

Ninety percent (90%) of RTIF revenue collected are returned to the districts that generated the RTIF revenue. The remaining ten percent (10%) of RTIF revenue are split five percent (5%) each to the Transit Working Group and Unincorporated County Work Group. Table 1 below provides a summary of RTIF collected for each Working Group District.

Table 1. Total RTIF Revenue by Working Group District

	District 1 Jepson Corridor	District 2 SR 12 Corridor	District 3 South County	District 4 Central County	District 5 SR 113	District 6 Transit (5%)	District 7 County Road (5%)	Total
FY 2013-14 Carryover	\$281,634	\$27,762	\$4,493	\$30,429	\$0	\$19,129	\$19,129	\$382,574
FY 2014-15 Total	\$585,442	\$16,482	\$37,022	\$445,272	\$152,734	\$68,720	\$68,720	\$1,374,391
RTIF Total	\$867,075	\$44,244	\$41,515	\$475,701	\$152,734	\$87,848	\$87,848	\$1,756,965

The top two Districts with the majority of development and building activities are within District 1 (Jepson Corridor) and District 4 (Central County). The cities of Fairfield, Vacaville and the portions unincorporated County of Solano are included within these Districts. District 3 (SR113) also had a relatively active year with RTIF collected from building and construction activities within the City of Dixon and portions of unincorporated Solano County. Figure 2 below illustrates the Working Group Districts' RTIF collections by quarter over FY 2014-15. It also includes carry over funds from the previous year to illustrate how much was collected in the past for a complete picture of how much funding is currently available for RTIF eligible projects.

Figure 2. FY 2014-15 RTIF Revenue by District

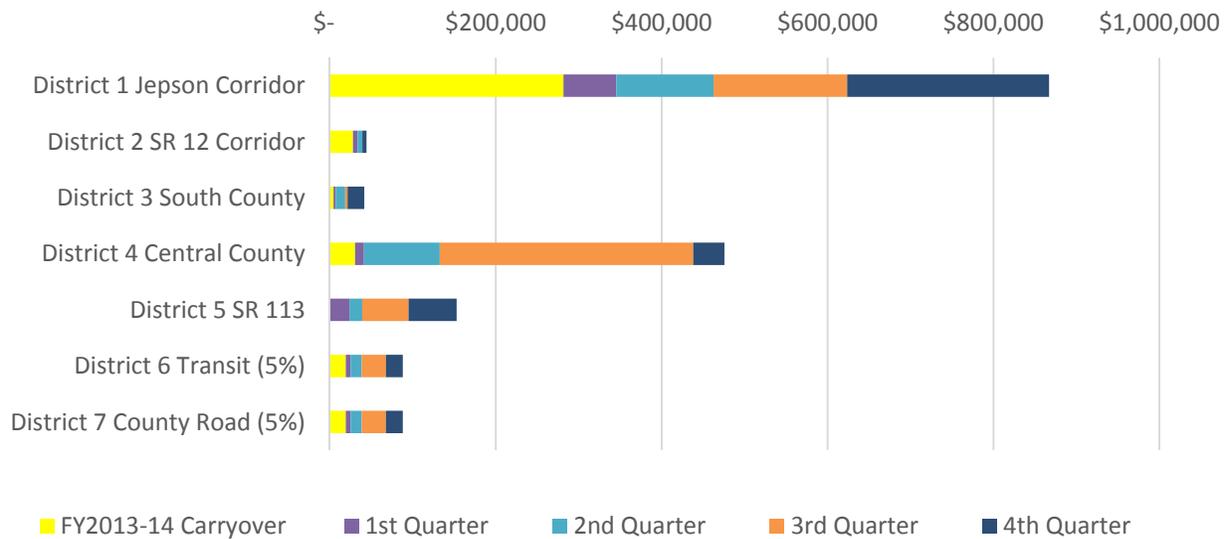


Exhibit C on page 7 includes a table with further details on how much revenue was collected for each Working Group District by quarter.

RTIF Working Group Project Delivery Status

The RTIF Working Groups are made up of Public Works staff from the local agencies located in that district. The Transit Working Group is comprised of transit staff. Each Working Group is responsible for prioritizing and implementing eligible projects within their respective District. The Working Groups are required to meet at least once a year to provide a status update on their respective RTIF District’s project or projects. The Working Groups also provide recommendations to the STA Board for RTIF funding if eligible projects experience implementation issues. The RTIF Implementation Policy Guidelines provide additional details regarding the role of the Working Groups and the general administration of the program.

Six of the seven Working Groups met between the months of March through May this fiscal year. The Transit Working Group met separately on January 27, 2015. The purpose of these meetings were to provide an update on the total revenue collected for each district and to discuss RTIF revenue disbursements for projects ready for implementation. As a result of these meetings, the STA Board approved an RTIF fund disbursement for five projects at their meeting on July 8, 2015. The approved disbursements will fund Working Group District 4’s Green Valley Overcrossing (\$475,701) and Working Group District 6’s Benicia Industrial Transit Bus Hub (\$87,848). Both projects are currently under construction. There were also RTIF disbursements approved for the Right of Way Phase currently underway for the Jepson Parkway Project (\$750,000), the Environmental Phase of Hwy 12/Church Road Intersection Project (\$44,244), and the design phase of SR37/Redwood St/Fairgrounds (\$40,000). With this action by the STA Board, seventy seven percent (79%) or \$1.397 million out of \$1.756 million of the available RTIF fund has been allocated for RTIF requests.

Table 2 provides a summary of the status of each RTIF Working Group District's priority project. Exhibit D starting on page 8 provides additional details on each Working Group and an implementation status update on their eligible RTIF Projects.

Table 2. RTIF Working Group District FY 2014-15 Project Status

Working Group District	Project	RTIF Commitment	FY 2014-15 Allocation	Available RTIF Funding	Project Status
1	Jepson Parkway	\$750,000	\$750,000	\$867,075	Project is currently in Right of Way and Design Phase.
2	SR12/Church Rd Intersection	\$300,000	\$44,244	\$44,244	Project is currently in Preliminary Engineering and Environmental Document Phase. Phase completion anticipated in late 2016
3	SR37/Redwood St/Fairgrounds Dr.	\$40,000	\$40,000	\$41,515	Project is currently under design Phase.
4	Green Valley Overcrossing	\$1,300,000	\$475,701	\$475,701	Project is under Construction
5	SR 113 Corridor/County Unincorporated Road Projects	\$200,000		\$152,734	County and City working to select a project to implement.
6	Benicia Industrial Park Transit Hub	\$276,000	\$87,848	\$87,848	Project is under Construction
7	A. Cordelia Rd. B. Midway Rd. C. Pleasants Valley Rd. D. Suisun Valley Rd E. Vacavalley Rd	\$498,171		\$87,848	County to select a project to implement.
Total		\$3,364,171	\$1,357,793	\$1,756,965	79% of available FY 2014-15 RTIF funds are committed.

EXHIBIT A

Regional Transportation Impact Fee Schedule

Approved by Solano County Board of Supervisors on December 3, 2013 as part of the Solano County Public Facility Fee

Fee Category	Fee
Residential	
Single Family Residential (SFR)	\$1,500
Multi Family Residential (MFR)	\$930
2nd SFR Unit/Accessory Unit	\$805
MFR Senior/Retirement Housing	\$585
<hr/>	
Non-residential	Per 1,000 Building Square Feet
Retail/Commercial	\$382
Service Commercial	\$980
Assembly Uses	\$75
General/Medical Office	\$269
Hotels/Motels	\$230
Industrial	\$110
Warehouse/Distribution	\$36
Institutional	
Health Care Facility	\$180
Place of Worship	\$75
Congregate Care Facility	\$67
Private School	\$793
Child Day Care Facility ¹	Exempt
Agricultural Uses	
Riding Arena	\$47
Barn	\$27

¹ Child Day Care facilities are exempt from the Regional Transportation Impact Fee based on the assumption that most of the trips associated with child day care centers are local in nature and/or included as part of linked commutes (e.g. travel to work)

EXHIBIT B

Solano Regional Transportation Impact Fee District Map

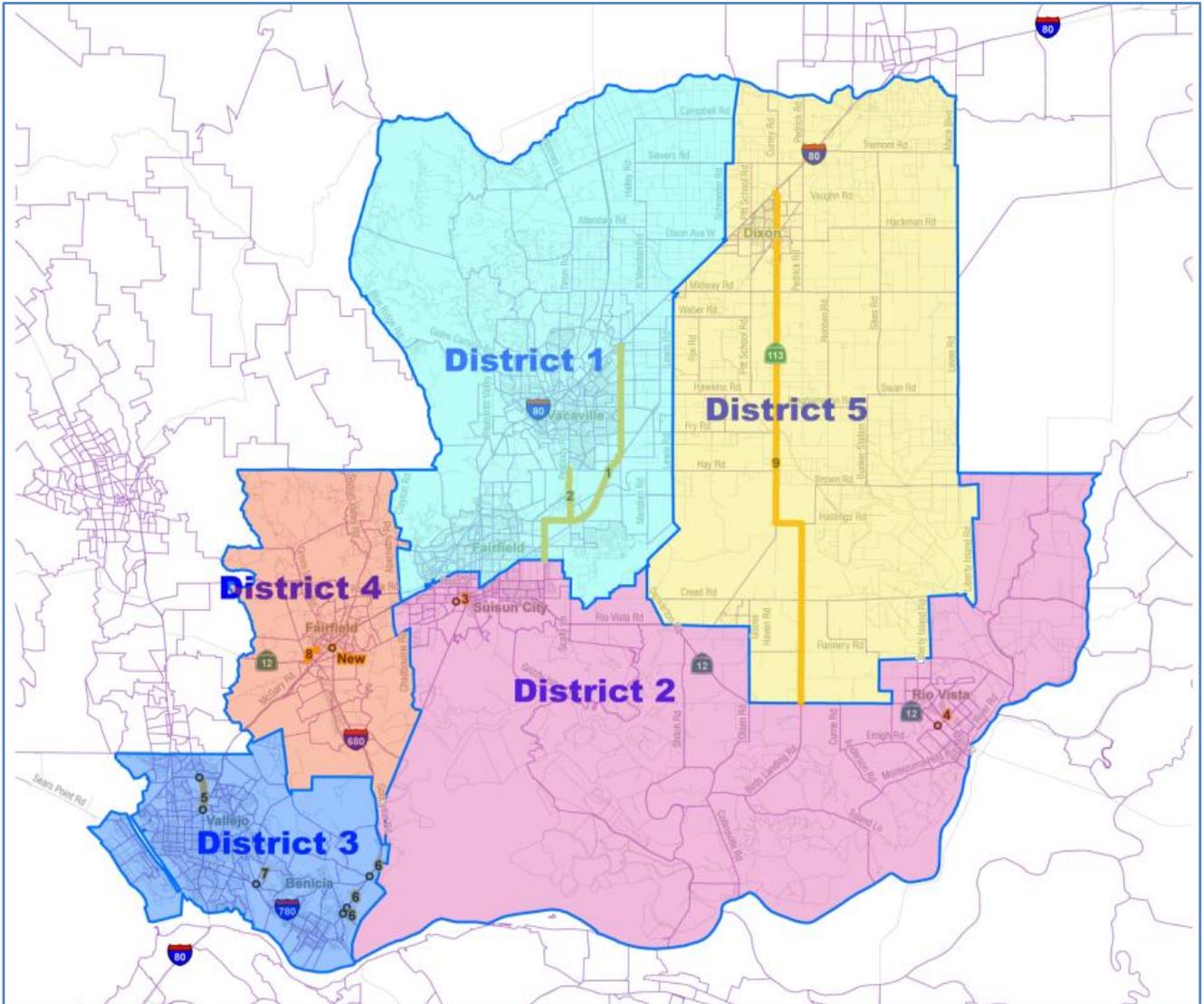


EXHIBIT C

FY 2014-15 RTIF Revenue by District

	FY 2014-15				Total
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	
FY 2013-14 Carryover					
RTIF Collection	\$ 390,382	\$ 120,471	\$ 273,106	\$ 413,034	\$ 1,402,440
2% STA Administration	\$ 7,808	\$ 2,409	\$ 5,462	\$ 8,261	\$ 27,417
RTIF Revenue for Eligible Projects					
District 1 Jepson Corridor	\$ 382,574	\$ 118,061	\$ 267,644	\$ 404,773	\$ 1,374,391
District 2 SR 12 Corridor	\$ 281,634	\$ 63,666	\$ 117,272	\$ 243,382	\$ 585,442
District 3 South County	\$ 27,762	\$ 5,693	\$ 5,673	\$ -	\$ 16,482
District 4 Central County	\$ 4,493	\$ 2,673	\$ 11,182	\$ 3,000	\$ 37,022
District 5 SR 113	\$ 30,429	\$ 10,564	\$ 91,384	\$ 305,642	\$ 445,272
District 6 Transit (5%)	\$ -	\$ 23,660	\$ 15,368	\$ 55,757	\$ 152,734
District 7 County Road (5%)	\$ 19,129	\$ 5,903	\$ 13,382	\$ 29,196	\$ 68,720
Total:	\$ 382,574	\$ 118,061	\$ 267,644	\$ 404,773	\$ 1,374,391

EXHIBIT D

Regional Transportation Impact Fee (RTIF)

Working Group Districts

Project Implementation Status

Working Group District 1

1. Description

Working Group District 1 includes all of Vacaville, a portion of northeast Fairfield and the surrounding area of unincorporated Solano County. Working Group District 1 reported the highest collection of RTIF in FY 2014-15 with \$585,442 generated for the Jepson Parkway Project. The participating agencies in Working Group District 1 have agreed to utilize the accumulated RTIF funds from FY 2013-14 and FY 2014-15 for the Right of Way and Design Phase of the Jepson Parkway.

2. Participating Agencies:

- a. City of Fairfield
- b. City of Vacaville
- c. Solano County

3. RTIF Priority Project

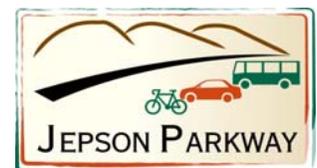
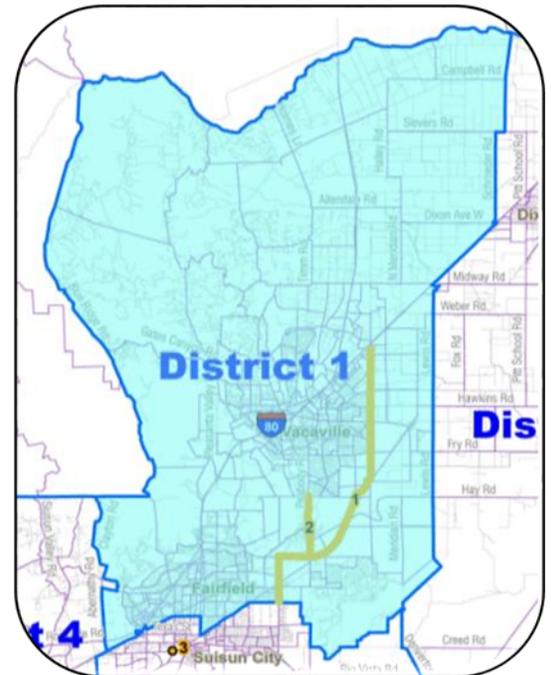
Jepson Parkway Project

Project Implementation Status: Right of Way acquisition process and design underway and nearly complete.

4. RTIF Financial Status: Working Group District 1

- a. FY 2014-15 Reported RTIF Revenue: \$585,442
- b. FY 2013-14 RTIF Carryover funds: \$281,634
- c. RTIF Payments: \$0*
- d. Remaining Balance: \$867,075

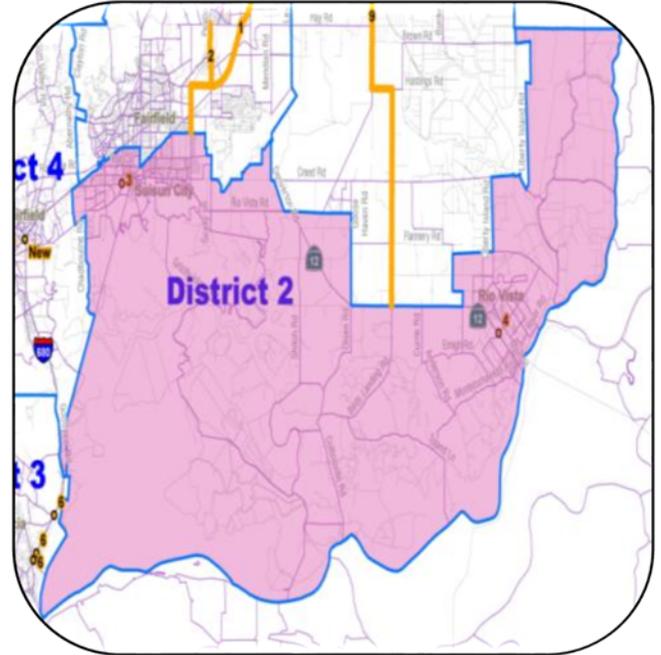
*Project is underway and has accrued expenditures to be reimbursed by RTIF in FY 2015-16



Working Group District 2

1. Description

The Working Group District 2 includes all of the cities of Rio Vista, Suisun City, and portions of southern Fairfield and the surrounding area of unincorporated Solano County. A modest collection of RTIF was reported in FY 2014-15 with \$16,482 generated for the SR12/Church Rd Intersection. The participating agencies in Working Group District 2 agreed to a total RTIF allocation of \$300,000 to fund the Environmental Phase of the SR12/Church Rd Intersection Project.



2. Participating Agencies:

- a. City of Fairfield
- b. City of Rio Vista
- c. City of Suisun City
- d. Solano County

3. RTIF Project

SR 12/Church Rd Intersection

Project Implementation Status: Environmental Phase is underway and is anticipated to be completed late 2016.

4. RTIF Financial Status: Working Group District 2

- e. FY 2014-15 Reported RTIF Revenue: \$16,482
- f. FY 2013-14 RTIF Carryover funds: \$27,762
- g. RTIF Payments: \$0*
- h. Remaining Balance: \$44,244



*Project is underway and has accrued expenditures to be reimbursed by RTIF in FY 2015-16



Working Group District 3

1. Description

The Working Group District 3 includes all of the cities of Benicia and Vallejo and the surrounding area of unincorporated Solano County. A modest collection of RTIF was reported in FY 2014-15 with \$37,022 generated for the SR 37/Redwood Street/Fairgrounds Drive. The participating agencies in Working Group District 3 agreed to a total RTIF allocation of \$40,000 to fund a transportation capital improvement on SR37/Fairgrounds Drive location.



2. Participating Agencies:

- a. City of Benicia
- b. City of Vallejo
- c. Solano County

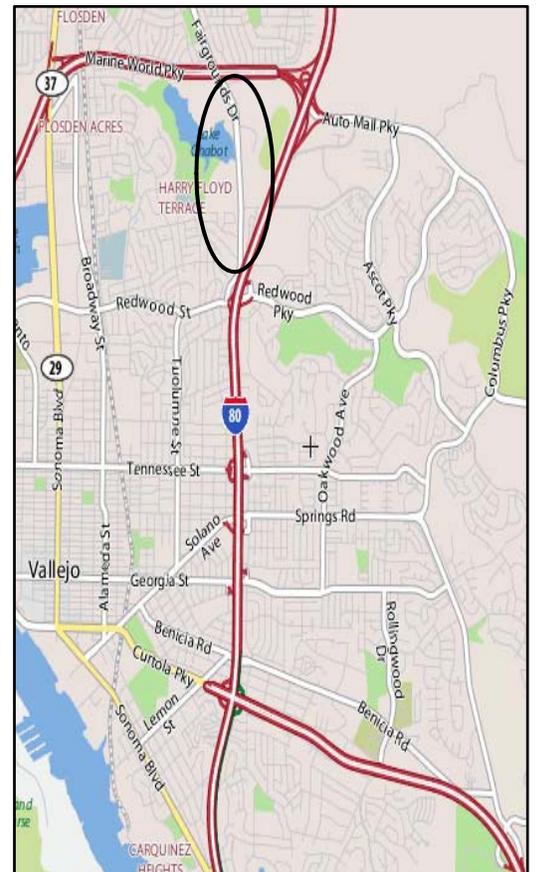
3. RTIF Projects

SR 37/Redwood Street/Fairgrounds Drive

Project Implementation Status: The County of Solano and City of Vallejo are coordinating to determine what capital improvement option should be constructed.

5. RTIF Financial Status: Working Group District 3

- a. FY 2014-15 Reported RTIF Revenue: \$37,022
- b. FY 2013-14 RTIF Carryover funds: \$4,493
- c. RTIF Payments: \$0
- d. Remaining Balance: \$41,515



Working Group District 4

1. Description

The Working Group District 4 includes a portion of city of Fairfield and the surrounding area of unincorporated Solano County. The Working Group District 4 reported the second highest collection of RTIF in FY 2014-15 with \$445,272 generated for the Green Valley Overcrossing Project. The participating agencies in Working Group District 4 agreed to utilize the entire RTIF revenue over the next 5 years for this project.

2. Participating Agencies:

- a. City of Fairfield
- b. Solano County

3. Priority RTIF Project:

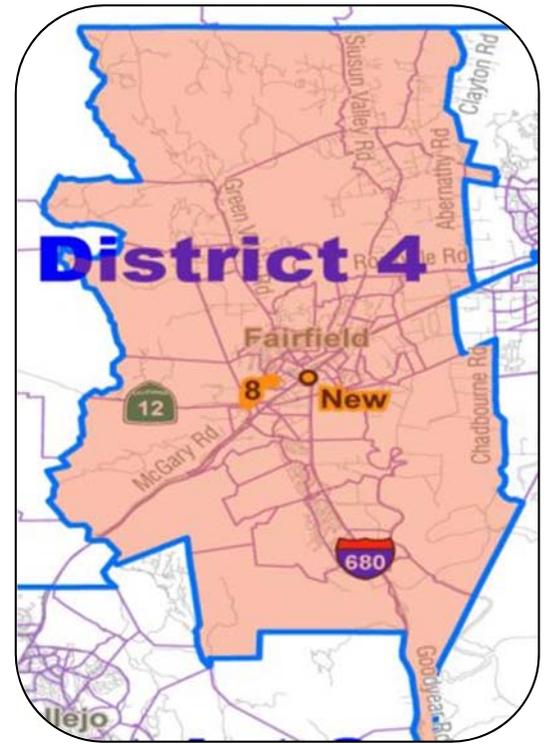
Green Valley Overcrossing

Project Implementation Status: Under construction

6. RTIF Financial Status: Working Group District 4

- a. FY 2014-15 Reported RTIF Revenue: \$445,272
- b. FY 2013-14 RTIF Carryover funds: \$30,429
- c. RTIF Payments: \$0*
- d. Remaining Balance: \$475,701

*Project is underway and has accrued expenditures to be reimbursed by RTIF in FY 2015-16



Working Group District 5

1. Description

The Working Group District 5 includes all of the city of Dixon and the surrounding area of unincorporated Solano County. A moderate collection of RTIF was reported in FY 2014-15 with \$152,734 generated for the Pittschool Road/Parkway Blvd Intersection. The participating agencies in Working Group District 5 agreed to allocate a total of \$200,000 towards this project; however, RTIF funding may be allocated to a separate eligible project.

2. Participating Agencies:

- a. City of Dixon
- b. Solano County

3. Priority RTIF Projects:

Pittschool Road/Parkway Blvd Intersection

Project Implementation Status: The Working Group District 5 participants agreed to continue coordinating on which eligible project option should be constructed.

4. RTIF Projects in Priority Order

- a. Pittschool Road/Parkway Blvd Intersection

5. RTIF Financial Status: Working Group District 5

- a. FY 2014-15 Reported RTIF Revenue: \$152,734
- b. FY 2013-14 RTIF Carryover funds: \$0
- c. RTIF Payments: \$0
- d. Remaining Balance: \$152,734



Working Group District 6

1. Description

Working Group District 6 comprises of Solano County Transit Operators and cities. This Working Group was approved to receive 5% of RTIF for transit projects. A total of \$68,720 of RTIF was generated in FY 2014-15 for the Benicia Industrial Bus Hub Project.



2. Participating Agencies:

- a. City of Benicia
- b. City of Dixon
- c. City of Fairfield
- d. City of Suisun
- e. City of Vacaville
- f. Solano County Transit (SolTrans)
- g. County of Solano

3. Priority RTIF Project:

Benicia Industrial Park Transit Center

Project Implementation Status: Under construction.



4. RTIF Financial Status: Working Group District 6

- a. FY 2014-15 Reported RTIF Revenue: \$68,720
- b. FY 2013-14 RTIF Carryover funds: \$19,129
- c. RTIF Payments \$0*
- d. Remaining Balance: \$87,848

*Project is underway and has accrued expenditures to be reimbursed by RTIF in FY 2015-16



Working Group District 7

1. Description

Working Group District 7 comprises of Solano County unincorporated road improvements . This Working Group was approved to receive 5% of RTIF for road improvement projects. A total of \$68,720 of RTIF was generated in FY 2014-15 for eligible unincorporated road improvements.

2. Participating Agencies:

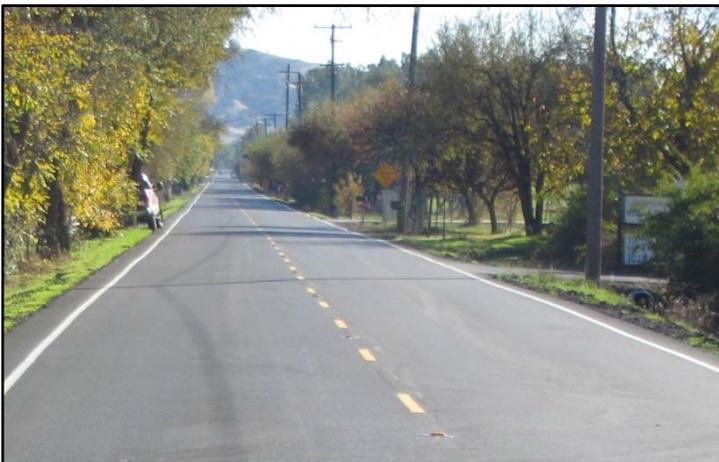
- a. County of Solano

3. RTIF Priority Projects Not in Priority Order

- a. Cordelia Rd
- b. Midway Rd
- c. Pleasants Valley Rd.
- d. Suisun Valley Rd.
- e. Vacavalley Rd.

4. RTIF Financial Status: Working Group District 7

- a. FY 2014-15 Reported RTIF Revenue: \$68,720
- b. FY 2013-14 RTIF Carryover funds: \$19,129
- c. Project Expenditures: \$0
- d. Remaining Balance: \$87,848



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DATE: September 21, 2015
TO: STA TAC
FROM: Robert Guerrero, Project Manager
RE: Caltrans Sustainable Transportation Planning Grant Application for the SR 37 Corridor Feasibility Study

Background:

The Sustainable Transportation Planning Grant Program was created to support the California Department of Transportation's (Caltrans) current Mission: *Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.* As part of this program, Caltrans has released a call for projects for two planning grants available for FY 2016-17:

- Strategic Partnerships
- Sustainable Communities

These grants may be used for a wide range of transportation planning purposes, which address local and regional transportation needs and issues. The implementation of these grants should ultimately lead to the adoption, initiation, and programming of transportation improvements.

The Strategic Partnerships Planning Grant is highly competitive with \$1.5 million available statewide for regionally based transportation activities. The focus of this grant program is to build partnerships with multiple agencies and build consensus for major corridor improvements. The second category, Sustainable Communities, has an emphasis on community based, public engagement type visionary planning grants. The Sustainable Communities category has more funding available with \$8.3 million available statewide on a competitive basis. Additional details regarding the Caltrans' grant programs can be found on their website at: <http://www.dot.ca.gov/hq/tpp/grants.html>.

Applications are due to Caltrans on October 31, 2015.

Discussion:

In collaboration with Caltrans planning staff from District 4, STA staff is recommending submitting a grant proposal for the Caltrans Sustainable Communities category for a Feasibility Study for the SR 37 Corridor. STA staff has been coordinating with Caltrans and the three other North Bay counties (Napa, Marin and Sonoma) to focus on opportunities to improve SR 37. The other three county transportation agencies have been active participants, along with the STA, in Caltrans/UC Davis study on sea level rise on the SR 37. In addition to the threat of sea level rise, congestion on the corridor is anticipated to increase with the majority of travelers originating from Solano County traveling to Sonoma and beyond.

STA staff proposes to request the maximum grant of \$500,000 from the Sustainable Communities category to conduct a feasibility study evaluating corridor improvement options on

SR 37. The results and data of the feasibility study will feed into a future Project Initiation Document (PID). This document is necessary for defining the purpose and need for improving the corridor, and more importantly commits Caltrans and its partners to improving the corridor.

The Sustainable Communities grant category requires 11.5% local match. Both studies will evaluate transit and rail options for the SR 37 corridor. In addition, the Water Emergency Transportation Authority (WETA) has agreed in concept to evaluate ferry service from Solano County to Marin County. STA's required local match is \$64,972 for a request of \$500,000. STA staff is considering utilizing State Transit Assistance funds to meet this requirement; however, in consultation with Caltrans, STA staff anticipates that Phase 2 of the STA Transit Corridor Study, upcoming Rail Plan Phase 2, and WETA's efforts will possibly contribute to STA's local match of 11.5% local match. The commitment for the source of the local match will be subject to grant approval and staff will bring the topic back for a future recommendation.

Financial Impact:

STA staff recommends that a budget of \$64,972 be set aside as the local match for the SR 37 Corridor Feasibility Study if STA is successful in obtaining the Sustainable Communities grant.

Recommendation:

Forward a recommendation to the STA Board to:

1. Authorize the Executive Director to submit a Sustainable Communities grant application for the SR 37 Corridor Feasibility Study; and
2. Dedicate up to \$64,972 from a fund source subject to grant approval.



DATE: September 18, 2015
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Draft 2016 Legislative Priorities and Platform and 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:

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state (Shaw/Yoder/Antwih, Inc.) and federal (Akin Gump) legislative consultants.

The draft is distributed to STA member agencies and members of our federal and state legislative delegations for review and comment prior to adoption by the STA Board. Staff requests that the STA Technical Advisory Committee (TAC) and Transit Consortium review the Draft 2016 Legislative Platform and Priorities for comment at the meetings in September. Proposed edits to the Platform are shown with tracked changes (Attachment C).

STA staff will forward the Draft 2016 Legislative Platform and Priorities with TAC and Consortium feedback to the Board in October, with a recommendation to distribute the draft document for review and comment. The Final Draft 2016 Legislative Platform and Priorities will be placed on the November 2015 agenda of the TAC and Consortium, and forwarded to the STA Board for consideration of adoption in December 2015.

STA's state legislative advocate (Shaw/Yoder/Antwih, Inc.) will work with STA staff to schedule project briefings in early 2016 with each of Solano's state legislators and their staff (as well as key state agency staff) to provide the current status of STA priority projects and discuss future funding.

STA's federal legislative advocate (Susan Lent of Akin Gump) will work with STA staff to refine the STA's strategy objectives for the annual lobbying trip to Washington, DC, which will be scheduled in spring 2016.

State Legislative Update:

September 11th was the last day for any state bill to be passed. Governor Jerry Brown has until October 11 to act on bills passed in the closing days of the session.

Legislative leaders confirmed last week that Governor Brown's transportation funding package, which would provide \$3.6 billion to fund the capital needs of state highways, local streets & roads and public transit, would not be acted on before the conclusion of the 2015 regular legislative session. Instead, Legislative leaders will convene a conference committee, under the rubric of the special session, to continue debate on a long-term solution to our state's transportation funding crisis. This debate is expected to continue well into fall.

Since there is not yet a state strategic transportation funding plan, the Board of Equalization's reduction of the price-base gas tax from \$.18/gallon to \$.12/gallon will continue to have a negative impact on projects in Solano County and the state. With the gas tax comprising 79% of the STA's Local Streets & Roads funds, this 25% cut will result in an estimated cut in \$5 million in local streets and roads funding in FY 2015-16.

In the coming weeks, our state lobbyist firm of Shaw/Yoder/Antwih Inc. will continue to engage with the Governor's Administration and Legislative leaders to ensure that the final transportation funding package provides new and ongoing funding to support the maintenance and expansion of our state's transportation infrastructure.

Federal Legislative Update:

Democrats and Republicans, House and Senate, have conceded that they are not going to get a multi-year transportation funding bill off to the President by the end of October. There is still no timeline established for next steps in the hopes of getting the funding bill accomplished. See Susan Lent's Federal Legislative Update (Attachment B) for more details on the activity in Washington DC. STA staff is meeting with staff from the four cities collectively funding STA's federal lobbyist to prepare for a 2016 visit to Washington DC.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to distribute the STA's Draft 2016 Legislative Priorities and Platform for review and comment.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's Draft 2015 Legislative Priorities and Platform with Tracked Changes (Redline)



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

August 27, 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 – September 2015

Legislative Update

The Legislature returned from Summer Recess on August 17 and began the sprint to the finish line, recessing the first year of the two-year Legislative Session on September 11. August 28 marked the last day for bills to move out of fiscal committees and any bills that did not pass will be held for the year. We have flagged several bills for the STA Board and discuss some of the more relevant bills under ***Bills of Interest***, below.

Transportation Special Session

On June 16, Governor Brown called on the Legislature to convene a special legislative session to address the state's transportation infrastructure needs, and proposed that 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 Governor further proposed that the Legislature enact legislation necessary to: "establish clear performance objectives measured by the percentage of pavement, bridges, and culverts in good conditions; and incorporate project development efficiencies to expedite project delivery or reduce project costs." The Legislature responded by convening Extraordinary Session 1 on June 19. Any significant legislative action related to transportation infrastructure funding is expected to take place in the special session.

The first informational hearings of the special legislative session, which are intended to inform the work of the special session, were held in the Senate Transportation and Infrastructure Development Committee and Assembly Transportation and Infrastructure Development Committee on July 2 and July 6, respectfully. (These new committees were constituted in each House to mirror their regular session transportation committee counterparts; with a few different members in each new committee, as well.) The Senate hearing, entitled "California's Transportation Funding Challenge," focused exclusively on the needs of the state's highways and local streets & roads, and featured testimony by the Administration, policy experts and transportation stakeholders. The Assembly hearing on "the Basics of Transportation Funding" similarly focused on the needs of state highways and local streets & roads, but featured significant discussion between Committee members and panelists about the funding needs of public transit.

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1415 L Street, Suite 1000
Sacramento, CA 95814

Since the first round of hearings, two additional special session hearings have taken place. The Senate Transportation and Infrastructure Development Committee held a policy hearing on August 19 during which they heard a select number of special session bills and passed SBX1 1 (Beall), arguably the most significant of the special session bills, which would provide \$4-4.5 billion in new transportation revenues (more on this bill and others under ***Special Session Bills*** below).

On August 24, the Assembly Transportation and Infrastructure Development Committee held an informational hearing on freight and goods movement. We expect additional hearings to take place in the coming weeks.

Assembly Goes on Transportation “Roadshow”

On August 19 and 21, Assembly Speaker Toni Atkins held two press events in Oakland and Los Angeles, respectively, to highlight the need for increased transportation funding to address the state’s crumbling infrastructure. Governor Brown attended the Oakland event and did not offer much in the way of details, calling himself a “catalytic agent” for ensuring that whatever the Legislature agrees to is signed in to law, but dodging any questions related to his appetite for new taxes and fees to pay for the necessary improvements. The Speaker’s press events, which featured prominently Assemblymember Jim Frazier, chair of the Assembly Transportation and Infrastructure Development Committee, were followed by roundtable discussions between several other Assembly Members and transportation stakeholders, again primarily focused on the needs of state highways and local streets & roads.

As of this writing, however, there is still no legislation in print that represents Assembly leadership’s plan for transportation funding. We do see various members and staff working closely with the Administration and other legislators and interest groups to define the proposal more specifically. In that regard, the Assembly effort is tied very closely to the “Fix Our Roads” Coalition, spearheaded by the California Alliance for Jobs, League of California Cities, and the California State Association of Counties. The Coalition has retained public affairs consulting services, which coordinated, for instance, the press events described above. For more information about that group’s efforts and its advocacy platform, go to <http://fixcaroads.com/>.

Cap and Trade

The Legislature has yet to propose a spending plan for the remaining 40 percent of the Cap and Trade revenues that aren’t subject to continuous appropriation. As part of his January Budget, the Governor proposed investments in clean transportation, sustainable forestry, clean energy, water efficiency, and waste diversion. The Air Resources Board conducted its first auction of the 2015-16 Fiscal Year on August 18 and it will take several weeks to sort out the results of that auction to determine how much of what was sold is directed to the state. Once the results are tabulated, the Legislature and the Administration can use it as a barometer of sorts for how much money could be in the program for the entire fiscal year. It is assumed that a plan will be put forth before the Legislature recesses on September 11.

Under the rubric of the special session on transportation, various legislators and interest groups have put in calls for a share of Cap and Trade funds for transportation; for instance, some Republican legislators want funds for streets and roads projects, while some Democratic legislators want more Cap and Trade funds for public transit purposes.

Special Session Bills of Interest

ABX1 1 (Alejo)

This bill would undo the statutory scheme that allows vehicles weight fees from being transferred to the general fund from the State Highway Account to pay debt-service on transportation bonds and requires the repayment of any outstanding loans from transportation funds by December 31, 2018. The Board is in SUPPORT of this bill. ***The STA Board SUPPORTS this bill (Board Action: 7/8/15).***

ABX1 2 (Perea) and SBX1 14 (Cannella) Public Private Partnerships

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. ***The STA Board SUPPORTS ABX1 2 (Board Action: 7/8/15).***

SBX1 1 (Beall) Transportation Funding

This bill, like the author's SB 16, would increase several taxes and fees, 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 12 and 22 cents, respectively; increase the vehicle registration fee by \$35; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; create a new \$35 road access charge on each vehicle; 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: 7/8/15).***

Regular Session Bills of Interest

(Bills listed in red will not be moved this year or have been vetoed)

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) 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. ***This bill was vetoed by the Governor on 8/17/15.***

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 779 (Garcia) Congestion Management Programs (2-year Bill)

This bill would delete the level of service standards as an element of a congestion management program in infill opportunity zones and revise and recast the requirements for other elements of a congestion management program. ***Bay Area CMA Planning Directors are analyzing this 2-year bill.***

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. The bill also reflects the early elements of an agreement between transit agencies and cities/counties on a phased-in reduction of unladen weight limits for transit buses. ***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.

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, 2018, to develop an initial 5-year program of projects. The bill would authorize the CTC to approve a letter of no prejudice.

SB 16 (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).***

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Akin Gump

STRAUSS HAUER & FELD LLP

M E M O R A N D U M

August 19, 2015

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

Congress has recessed until after Labor Day. Since the Senate passed its six year transportation bill before the recess, we provided a draft of the bill to Solano Transportation Authority. We have scheduled a call to discuss the bill and potential advocacy.

Surface Transportation Reauthorization

The Senate passed a six year surface transportation bill with three years of funding on Thursday, July 30. We provided a summary of the bill in a memo dated August 4, 2015. Because the House would not agree to the Senate's six year bill, the Senate was forced to pass a three month extension of current law on the same day (which the House had approved earlier in the week). Staff of the House Committee on Transportation and Infrastructure has been drafting the programmatic and policy portions of the bill over the August recess. The sticking point, however, is whether the House and Senate can agree on how to fund the bill. The House Leadership, along with House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) and House Ways and Means Committee Chairman Paul Ryan (R-WI) has discussed using the revenues received from the repatriation of overseas income of U.S. corporations. The Leadership of the Senate Finance Committee, Chairman Orrin Hatch (R-UT) and Sen. Ron Wyden (D-OR), and Senate Majority Leader Mitch McConnell (R-KY), are opposed to this approach and want to use any repatriated income to lower the tax rate for American corporations. Congressman Darrell Issa (R-CA) has proposed legislation that would authorize more H1B Visas for foreign graduates of U.S. universities and use revenues from taxes on earnings of Visa holders to offset transportation expenses. Chairman Shuster has spoken positively about the concept.

Fiscal Year 2016 Appropriations

Members of congressional leadership have acknowledged that Congress will not be able to pass individual appropriations bills before October 1, which is the start of fiscal year 2016. Although the House and Senate appropriations committees passed their respective Department of Transportation appropriations bills in Committee and the House passed its DOT bill on the floor, progress on the appropriations bills have stalled because of disputes over controversial policy

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issues as well as funding levels. Congress is scheduled to be in session for only 15 days in September during which time it must contend with the Iran nuclear treaty and legislation to raise the debt ceiling. Congress will attempt to pass a short term continuing resolution to avoid a government shutdown although Tea Party members could attempt to stop or slow passage of a continuing resolution.

Transit Tax Credit

On July 21, the Senate Finance Committee approved the renewal of a package of tax credits that have expired (“tax extenders”). One of the extenders would increase the monthly credit for employer-provided transit and vanpool benefits from \$130 to \$250 for fiscal year 2015 and 2016 – on par with parking benefits. The House has passed a series of tax extender bills, but has not acted on the transit provision. The Senate may consider the extenders bill as part of the appropriations bill, transportation reauthorization, or as a standalone bill. Extenders may not be agreed to until the end of the session, but are expected to be enacted before the 2015 tax filing season.

Bills Introduced

The following bills were introduced in July to address transportation policy:

- *The Transportation, Access, and Opportunity Act*, S. 2008 (Merkley, D-OR). The bill would authorize a “Connection to Opportunity Pilot Program” which would allow ten Metropolitan Planning Organizations with populations over 200,000 to identify and implement approaches to improve multimodal connectivity and increase connections for transportation-disadvantaged individuals and neighborhoods with limited transportation options. The program would be authorized at \$70 million annually from fiscal year 2016 through 2019. The bill was introduced on August 6 and referred to the Senate Committee on Banking, Housing, and Urban Affairs.
- A bill to authorize States to carry out bridge construction, maintenance, repair, and replacement projects using previously allocated surface transportation funds that are identified as being excess or inactive, H.R. 3376 (Lowey, D-NY). The bill would authorize the use of funds allocated to transportation projects under Public Law 109–59 (SAFETEA-LU) or projects identified by the states for reallocation for bridge repair projects. The bill was introduced on July 30 and referred to the House Transportation and Infrastructure Committee.

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- *The National Infrastructure Development Bank Act*, H.R. 3337 (DeLauro, D-CT). The bank would use federal funds to finance up to half the cost of a project, and prioritizes projects with regional or national significance that create jobs and grow the economy. Projects could include bridges, rail, airports and roads; environmental projects such as water systems and industrial site cleanups; energy projects, including efficiency improvements for public housing and energy storage; and telecommunications projects, including broadband. The bill was introduced on July 29. Of the 70 cosponsors, 17 Members are from California.
- *The Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act* or the *GROW AMERICA Act*, H.R. 3064 (Van Hollen, D-MD). The Grow America Act is the transportation bill proposed by President Obama. The bill was introduced on July 15 and referred to the House Transportation and Infrastructure Committee, with subsequent referral to the Energy and Commerce; Ways and Means, Science, Space, and Technology, Natural Resources, Oversight and Government Reform, Budget and Rules Committees. Nine Democrats cosponsored the legislation.
- *Transportation Infrastructure Grants and Economic Reinvestment Act* (S. 1748, Murray, D-WA). The bill would authorize the TIGER grant program and an 80 percent federal share of projects of regional and national significance. It was introduced on July 9 and referred to the Senate Commerce, Science, and Transportation Committee.
- *The Highway Trust Fund Certainty Act*, H.R. 2971 (Rice, R-SC). The legislation would increase the gasoline tax by ten cents per gallon. The bill also provides a \$133 federal income tax rebate to reimburse the taxpayers for the estimated annual cost of the gas tax increase. The bill was introduced on July 8 and referred to the House Committee on Ways and Means. The bill has no cosponsors.

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Solano Transportation Authority
DRAFT 2015 Legislative Priorities and Platform
 Adopted by STA Board 12/10/14 For review by TAC/Consortium 9/15



PROJECTS AND FUNDING PRIORITIES

Pursue (and seek funding for) the following priority projects:

Roadway/Highway:

- I-80/I-680/SR 12 Interchange Packages II & III
- I-80 Express Lanes – Vacaville Segment (Airbase Parkway to I-505)
- I-80 Westbound Truck Scales
- Jepson Parkway

Transit Centers:

Tier 1:

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)

Tier 2:

- Fairfield Transportation Center Expansion
- Parkway Blvd. Overcrossing / Dixon Intermodal Station
- Vacaville Transit Center, Phase 2
- Vallejo Transit Center (Downtown) Parking Structure Phase B
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure

Federal Funding

1. Roadway/Highway

- I-80/I-680/SR 12 Interchange Packages II and III
 - Candidate for TIGER or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- I-80 Express Lanes – Vacaville segment
 - Candidate for TIFIA financing (via MTC)
- I-80 Westbound Truck Scales
 - Potential candidate for TIGER or Project of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation (in lieu of the I-80/I-680/SR-12 project)
 - Pursue funding under Surface Transportation Program
- Jepson Parkway
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
- SR 12 East Improvements
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program

2. Transit Centers

- Fairfield/Vacaville Intermodal Station, Phase 2 (building/solar panels)
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Consider New Starts funding
 - May be candidate for discretionary grant depending on timing and substance of transportation legislation
- Fairfield Transportation Center Expansion
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
 - May be candidate for discretionary grant depending on timing and substance of transportation legislation
- Parkway Blvd. Overcrossing/Dixon Intermodal Station
 - Candidate for Highway Safety Improvement Program funds
- Vacaville Transit Center, Phase 2
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
 - May be candidate for discretionary grant depending on timing and substance of transportation legislation
- Vallejo Transit Center (Downtown) Parking Structure Phase B
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program funds
 - Consider joint development opportunities to leverage federal dollars
 - Likely eligible for CMAQ Funds
 - May be candidate for discretionary grant depending on timing and substance of transportation legislation
- SolTrans Curtola Park & Ride Hub, Phase 1B Parking Structure
 - Eligible for federal transit funds distributed by formula
 - Eligible for Surface Transportation Program Funds
 - Likely eligible for CMAQ funds
 - Consider joint development opportunities to leverage federal dollars
 - May be candidate for discretionary grant depending on timing and substance of transportation legislation

3. Programs

- Active Transportation (bike, ped, SR2S, PD, PCA) – *formerly called alternative modes*
 - Seek funding for SR2S from Transportation Alternatives program
 - Projects would be eligible for CMAQ funding
- Climate Change/Alternative Fuels
 - Can use federal transit funds and CMAQ funds for alternative fuel transit vehicles and fueling infrastructure
 - Pursue Diesel Emission Reduction Act Funding
 - Pursue Department of Energy Clean Cities technical support
 - May be able to pursue discretionary grant for alternative fuel vehicles and fueling infrastructure depending on timing and substance of transportation legislation
- Freight/Goods Movement
 - Identify federal fund source for I-80/I-680/SR 12 Interchange Packages II and III
 - Identify federal fund source for I-80 Westbound Truck Scales
 - Rail Crossings/Grade Separations
 - Candidate for TIGER or Projects of National or Regional Significance or goods movement program grant depending on timing and substance of transportation legislation
 - Eligible for funding under National Highway Performance Program, Surface Transportation Program and Highway Safety Improvement Program
 - Grade crossing eligible for funding under Highway Safety Improvement Program
- Mobility Management
 - Eligible for Transportation for Elderly Persons and Persons with Disabilities formula program
 - Eligible for federal transit funds distributed by formula
- Safe Routes to School
 - Seek funding from ~~Active~~-Transportation Alternatives program

State Funding

1. Active Transportation

- SR2S – Engineering projects
- Vallejo segment of Napa Vine Trail (future)
- Fairfield/Vacaville Intermodal Station – Pedestrian/Bicyclist Access

2. Cap and Trade

- Capital Bus Replacement – SolanoExpress
- Transit service expansions
- OBAG Priorities (bicycle, pedestrian, PDA, PCA, SR2S)
- High Speed Rail connectivity to Capitol Corridor
- Multimodal transit facilities

3. Freight/Goods Movement

- I-80 Westbound Truck Scales
- Rail Crossings/Grade Separations
- SR 12

4. ITIP

- I-80 Express Lanes – Vacaville segment (Airbase Parkway to I-505)
- I-80/I-680/SR 12 Interchange Packages II & III

5. RTIP

- I-80 Express Lanes – Vacaville segment Airbase Parkway to I-505
- I-80/I-680/SR 12 Interchange Phase II & III
- Jepson Parkway

6. SHOPP

- I-80 Westbound Truck Scales
- SR 12/113 Intersection
- SR 12 Summerset to Drouin Gap – Rio Vista
- SR 113 Rehabilitation

LEGISLATIVE PRIORITIES

1. Monitor/support/seek/sponsor, as appropriate, legislative proposals in support of initiatives that increase funding for transportation, infrastructure, operations and maintenance in Solano County.
2. Support legislation that encourages public private partnerships and provides low cost financing for transportation projects.
3. Oppose efforts to reduce or divert funding from transportation projects.
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Support establishment of regional Express Lanes network.
6. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area.
7. Support the Metropolitan Transportation Commission's Principles Directing State Cap and Trade funds to the Bay Area and Solano County:
 - a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
 - b) Structure the investments to favor integrated transportation and land use strategies.
 - c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
 - d) Provide the incentives and assistance that local governments need to make SB 375 work.
 - e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
 - f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system.
8. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local voter-approved funding mechanisms from the provisions of SB 375 (Steinberg).
9. Support efforts to protect and preserve funding in the Public Transportation Account (PTA).
10. Support ~~timely~~ prompt reauthorization of MAP-21 with stable funding for highway and transit programs.
11. ~~Monitor state implementation of MAP-21 and s~~Support efforts to ensure Solano receives fair share of federal transportation funding from state.

12. Support development of a national freight policy and engage Caltrans and the Air Resources Board in the development of a California Freight Mobility Plan, the Sustainable Freight Plan, and the integrated freight action plan called for in Governor Brown's Executive Order B-32-15, to recognize and fund critical projects such as I-80, SR 12, Capitol Corridor and Cordelia Truck Scales.
13. Support creation of new grant program in MAP-21 reauthorization legislation for goods movement projects.
14. Support funding of federal discretionary programs, including Projects of National and Regional Significance such as I-80 and Westbound Truck Scales, ~~and~~ transit discretionary grants, and Intelligent Transportation System (ITS) deployment.
15. Support federal laws and policies that incentivize grant recipients that develop performance measures and invest in projects and programs designed to achieve the performance measures.
16. Support laws and policies that expedite project delivery.
17. Support legislation that identifies long-term funding for transportation.
18. Support "fix it first" efforts that prioritize a large portion of our scarce federal and state resources on maintaining, rehabilitating and operating Solano County's aging transportation infrastructure over expansion.
19. Advocate for continued Solano County representation on the WETA Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board.
20. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County. (Potentially: I-80/I-680/SR 12 Interchange, I-80 Express Lanes, Express bus facilities [Fairfield Transportation Center], additional operating funds for SolanoExpress, additional station and track improvements for Capitol Corridor)

LEGISLATIVE PLATFORM

I. Active Transportation (Bicycles, HOV, Livable Communities, Safe Routes to School, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commuter option.
2. Support legislation promoting the planning, design and implementation of complete streets.
3. Support legislation to promote Safe Routes to School programs in Solano County.
4. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development (TOD).
5. Support legislation and regional policy that provide qualified Commuter Carpools and Vanpools with reduced tolls on toll facilities as an incentive to encourage and promote ridesharing.
6. Support legislation that increases employers' opportunities to offer commuter incentives.
7. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for federal, state and regional funding of TOD projects. Ensure that development and transit standards for TOD projects can be reasonably met by suburban communities.
8. Support establishment of regional Express Lanes network. *(Priority #5)*

II. Climate Change/Air Quality

1. Monitor implementation of federal attainment plans for pollutants in the Bay Area and Sacramento air basins, including ozone and particulate matter attainment plans. Work with MTC and SACOG to ensure consistent review of projects in the two air basins.
2. Monitor and participate in the implementation of state climate change legislation, including the California Global Warming Solutions Act and SB 375. Continue to participate in the implementation of Plan Bay Area, the Bay Area's Sustainable Communities Strategy (SCS), and ensure that locally-beneficial projects and programs are contained in the SCS. Support the funding and development of a program to support transportation needs for agricultural and open space lands as part of the Plan Bay Area. *(Priority #6)*
3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
4. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.
5. Support policies that improve and streamline the environmental review process, including the establishment and use of mitigation banks.

6. Support legislation that allows for air emission standards appropriate for infill development linked to transit centers and/or in designated Priority Development Areas. Allow standards that tolerate higher levels of particulates and other air pollutants in exchange for allowing development supported by transit that reduces greenhouse gas emissions.
7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.
8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.
9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels and/or to retrofit existing fleets with latest emission technologies.
10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.
11. Support federal climate change legislation that provides funding from, and any revenue generated by, emission dis-incentives or fuel tax increases (e.g. cap and trade programs) to local transportation agencies for transportation purposes.
12. Support the Metropolitan Transportation Commission's Principles Directing State Cap and Trade funds to the Bay Area and Solano County:
 - a) Invest a major portion of fuels related revenues to implement the AB 32 regulatory program by reducing GHG emissions from transportation.
 - b) Structure the investments to favor integrated transportation and land use strategies.
 - c) Distribute available funds to strategically advance the implementation of Plan Bay Area and related regional policies to meet GHG reduction goals through transportation and land use investments.
 - d) Provide the incentives and assistance that local governments need to make SB 375 work.
 - e) Advocate for an increase to percentage of funds designated for regional implementation to meet the GHG reduction goals.
 - f) Advocate for upgrades to the Capitol Corridor passenger rail service, as it is a feeder service to the high speed rail system. *(Priority #7)*

III. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.
2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.
3. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IV. Environmental

1. Monitor legislation and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.
2. Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.
3. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new “critical habitat” in areas that will impact existing and proposed transportation facilities.
4. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.
5. Monitor legislation and regulations that would impose requirements on highway construction to contain stormwater runoff.
6. Monitor regulations pertaining to the transport of volatile and hazardous materials.
7. Monitor implementation of the environmental streamlining provisions in MAP-21.
8. Support provisions in MAP-21 reauthorization legislation that further streamline the project approval process.

V. Water Transport

1. Protect existing sources of operating and capital support for San Francisco Bay Ferry service (including the Bridge Tolls-Northern Bridge Group “1st and 2nd dollar” revenues) which do not jeopardize transit operating funds for FAST, SolTrans, and SolanoExpress intercity bus operations.
2. Support efforts to ensure appropriate levels of service directly between Vallejo and San Francisco.
3. Seek funding opportunities for passenger and freight water transport operations and infrastructure.
4. Advocate for continued Solano County representation on the Water Emergency Transportation Authority (WETA) Board. Concurrently seek sponsorship for and support legislation specifying that Solano County will have a statutorily-designated representative on the WETA Board. *(Priority #19)*

VI. Funding

1. Protect Solano County's statutory portions of state highway and transit funding programs.
2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.
3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.
4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.
5. Support efforts to protect and preserve funding in the Public Transportation Account (PTA). *(Priority #9)*
6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #1)*
7. Support legislation that encourages public private partnerships and provides low-cost financing for transportation projects in Solano County. *(Priority #2)*
8. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.
10. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. Any provisions of the State to require a contribution for maintenance on a project included in a local measure must have a nexus to the project being funded by the measure. *(Priority #4)*
11. Support ~~prompt~~timely reauthorization of MAP-21 with stable funding for highway and transit programs. *(Priority #10)*
12. Support development of a national freight policy that incentivizes funding for critical projects such as the I-80, SR 12, Capitol Corridor and Cordelia Truck Scales. *(Priority #12)*
13. Support legislation that provides funding for Safe Routes to Schools and bike and pedestrian paths.
14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.
15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance/repairs, and transit operations.

16. Support legislation that would mitigate fluctuations in the annual adjustment made by the Board of Equalization to the state excise tax on gasoline.
17. Monitor the distribution of State and regional transportation demand management funding.
18. Advocate for new bridge toll funding, and support the implementation of projects funded by bridge tolls in and/or benefitting Solano County. Ensure that any new bridge tolls collected in Solano County are dedicated to improve operations and mobility in Solano County.
19. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any local ballot initiative raising transportation revenues. *(Priority #3)*
20. Support legislation that encourages multiple stakeholders from multiple disciplines to collaborate with regard to the application for and the awarding of Safe Routes to School grants.
21. Support maintaining and increasing Cap and Trade funding for bus and rail transit, transit-oriented development, and other strategies that reduce vehicle miles travelled. *(Priority #7)*

VII. Project Delivery

1. Monitor implementation of MAP-21 provisions that would expedite project delivery. *(Priority #16)*
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.
3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.
5. Support legislation that encourages public private partnerships and provides streamlined and economical delivery of transportation projects in Solano County. *(Priority #2)*
6. Support legislation and/or administrative reforms that require federal and state regulatory agencies to adhere to their statutory deadlines for review and/or approval of environmental documents that have statutory funding deadlines for delivery, to ensure the timely delivery of projects funded with state and/or federal funds.

VIII. Rail

1. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
2. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
3. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
4. Seek funds for the expansion of intercity rail service within Solano County, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions, including the use of Cap and Trade revenues.
5. Support efforts to fully connect Capitol Corridor trains to the California High Speed Rail system, and ensure access to state and federal high speed rail funds for the Capitol Corridor.
6. Oppose legislation that would prohibit Amtrak from providing federal funds for any state-supported Intercity Passenger Rail corridor services.

IX. Safety

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.
2. Monitor continuation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112.
3. Support legislation to adequately fund replacement of at-grade railroad crossings with grade-separated crossings.
4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

X. Transit

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support tax benefits and/or incentives for programs to promote use of public transit.
3. In partnership with the affected agencies and local governments, seek additional strategies and funding of programs that benefit seniors, people with disabilities, and the economically disadvantaged such as mobility management programs, intercity paratransit operations, and other community based programs.
4. Monitor efforts to change Federal requirements and regulations regarding the use of federal transit funds for transit operations for rural, small and large Urbanized Areas (UZAs).
5. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority #20)*
6. Monitor implementation of requirements in MAP-21 for transit agencies to prepare asset management plans and undertake transportation planning.
7. Support the use of Cap and Trade funds for improved or expanded transit service. *(Priority #7)*
8. Support funding of discretionary programs, including bus and bus facilities and ITS deployment.

XI. Movement of Goods

1. Monitor and participate in development of a national freight policy and California's freight plan. *(Priority #12)*
2. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.
3. Support efforts to mitigate the impacts of additional maritime goods movement on surface transportation facilities.
4. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.
5. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.
6. Monitor proposals to co-locate freight and/or passenger air facilities at Travis Air Force Base (TAFB), and to ensure that adequate highway and surface street access is provided if such facilities are located at TAFB.

XII. Reauthorization of MAP-21

1. Support ~~timely~~prompt reauthorization of MAP-21. *(Priority #10)*
2. Legislation should provide stable funding source for highway and transit programs.
3. Between 20156 and 2025:
 - a) Federal fuel tax should be raised and indexed to the construction cost index.
 - b) Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
 - c) State and local governments need to raise motor fuel, motor vehicle, and other related user fees.
4. Post 2025: A vehicle miles traveled (VMT) fee should be implemented.
5. Legislation should include separate funding for goods movement projects.
6. Legislation should include discretionary programs for high priority transit and highway projects. *(Priority #13)*
7. Legislation should further streamline project delivery.
8. Legislation should provide discretionary funding for ITS deployment.
9. Legislation should provide discretionary funding and/or incentives for zero and low emission transit vehicles and infrastructure.



DATE : August 13, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: 2015 Solano Congestion Management Program Update

Background:

The Congestion Management Program (CMP) is one of STA’s foundational planning documents. The 1991 legislation authorizing the creation of Congestion Management Agencies (CMAs), such as STA, authorized the creation of CMPs. Once an agency has committed to developing a CMP, it must update it every two years.

CMPs are normally developed based upon guidance from the region’s federally designated Metropolitan Planning Organization – in this case, the Metropolitan Transportation Commission (MTC). For 2015, MTC did not issue CMP updated guidance, and has placed little emphasis on the importance of the 2015 update. However, STA feels the CMP remains an important document for tracking the current operational status of the most important roadways in Solano County. The CMP also provides the basis for STA’s review of and comment upon major land use and transportation projects in the county.

Discussion:

The basic structure of the Solano CMP has not been changed for 2015. Updated information has been provided from the recent State of the System reports for transit and ridesharing, from the Annual Pothole Report, and from traffic counts done for the update of the travel demand model. The list of capital projects has been adjusted to reflect those that have been completed since the 2013 CMP update.

Fiscal Impact:

None at this time. Projects listed in the 2015 CMP must go through a separate funding allocation process.

Recommendation:

Forward a recommendation for the STA Board to adopt the 2015 Solano Congestion Management Plan (CMP) as shown in Attachment A.

Attachment:

- A. Draft 2015 Solano CMP (To be provided under separate cover.)

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DATE: September 18, 2015
TO: STA TAC
FROM: Ryan Dodge, Associate Planner
RE: Draft 2015 Solano Travel Safety Plan Priority Locations

Background:

In 2005, the STA updated the 1998 Solano Travel Safety Plan. Between 2005 and 2015, the 2005 Solano Travel Plan was used as a guiding document to fund projects to improve safety throughout Solano County.

The 2015 Solano Travel Safety Plan (Plan) addresses safety concerns of all people traveling on public roadways in Solano County. The Plan documents safety-related projects completed since the most recent plan update in 2005, lists locations of current (2015) priority project locations, and recommends future improvements to processes and procedures in identifying and improving safety throughout the County. This Plan will be used by the Solano Transportation Authority (STA) as the guiding document in preparation for future funding opportunities that may become available to address safety concerns at various locations throughout Solano County.

The STA formed the Solano Safety Plan Technical Working Group with representatives from each member agency to identify current locations where safety concerns have been identified.

The Solano Safety Plan Technical Working Group members are as follows:

<u>Member</u>	<u>Agency</u>
Nick Burton	County of Solano
Nouae Vue	City of Benicia
Christina Castro	City of Dixon
Garland Wong	City of Fairfield
David Melilli	City of Rio Vista
Nick Lozano	City of Suisun City
Ozzie Hilton	City of Vacaville
Allan Panganiban	City of Vallejo

Discussion:

The Solano Safety Plan Technical Working Group will meet on September 29, 2015 to review and recommend a list of priority safety locations, which will be provided to the TAC at the September 30, 2015 meeting. This list is to be reviewed, approved, and later included in the 2015 Solano Travel Safety Plan.

The attached list (Attachment A) consists of the highest priority locations that have been identified by the following resources:

- Working Group members
- Solano Rail Facilities Plan Update
- Safe Routes to School Plan Update
- California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) reported fatal and severe injury collision data

Recommendation:

Forward a recommendation to the STA Board to approve the 2015 Solano Travel Safety Plan priority locations for all member agencies as shown in Attachment A.

Attachment:

- A. Draft Solano Travel Safety Plan Priority Locations List

2015 Safety Plan Priority Locations as of 09_18_2015

LOCATION	LOCATION_DETAIL	SAFETY CONCERN	COST ESTIMATE*	IDENTIFIED BY
City of Benicia	3rd Street, from East S Street to Hillcrest Avenue (Robert Semple Elementary School)	Narrow sidewalks, lack of sidewalk.	\$175,000	STA SR2S PLAN
City of Benicia	Columbus Parkway at Rose Drive	High volumes of motor vehicles with few gaps in traffic for left-turning vehicles (southbound) trapping vehicles in the intersection, encouraging unsafe operating behavior	TBD	AGENCY
City of Benicia	East 5th Street at Military East	Observed unsafe operating behavior; On Military East, throughway traffic blocks left-turn and right-turn seeking traffic on one or both approaches, encouraging drivers to bypass stopped traffic, creating unpredictable and unexpected traffic movements within the intersection	TBD	AGENCY
City of Benicia	East J Street at 5th Street (St. Dominic's School)	Install pedestrian-actuated flashing beacon to aid safe crossing.	\$43,000	STA SR2S PLAN
City of Benicia	Military West at West 7th Street	HIGHEST PRIORITY. Substandard roadway geometry. Perceived unsafe conditions.	TBD	AGENCY
City of Benicia	Southampton Road / Turner Road, from James Court to Panarama Drive (Benicia Middle School)	Narrow sidewalks, lack of sidewalk.	\$220,000	STA SR2S PLAN
City of Benicia / City of Vallejo	Columbus Parkway	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Dixon	CA-113, from A Street to Parkway Boulevard	HIGHEST PRIORITY. Primary route to and from Dixon High School with multiple modes (bicycle, pedestrian, motor vehicle, and large trucks) for different trip purposes (school, work, residential, local land-use access, and pass through) on high speed (45-mph posted) urban/suburban arterial. Multiple intersections along corridor.	TBD	AGENCY
City of Dixon	I-80 On and Off Ramps, connecting I-80 to local streets: at CA-113, at Dixon Avenue / West A Street, and at Pitt School Road	Motor vehicles with varying speeds, lane changes, and turning movements have been observed for traffic exiting and approaching I-80.	TBD	AGENCY
City of Dixon	1st Street / CA-113 railroad track crossing, from East C Street to East E Street	1st Street is a skewed crossing with high auto traffic and moderate train volume where 2 of the 3 collisions that have occurred since 1976 have involved pedestrians. The grade crossing separates a nearby school from a mainly residential area and a school crossing exists just south of the crossing. 1st street grade crossing currently has no sidewalk or pedestrian improvements, which would be recommended at this crossing based on accident data and the speed of trains (70 mph) as they move over the crossing.	\$20,000	STA RAIL PLAN
City of Dixon	Pedrick Road railroad crossing, north of Vaughn Street	Pedrick Road Crossing is a crossing that is recommended for monitoring. It is a skewed crossing with moderate daily auto traffic and fairly low train volume. It is used primarily by locals as a side street and is used heavily by trucks during the harvest months, which makes for a large seasonal peak in traffic that is not necessarily shown in the average daily traffic (ADT) counts. Because of this, it is recommended that more current traffic data be determined including vehicle mix. The crossing has had past issues with drive-arounds and currently has no medians. If peak traffic levels and vehicle usage show that this crossing is a high risk crossing, the crossing should be reevaluated for further improvements, including the installation of medians.	TBD	STA RAIL PLAN
City of Dixon	West A Street railroad crossing, from North Adams Street / Porter Street to North Jackson Street / South Jackson Street	A Street has been a crossing of concern since the 2011 Final Rail Crossing Inventory was written. While there are few recent accidents at the crossing, eastbound queuing is a significant issue and traffic counts are high enough that it is a good candidate for a queue cutter traffic signal. A Street has also been a candidate for a grade separation per the 2011 Final Rail Crossing Inventory. While a grade crossing would eliminate the queuing issue, until the grade separation is complete, queuing will still be an issue. The crossing may also be impacted such that the crossing will have lower peak traffic levels and therefore less queuing once the Parkway Boulevard Grade Separation is complete. Therefore, it is recommended that a queue cutter be installed until a grade separation is implemented. To install a queue cutter would cost roughly \$150,000. Any increases to the RR signal timing would be at an additional cost.	\$150,000	STA RAIL PLAN
City of Dixon / County of Solano	1st Street / CA-113	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Dixon / County of Solano	Porter Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield	Air Base Parkway at Heath Drive; and Air Base Parkway, from Heath Drive to the I-80 Eastbound Off-Ramp	Midblock, rear-end collisions	TBD	AGENCY
City of Fairfield	Air Base Parkway, from Clay Bank Road to the pedestrian bridge (mid-point between Clay Bank Road and Dover Avenue)	Midblock, rear-end collisions	TBD	AGENCY
City of Fairfield	North Texas Street at Travis Boulevard	Rear-end, sideswipe, and broadside	TBD	AGENCY
City of Fairfield	North Texas Street, from Alaska Avenue to East Pacific Avenue	Midblock, rear-end collisions	TBD	AGENCY
City of Fairfield	Oliver Road at Rockville Road / West Texas Street	Left-turn conflicts due to increased traffic volume relating to I-80	TBD	AGENCY
City of Fairfield	Travis Boulevard, from Gateway Boulevard to Maupin Lane	Midblock, rear-end.	TBD	AGENCY
City of Fairfield	Air Base Parkway	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield	Alamo Drive	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield	North Texas Street	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield	Peabody Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield	Pennsylvania Avenue	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield	West Texas Street	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield	East Tabor Avenue railroad track crossing, west of Railroad Avenue	E. Tabor Avenue is a crossing with higher than average auto traffic, high train traffic and high train speeds. The crossing had many issues with autos driving around gates in the past, and had medians installed, which have mitigated that issue. Based on recent discussions with the City, there are current issues with students crossing the tracks to get to and from a middle and elementary school. The school district currently provides a crossing guard to assist the students traverse the crossing and stay clear of the motorist right of way, but no sidewalk or other pedestrian improvements have been implemented. It is recommended that sidewalks be extended to the crossing to allow students to safely move over the grade crossing and that protected bicycle facilities be implemented.	\$1,700,000	STA RAIL PLAN, STA SR2S PLAN
City of Fairfield / County of Solano	Suisun Valley Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield / County of Solano / Suisun City	CA-12	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield / Suisun City	East Tabor Avenue	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Fairfield / Suisun City / County of Solano	CA-12	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)

2015 Safety Plan Priority Locations as of 09_18_2015

LOCATION	LOCATION_DETAIL	SAFETY CONCERN	COST ESTIMATE*	IDENTIFIED BY
City of Rio Vista	CA-12 at Church Road	HIGHEST PRIORITY. Substandard intersection geometry; Unsafe operating behavior observed; Left-turning and right-turning motor vehicles block throughway traffic, encouraging drivers to attempt to bypass stopped traffic, creating unpredictable and unexpected traffic movements within the intersection and its approaches	TBD	AGENCY
City of Rio Vista	CA-12 at Drouin Drive	High volume and high speed traffic with few gaps to enter CA-12	TBD	AGENCY
City of Rio Vista	CA-12 at Virginia Drive	High volume and high speed traffic with few gaps to enter and exit CA-12; motor vehicle traffic heading westbound on CA-12 observed to travel to fast to negotiate right turn at Virginia Drive	TBD	AGENCY
City of Rio Vista	Montezuma Road, from Marina Way to Tuscany Drive (Riverview Middle School)	Lack of sidewalk.	TBD	STA SR2S PLAN
City of Vacaville	Alamo Drive, from Merchant Street to Monte Vista Avenue	High speeds and high reported collisions	\$210,000	AGENCY
City of Vacaville	Crocker Drive / East Monte Vista at Vaca Valley Parkway	High volume of motor vehicles entering and exiting I-505; complicated traffic patterns in conjunction with I-505 off-ramp at Vaca Valley Parkway, encouraging unsafe operating behavior	\$1,300,000	AGENCY
City of Vacaville	I-505 Southbound Off-Ramps at Vaca Valley Parkway	Multiple reported collisions and high volumes of motor vehicles with few gaps in traffic for south I-505 off-ramp to Vaca Valley Parkway, in close proximity to nearby signal-controlled intersection west of the location, encouraging unsafe operating behavior	\$1,400,000	AGENCY
City of Vacaville	Marshall Road at Peabody Road	High reported collisions, conflicting movements, inadequate sight distances, and unsafe operating behavior	\$14,000	AGENCY
City of Vacaville	Morning Glory Drive at Peabody Road	?	\$420,000	AGENCY
City of Vacaville	Nut Tree Road at factory store access intersection (between Burton Drive and Nut Tree Parkway)	High reported collisions, conflicting movements, inadequate sight distances, and unsafe operating behavior	\$14,000	AGENCY
City of Vacaville	Nut Tree Road at Orange Drive	High reported collisions, conflicting movements, inadequate sight distances, and unsafe operating behavior	\$14,000	AGENCY
City of Vacaville	Nut Tree Road at Ulatis Drive	High reported collisions, conflicting movements, inadequate sight distances, and unsafe operating behavior	\$14,000	AGENCY
City of Vacaville	Nut Tree Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vacaville / County of Solano	Gibson Canyon Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	Broadway Street at Valle Vista Avenue	Lack of sidewalk, substandard curb ramps. Proposed change to install ADA-compliant curb ramps and new sidewalks between Broadway and Alameda Street.	TBD	AGENCY
City of Vallejo	Citywide	Upgrade street lighting to LED lamps at principal arterial and major collector street intersections.	TBD	AGENCY
City of Vallejo	Fairgrounds Drive, from American Canyon city limits to CA-37	Substandard roadway lighting. Proposed change to upgrade poles and luminaries and space installations per current standards.	TBD	AGENCY
City of Vallejo	Fifth Street, from Lemon Street to Magazine Street	Unsafe operating behavior (performing "donuts") frequently observed. Proposed change to install traffic circle.	TBD	AGENCY
City of Vallejo	Gateway Drive, from Fairgrounds Drive to Sage Street	Unsafe operating behavior (performing "donuts") frequently observed. Proposed change to install traffic circle.	TBD	AGENCY
City of Vallejo	Mini Drive, from Falcon Drive to Violet Drive	Unsafe operating behavior (performing "donuts") frequently observed. Proposed change to install traffic circle.	TBD	AGENCY
City of Vallejo	Sacramento Street, from CA-37 to Tennessee Street	Substandard roadway lighting. Proposed change to upgrade poles and luminaries and space installations per current standards.	TBD	AGENCY
City of Vallejo	Sacramento Street, from Capitol Street to CA-37	Roadway provides more capacity than currently needed given existing traffic volumes, creating long distances for pedestrians to travel across roadway. Proposed change to implement a road diet.	TBD	AGENCY
City of Vallejo	Solano Avenue at Toulumne / Virginia Streets	Substandard intersection geometry. Proposed change to signalize intersection or install a roundabout.	TBD	AGENCY
City of Vallejo	Tennessee Street, from Columbus Parkway to Oakwood Drive	Roadway provides more capacity than currently needed given existing traffic volumes, creating long distances for pedestrians to travel across roadway. Proposed change to implement a road diet.	TBD	AGENCY
City of Vallejo	Valle Vista Avenue, between Couch Street and CA-29 / Sonoma Boulevard	Lack of sidewalk. Pedestrians must go around railroad track crossing arms. Proposed change to relocate railroad crossing arms to enable construction of sidewalks on both sides of the street.	TBD	AGENCY
City of Vallejo	Admiral Callaghan Lane	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	Broadway Street	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	CA-29 / Sonoma Boulevard	HIGHEST PRIORITY. High frequency of reported fatal and/or severe injuries per SWITRS.	TBD	STA (SWITRS)
City of Vallejo	Oakwood Avenue	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	Mini Drive	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	Redwood Parkway / Street	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	Sacramento Street	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	Solano Avenue / Springs Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	Tennessee Street	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	Tuolumne Street	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
City of Vallejo	CA-29 / Sonoma Boulevard at Capitol Street, at Carolina Street, and at Florida Street (Lincoln Elementary School)	High speed traffic on Sonoma Blvd. Not a comfortable environment for pedestrians.	\$750,000	STA SR2S PLAN
City of Vallejo	Del Mar Avenue at Las Palmas Avenue, and at Tuolumne Street (Cooper Elementary School)	Install traffic bulb-outs at the two listed intersections. Widen sidewalk. Small sidewalk and narrow intersections do not give enough room for pedestrians.	\$700,000	STA SR2S PLAN
City of Fairfield, City of Vacaville, County of Solano	Vanden Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
County of Solano	Green Valley Road	Substandard roadway, lane, and shoulder widths.	TBD	AGENCY
County of Solano	Midway Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	AGENCY, STA (SWITRS)
County of Solano	Pleasant Valley Road, from Cherry Glen Road to the Solano County / Yolo County border	HIGHEST PRIORITY. Substandard shoulder widths. Substandard lane widths. High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	AGENCY, STA (SWITRS)
County of Solano	Putah Creek Road	TBD	TBD	AGENCY
County of Solano	Suisun Valley Road	High frequency of reported fatal and/or severe injuries per SWITRS, 2010-2014.	TBD	STA (SWITRS)
Suisun City	Buena Vista Avenue / Pintail Drive, from Marina Boulevard to Walters Road	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	TBD	AGENCY
Suisun City	CA-12, from Marina Boulevard to Pennsylvania Avenue	High volumes, varying speeds, and lane changes with limited intersection and stopping sight distances due to horizontal and vertical curves	TBD	AGENCY
Suisun City	CA-12, westbound approach to Walters Road (segment east of Walters Road)	Red-light traffic signal non-compliance; rear-end collisions	TBD	AGENCY
Suisun City	East Tabor Avenue at Railroad Avenue	Complicated traffic patterns and movements due to close proximity to railroad tracks	TBD	AGENCY
Suisun City	Lawler Ranch Parkway, from CA-12 (easterly) to CA-12 (westerly)	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	TBD	AGENCY

2015 Safety Plan Priority Locations as of 09_18_2015

LOCATION	LOCATION_DETAIL	SAFETY CONCERN	COST ESTIMATE*	IDENTIFIED BY
Suisun City	Marina Boulevard, from CA-12 to Railroad Boulevard	Marina Boulevard, a local road designed to prioritize access to local land uses and not classified or intended for long-distance travel, is being misused by too many people in motor vehicles traveling between Fairfield and Suisun City via Railroad Avenue to access CA-12, creating unsafe conditions for local traffic attempting to access local land uses	TBD	AGENCY
Suisun City	Railroad Avenue East at Sunset Avenue	Red-light traffic signal non-compliance for Railroad Avenue East westbound traffic turning left for southbound Sunset Avenue during train traffic activated all-red traffic signal phase	TBD	AGENCY
Suisun City	Railroad Avenue, from westerly terminus (west of Marina Boulevard) to East Tabor Avenue	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	TBD	AGENCY
Suisun City	Sunset Avenue, from the City of Fairfield / Suisun City border to the Solano County unincorporated area / Suisun City border	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	TBD	AGENCY
Suisun City	Walters Road, from CA-12 to City of Fairfield / Suisun City border	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	TBD	AGENCY
Suisun City	Worley Road, from Tule Goose Drive to Railroad Avenue	Cut-through and/or high-speed traffic conflicts with local land uses serving vulnerable populations	TBD	AGENCY

* Cost estimates are included for planning purposes only and may change.

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DATE: September 14, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – 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 Attachment 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
- Columbus Parkway
- Fry Road between Leisure Town Road and SR 113

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)
- North Connector (Suisun Parkway near I-80 and SR12)
- McCormack, Canright and Azevedo Roads north of SR 12

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

Discussion:

The Draft Arterials, Highways, and Freeways Element State of the System was presented to the Arterials, Highways, and Freeways Committee at its August 12, 2015 meeting, and to the STA TAC at its August 26, 2015 meeting. At the August Arterials, Highways, and Freeways Committee meeting, members asked that several additional streets be included in the Routes of Regional Significance discussion, and that Complete Streets implementation be addressed. Those changes were incorporated into the version of the Arterials, Highways, and Freeways Element State of the System report provided to the TAC on August 26th.

The Arterials, Highways, and Freeways Committee asked to have information added to the Report on Fry Road and McCormack/Canright/Azavedo Roads, and to add a discussion of Complete Streets implementation for arterial roads. Caltrans provided a map showing the results of a 2013 county-wide assessment of pavement condition on the interstate freeway and state highway system. Those changes were made in the version of the report provided to the TAC.

The TAC received the draft report, but did not request any changes to its format or contents. At its meeting of September 23, 2015, the Arterials, Highways, and Freeways recommended approval of the Arterials, Highways, and Freeways Element State of the System Report.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Arterials, Highways, and Freeways Element – State of the System Report as shown in Attachment B.

Attachments:

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

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Solano County Routes of Regional Significance

ATTACHMENT A

Legend

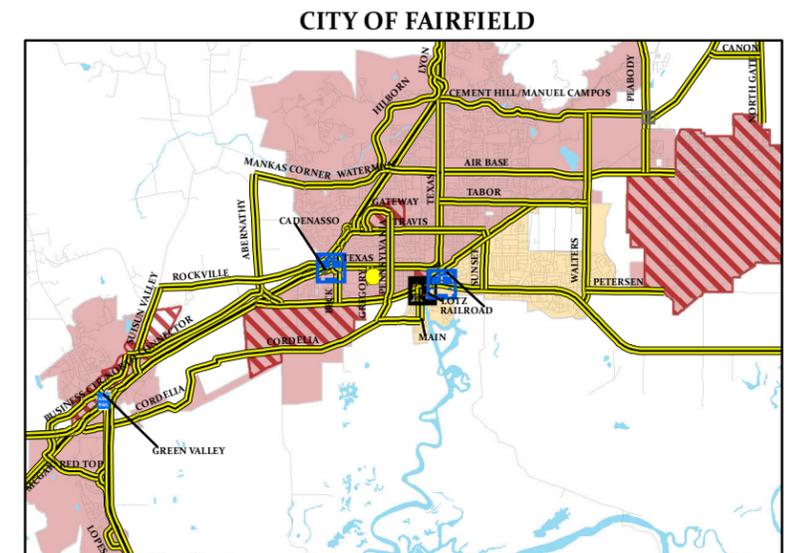
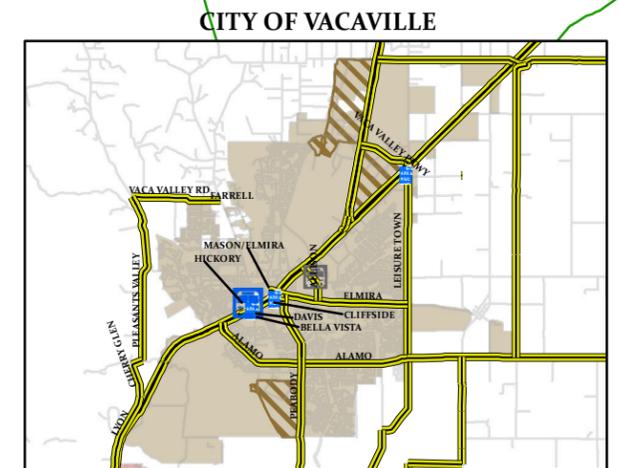
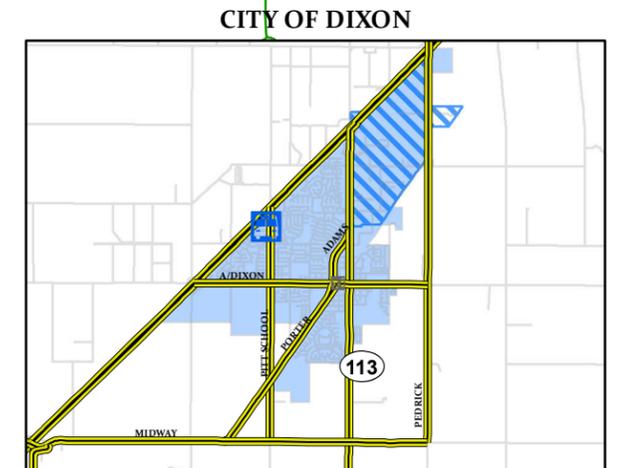
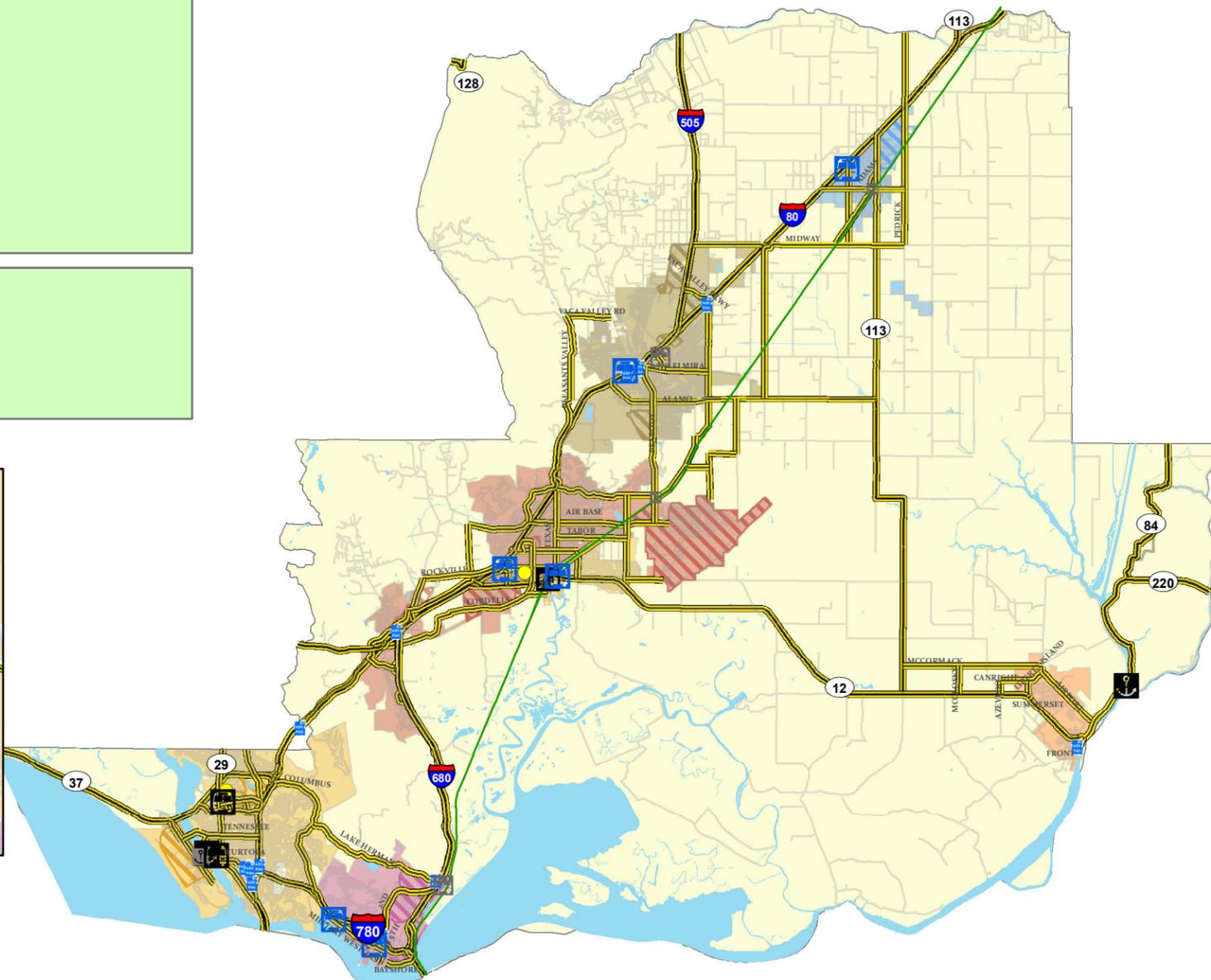
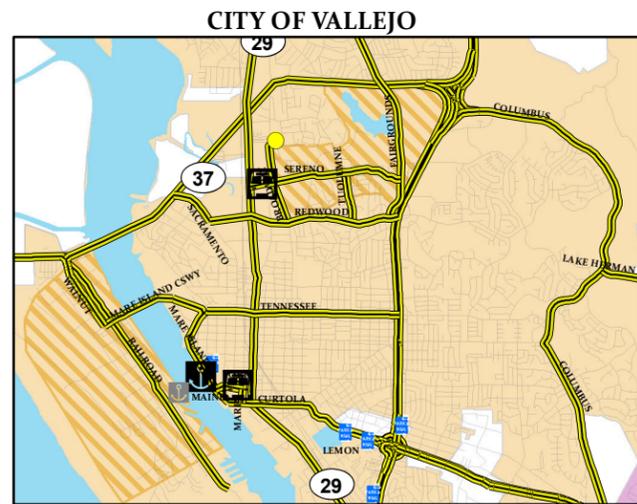
Roads
 — Local Roads

Transit and Park and Ride Facilities

- | (Existing Facilities) | (Future Facilities) |
|--------------------------------------|-----------------------------------|
| Regional Commuter Rail Lines | Future Intercity Bus Stop/Station |
| Bus Stop/Station and Park & Ride Lot | Future Ferry Facility |
| Bus Stop Only | Future Rail Station |
| Intercity Bus Service Yard | |
| Park and Ride Lot | |
| Ferry Facility | |
| Rail Station | |

Cities and Major Employment Centers

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



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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.

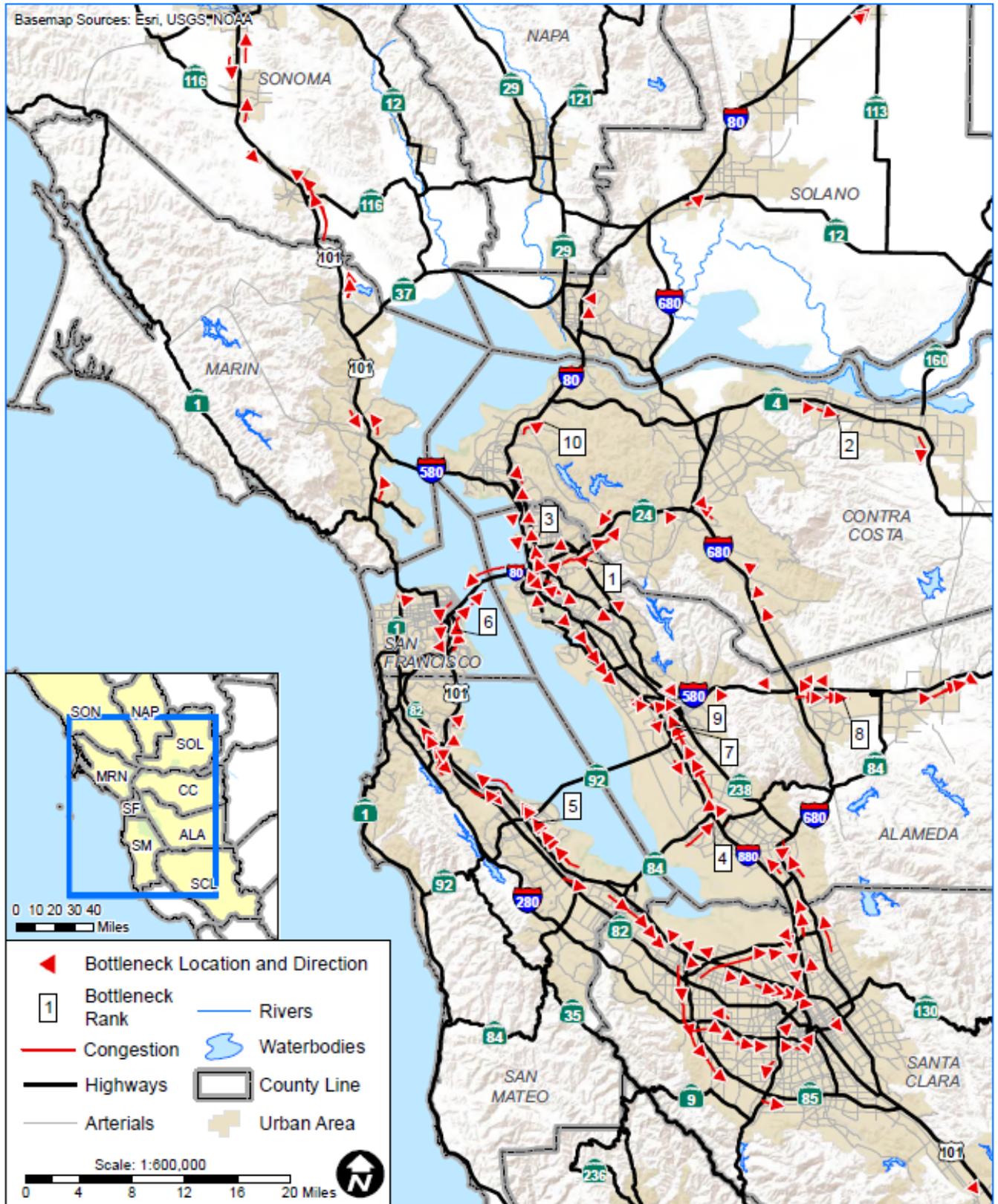


Mobility Performance Report - 2012

Bottlenecks and Congestion

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

Unofficial Statistics



Mobility Performance Report - 2012

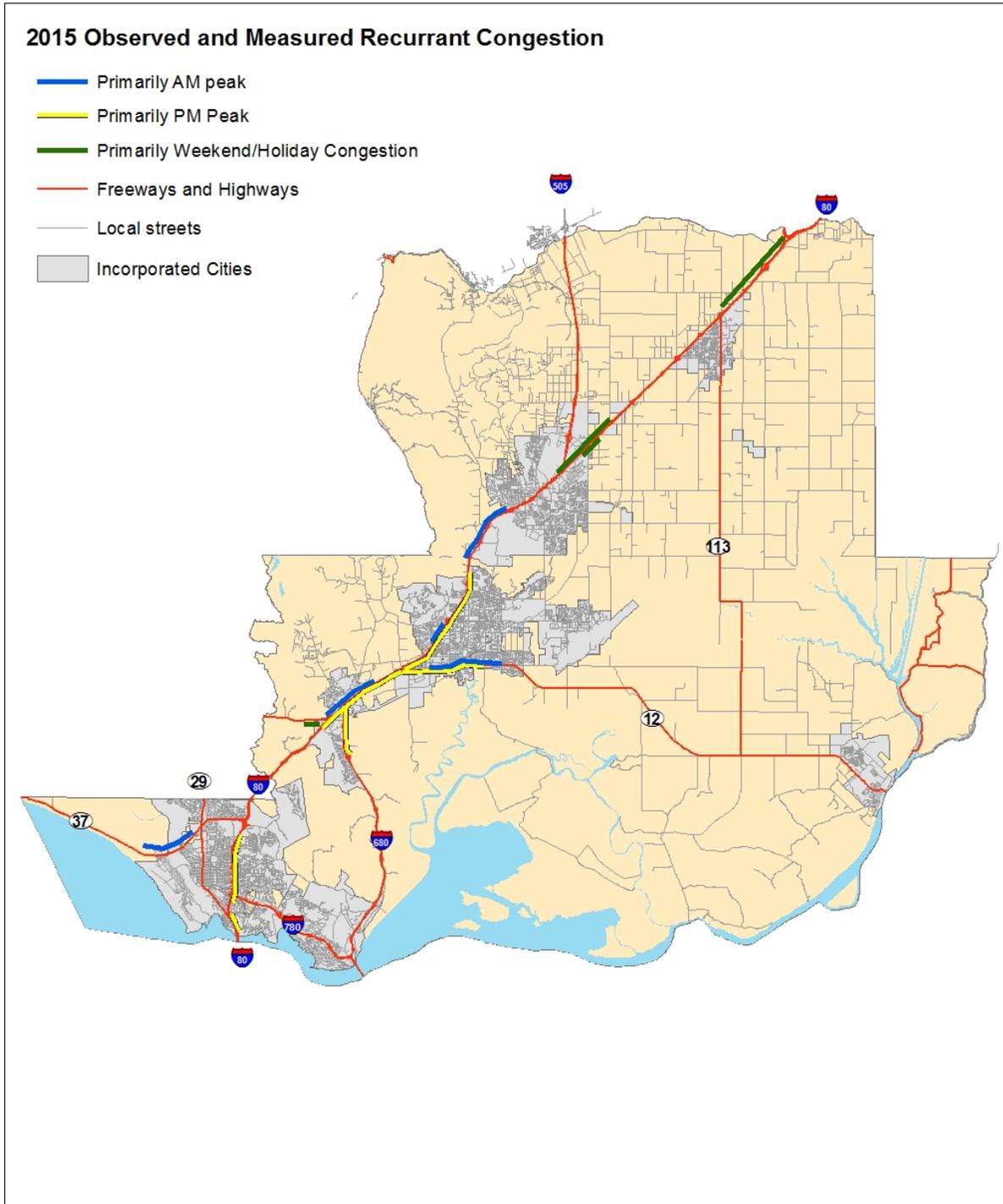
Bottlenecks and Congestion

District 4, PM Peak (3 PM to 8 PM)

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



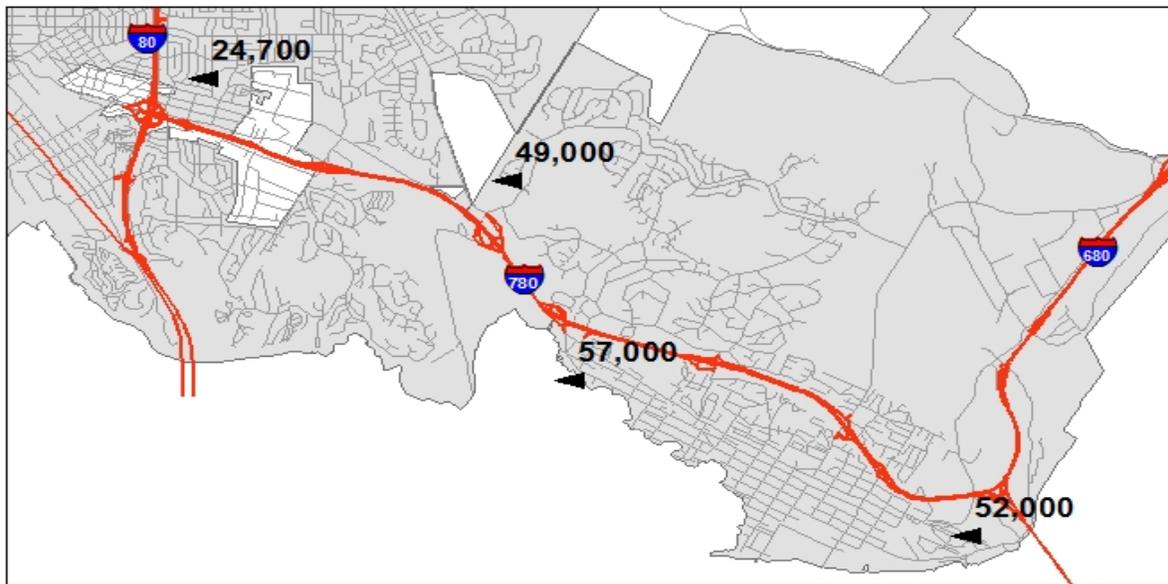
Solano Highways

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-used 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.

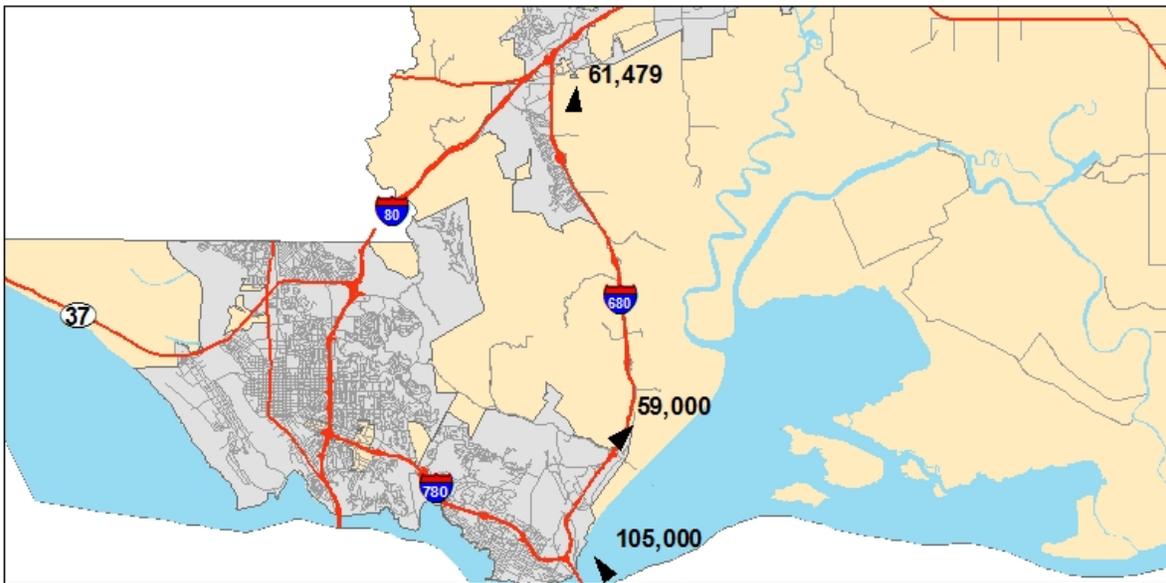
AADT ON I-780 (2014)



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.

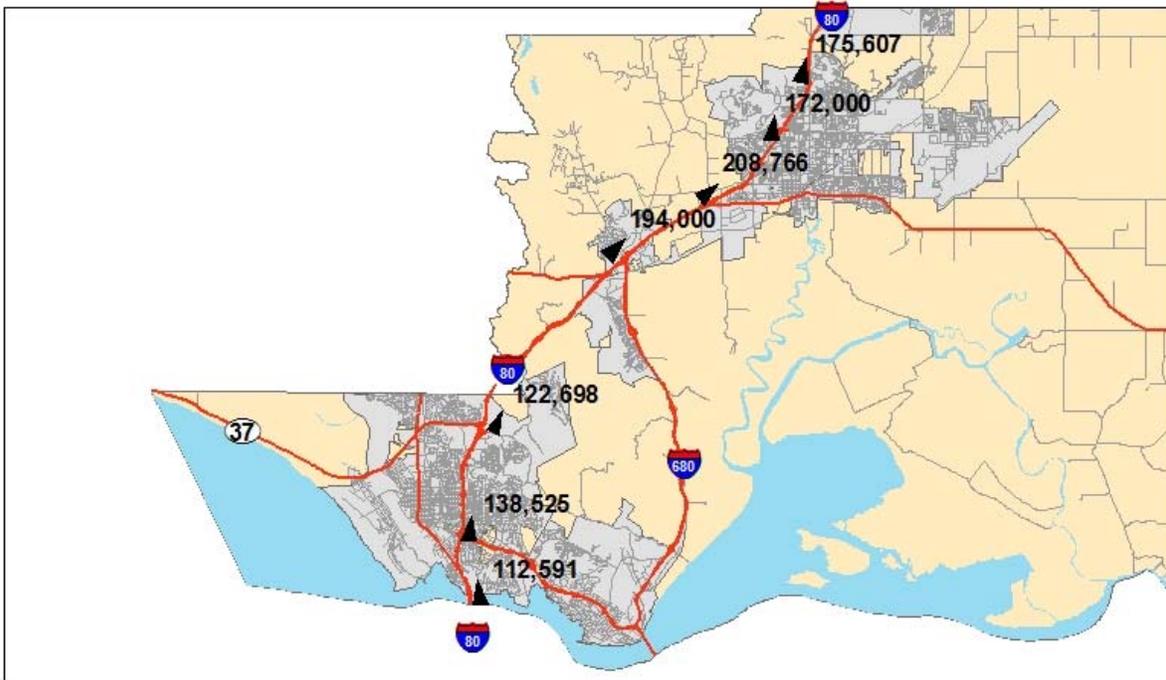
I-80 has the only High Occupancy Vehicle (HOV) lanes in Solano County. There is one lane in each direction of travel. They extend from Red Top Road to half-way between Airbase Parkway and North Texas Street, and operate during the morning and evening week-day peak hours.

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

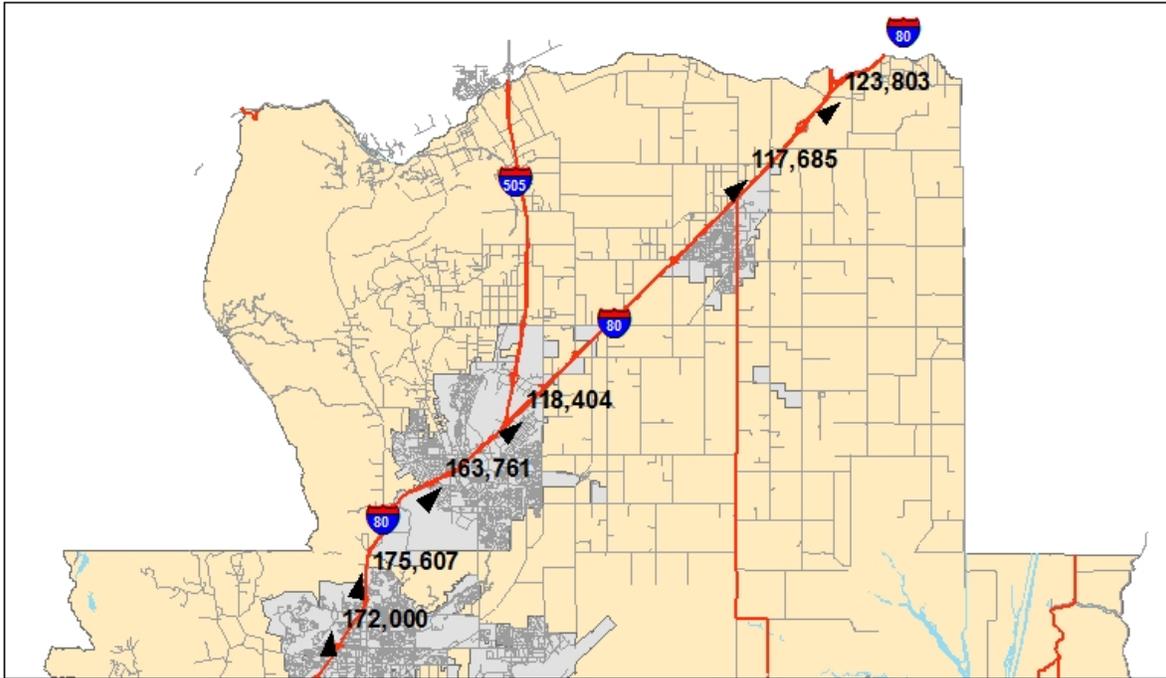
above the statewide average for similar roadways; the remaining portions have accident rates below the average.

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.

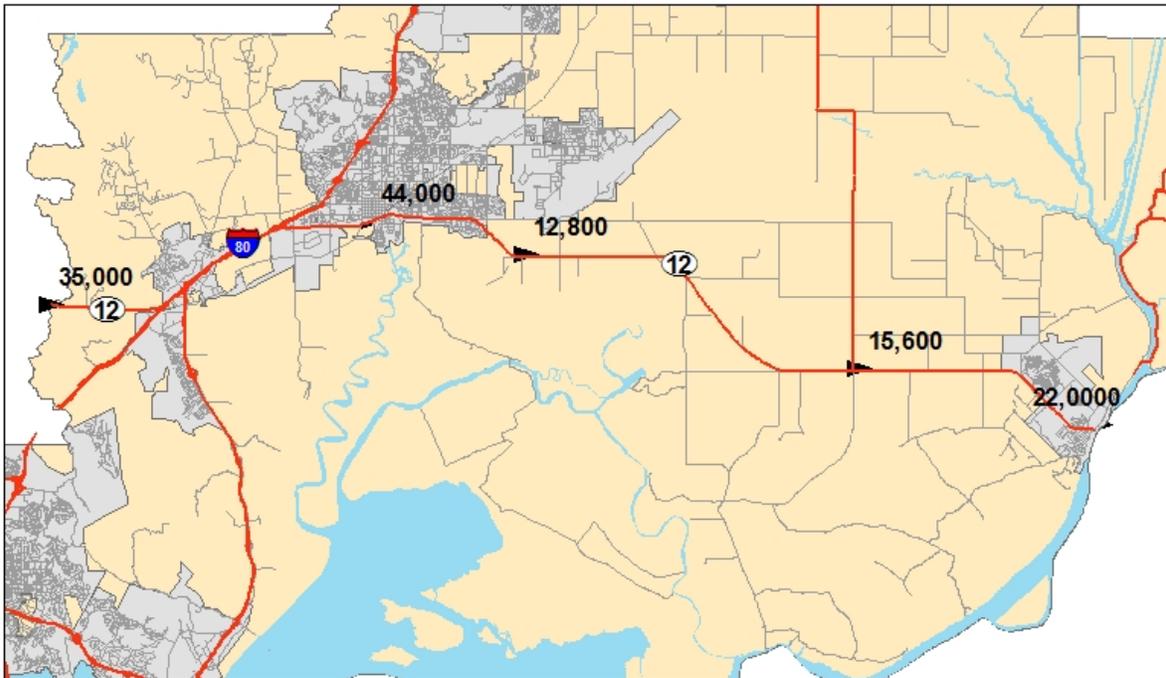
Weekend Congestion

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.

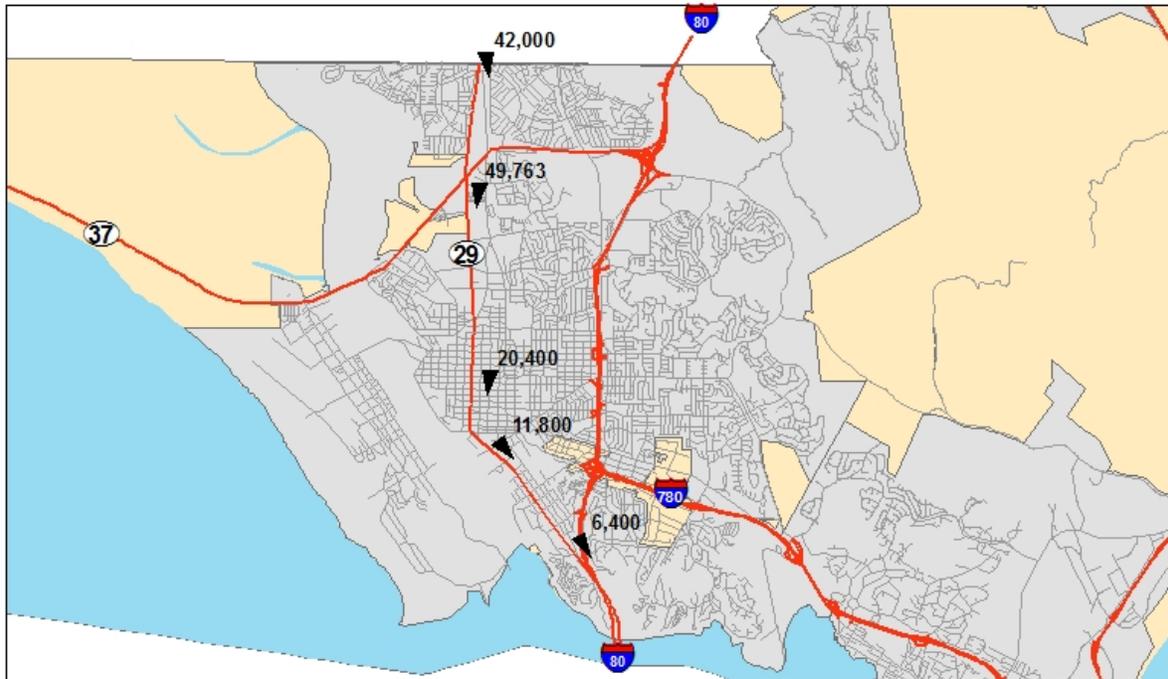
Caltrans has not published recent safety data on SR 29 in Solano County.

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)

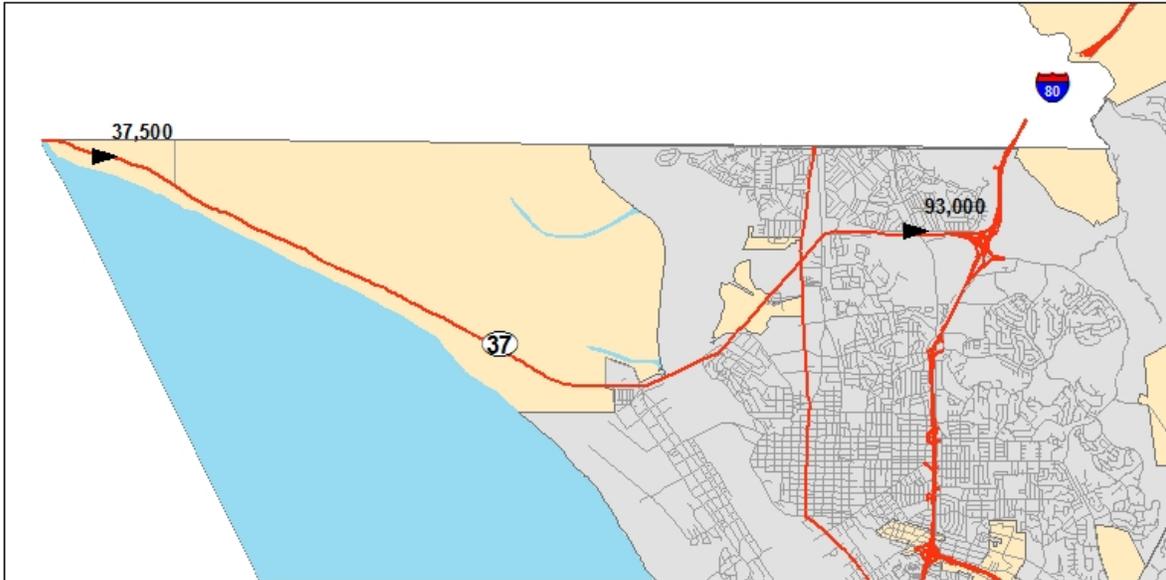


SR 37 is located in the City of Vallejo and unincorporated Solano County, and runs from I-80 across the Napa River Bridge, and then along the northern edge of San Pablo Bay to the Solano/Sonoma County line. SR 37 is a 4-lane highway with grade separated interchanges from I-80 to just west of the Mare 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)

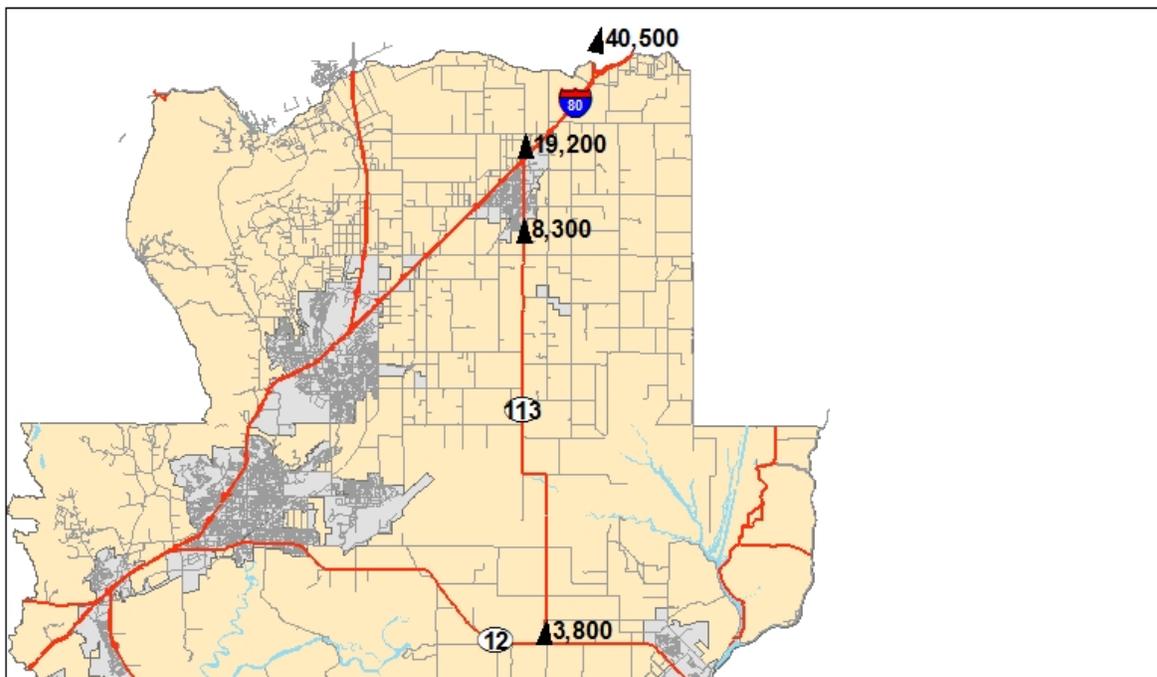


SR 113 runs from SR 12 in rural Solano County north to I-80 in the City of Dixon. A second, short segment runs from I-80 north to the Yolo County Line in the northeast corner of the county. Most of SR 113 operates without congestion at any time of the day or week due to low V:C ratio. The accident rate 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 are 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. The 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.

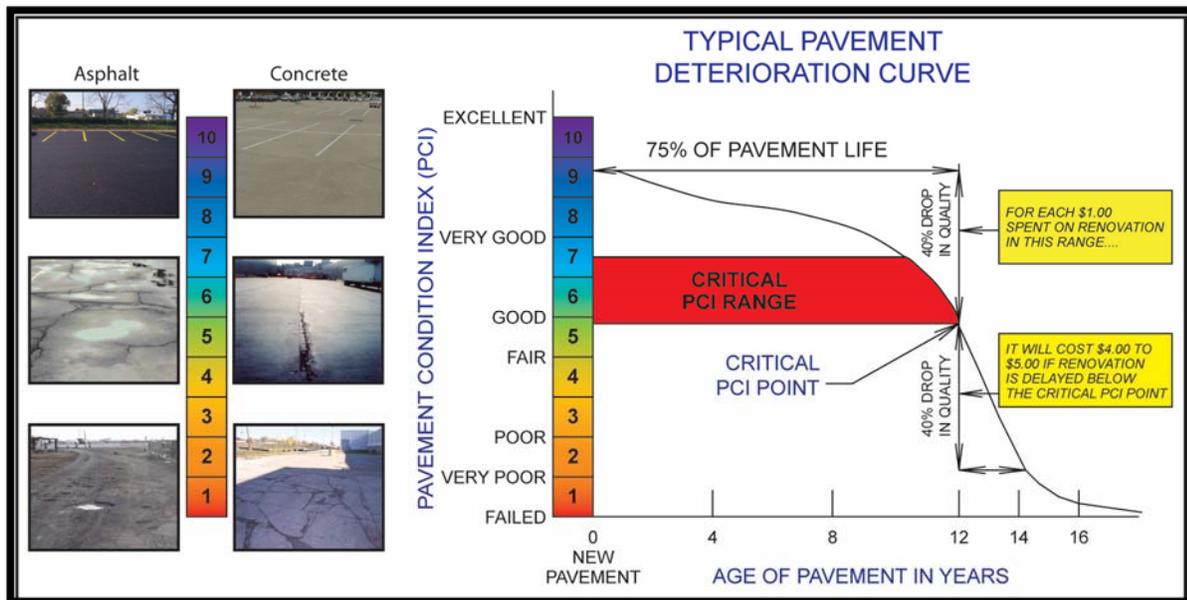
Very Good-Excellent (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of deterioration.
Good (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or peeling or flaking off of the top layer of asphalt 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.

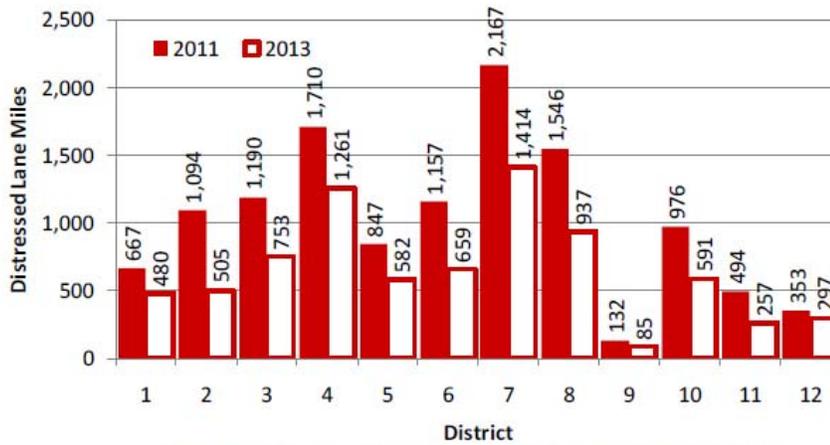


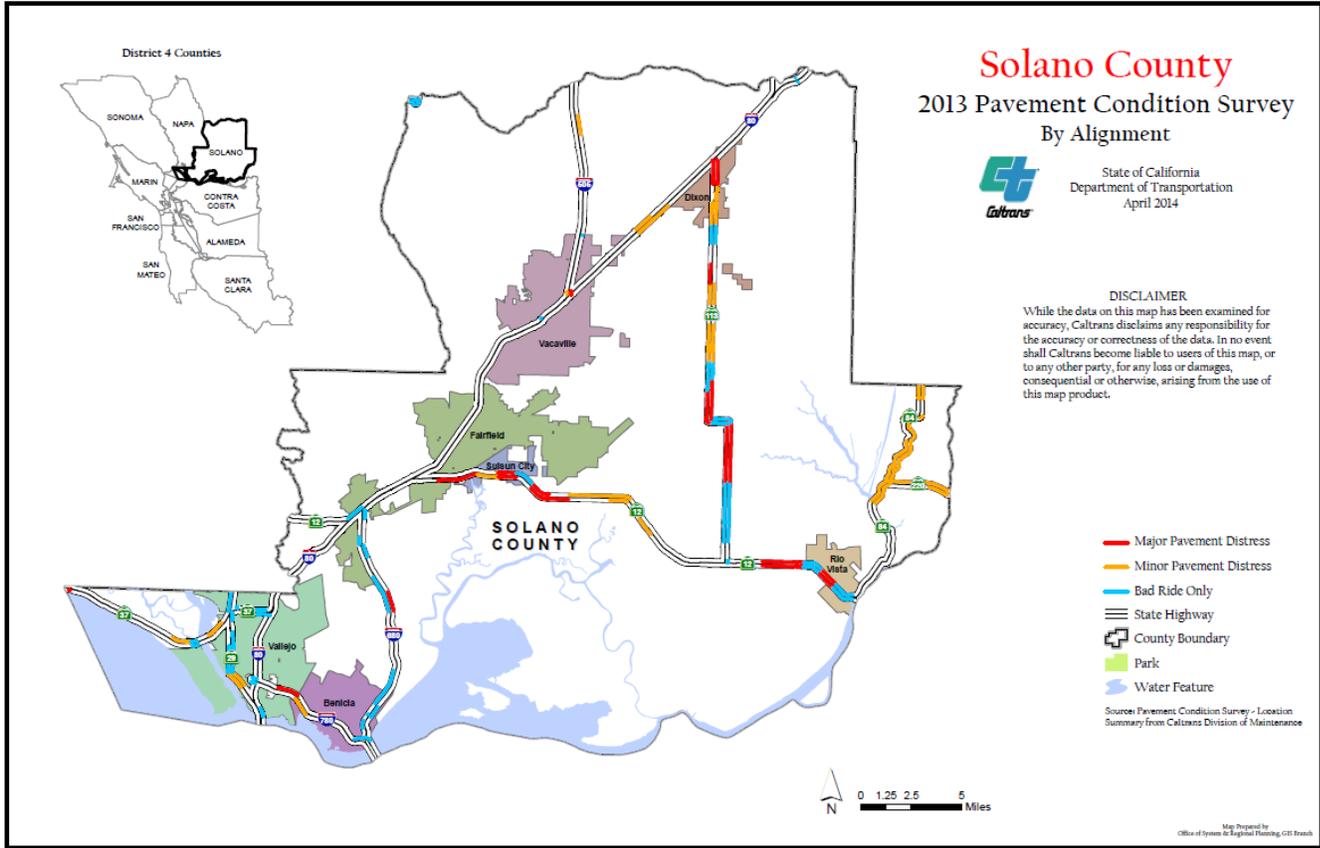
Figure 2. Distressed Lane Miles by District and Survey Year



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. Segments of SR 12 in the Fairfield/Suisun City area are also distressed. The following map shows the results of Caltrans’ 2013 Pavement Condition Survey for Solano County.





DATE : September 21, 2015
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Sustainable Communities Strategy (SCS)/ Regional Transportation Plan (RTP) –
Priority Projects for Solano County

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 2013 SCS/RTP 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/RTP would be selected from the larger Solano CTP project list. The local project agency 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 is currently under construction. 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/RTP.

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 million. 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/RTP 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.

After the August TAC meeting, City of Fairfield staff requested the I080 Auxiliary Lane project remain on the SCS/RTP project list. This is a \$52 million project in the current Plan Bay Area project list.

The following project from the current SCS/RTP is recommended for elimination because it is under construction.

- Curtola Park and Ride – Phase 1

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 \$67.8 million using the lower fund estimate, and \$847.9 billion using the higher, unrealistic fund estimate.

With the additional project capacity, STA is recommending an increase in the SR 37 project from \$1.5 million to \$3 million to allow for the potential of a more extensive PID process, and inclusion of \$50 million for work on the SR 12 corridor improvements identified in the SR 12, I-80 to I-5 corridor study, and a similar amount for the improvements to SR 113 identified in the SR 113 Major Investment Study. Remaining funds from either the lower or higher fund estimate would be distributed amongst the Programmatic Categories, with an emphasis on local streets and roads maintenance, county bridge repair and replacement, bicycle system gap closure and transit supportive projects.

Fiscal Impact:

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

Recommendation:

Forward a recommendation to the STA Board to approve the SCS project list in Attachment E.

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
- E. Solano SCS Project List (To be provided under separate cover.)

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April 29, 2015

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Steve Heminger
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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 fluid and cursive, with a long horizontal line extending to the right.

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](https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call%20for%20Projects%20and%20Need%20Assessments%20Letter.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



METROPOLITAN
TRANSPORTATION
COMMISSION

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April 29, 2015

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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 fluid and cursive, with a long horizontal line extending to the right.

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](https://metrotrans.sharepoint.com/teams/RTP/InternalDocuments/Call%20for%20Projects%20and%20Need%20Assessments%20Letter.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: September 18, 2015
TO: STA TAC
FROM: Anthony Adams, Project Assistant
RE: Draft 2015 Solano County Annual Pothole Report

Background:

The 2014 Solano County Annual Pothole Report was approved by the STA Board in October 2014 and was Solano County's first annual pothole report. Since that time, agency's local streets and roads budgets have changed and maintenance has occurred. With this new information, an updated look at the state of Solano County roadways and projections on future funding needs is justified. STA is working to complete the 2015 Solano County Annual Pothole Report and is seeking input from TAC members on the data and content.

Discussion:

STA is seeking input on the table of contents and financial projections included in the Draft 2015 Solano County Annual Pothole Report (Attachment A). All member agencies have provided STA with the necessary budget information to allow for more accurate PCI projections and funding shortfalls. Most of the format of the 2015 Report are expected to be the same as the previous version, with updates focusing on the following:

1. Funding shortfalls
2. Projected PCI by budget scenario with maps (10 years instead of 15 years)
3. Non-pavement investments
4. Cost savings from preventative maintenance investments (compared to no maintenance)
5. Clear definitions of pavement damage with photos and their corresponding repair costs
6. A discussion of future revenues and the role of federal funds, state funds, and local funding options
7. City-Specific summaries

The 3-year average budget, including FY 14 budgets, shows that Solano County as a whole, is spending approximately \$18.4M annually, and needs to spend approximately \$41.6M to keep our roads maintained at an average PCI of 60. To reach the Countywide Transportation Plan goal of PCI 75, Solano countywide would need to spend \$97.9M annually.

The 2014 Solano Pothole Report provided projections of road conditions out to 15 years. While this projection was ambitious, the more years out that are projected, the less accurate it can be. It is suggested that the 2015 Solano Pothole Report only project to a maximum of 10 years out.

SCHEDULE

Present Draft Outline to TAC	September 30 th
Email Preliminary Report to TAC	October 30 th
Present Draft Report to TAC (Action)	November 25 th
Present Draft Report to STA Board (Public Comment)	December 9 th
Present Final Report to STA Board (Adoption)	January 6 th

Recommendation:

Informational.

Attachment:

- A. Table of Content – Draft 2015 Solano County Annual Pothole Report

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DATE: September 16, 2015
TO: STA TAC
FROM: Philip Kamhi, Transit Program Manager
Jim McElroy, Project Manager
RE: Transit Corridor Study Public Outreach

Background:

STA is proceeding with Phase 2 of the Transit Corridor Study. At the December 2014 meeting, the STA Board directed, amongst several related items, that STA engage in a public outreach process using the preferred alternative for guidance. The process has developed over the last few months and will culminate in at least three public sessions in late October and early November. This agenda item is to provide an update and to seek input from the transit agencies on certain related elements, such as the overall approach to the meetings and details of information to be presented at the meetings.

Discussion:

The Board approved proceeding with the public review process, using Phase 1 – Alternative B as the preferred option. Alternative B consists of three all-day and frequent routes and one peak route:

- Line 1 – Operating from Sacramento and Davis via Interstate 80 and Interstate 680 to the Walnut Creek BART Station.
- Line 2 – Operating from Suisun City via Highway 12, Interstate 80, Highway 37 and then Mare Island Way and Curtola Parkway to Interstate 80 and the El Cerrito del Norte BART Station.
- Line 3 – Operating from the Vallejo Ferry Terminal via Curtola Parkway, Interstate 780, Military (Benicia) and then via Interstate 680 to the Walnut Creek BART Station.
- Line 4 - *A peak period only route* provides additional express service from Fairfield and Vacaville to Sacramento.

Note: “Line” numbers are presented for reference in this document only and do not reflect actual designation. The lines are designated by color but the color coding has changed from the Phase 1 report to better match BART connections.

During this Phase 2 portion of the Corridor Study, STA’s project consultant (Arup) is working with STA staff and the two operators that provide SolanoExpress service (FAST and SolTrans) to refine the preferred alternative to meet the capabilities of the operators, the intent of the Board’s direction, the realities of available capital and operating resources, and the travel patterns of current and potential new riders. STA is ready to engage the public with a framework that will allow interested persons to consider the approach, help us refine the approach, and ultimately influence the final design. STA will continue meetings with affected operators and others throughout the process to continue evolving the system design.

The outreach approach approved by the STA Board, includes three general community meetings, one in each of the three largest cities served by Solano Express. The meetings are now set:

- Fairfield Community Center: Wednesday, October 28, 2015, 6:00 pm to 8:00 pm
- Vallejo City Council Chambers: Thursday, October 29, 2015, 6:00 pm to 8:00 pm
- Vacaville Ulatis Community Center: Thursday, November 5, 2015, 6:00 pm to 8:00 pm

The agenda at each of these main sessions will be tentatively structured as shown in Attachment A.

Operators are encouraged to attend and if possible participate as service experts. Additionally, presentations are set for other venues as requests are received. These sessions will be tailored to the needs of the group. Here is a list of presentations either scheduled or under consideration:

- SolTrans Board of Directors Meeting
- FAST Informal Riders Group
- Common Grounds Transportation Team

The effort to reach potential attendees includes, but is not limited to, the following:

- 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.
- Bus posters and seat drops on transit services.
- A widely publicized STA web interface including web tool for gathering input.
- Press communications.

STA staff will accumulate the feedback and provide the feedback to interested parties, including the transit operators. The feedback will be used by Arup and STA to modify the service proposal for review by operators and ultimately the STA Board.

As we approach the dates of the public outreach sessions, STA staff and consultants will work closely with FAST, SolTrans, and City Coach staff to participate in the outreach process and at the outreach sessions. We will be ready shortly with draft collateral for use in the public communications process.

Recommendation:

Informational.

Attachment:

- A. Structure of Workshop

STRUCTURE of WORKSHOP FOR TRANSIT CORRIDOR STUDY PUBLIC OUTREACH

The agenda at each of each of these main sessions will be tentatively structured as follows.

5:30 PM

Staff Arrives for Set-up: Set-up includes theater seating for a short general session, breakout tables with support materials and viewing boards around the perimeter, table for local transit agency to provide information, and a registration table. Light refreshments will be on hand.

6:00 PM

Doors officially open for public. Public will received appropriate planning materials and materials for feedback.

6:15 PM

General Session: Gather for overview presentation by STA staff and consultants. Presentation will briefly cover the project history and current status of planning, including a broad overview of the preferred alternative and its evolution during the current phase.

6:30 PM

Breakout Sessions: Guide participants to individual tables for one-on-one opportunities to talk about specific travel needs and then provide feedback – Individual tables or stations will focus on specific routes and key destinations. Each station will be staffed by knowledgeable staff and consultants with support material and feedback forms. At each table, we plan to have poster boards of the specific route or destination and a poster board with hypothetical passenger schedules. The schedule poster boards will be clearly marked as “not final” and “not official proposal”; and, the public will not be provided with any form of carry-away proposed passenger schedules.

8:00 PM

Tentative closing time of event. Staff will gather comment materials for post-event summary and analysis.

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DATE: September 21, 2015
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: SolanoExpress 2015 Marketing Update

Background:

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress Transit Program, as well as coordinating the marketing efforts for SolanoExpress intercity transit services countywide.

As a follow-up to the SolanoExpress Marketing Plan implemented three years ago, STA staff budgeted \$134,000 of State Transportation Assistance Funds (STAF) to support the marketing efforts for the seven routes of SolanoExpress intercity transit for FY 2015-16, and received authorization from the STA Board to issue an RFQ for consultant services to assist with the marketing if needed.

Discussion:

STA staff and a sub-committee of staff representatives from SolTrans and FAST prepared a Scope of Work (Attachment A), which includes promotional campaigns, displays, and other activities such as transit fare incentives, interior and exterior ads on buses, direct mail and print ads, and internet/radio ads as outlined.

To prepare for a broader marketing effort, the SolanoExpress website has now been updated, and a Facebook page created. A Facebook contest has been launched, through which 24 monthly passes will be given away by the end of January 2016, and one yearly pass. The total anticipated cost for these passes is approximately \$10,000, including paid advertising.

Marketing efforts are anticipated in the spring of 2016 to promote SolanoExpress service in Contra Costa County, specifically targeting Solano riders who take BART. Additional online advertising is planned, as well as paid radio commercials. STA will engage a marketing firm to produce collateral for some of these efforts.

In summary, the \$134,000 has been allocated for FY 2015-16 to raise the public's awareness of SolanoExpress, the improvements underway as a result of the corridor study, and to increase ridership systemwide.

Marketing efforts are also underway to support and promote the SolanoExpress Transit Corridor Study Phase 2 Public Outreach. As part of the outreach, a website presence will be created that will include an interactive web tool for the public to provide their comments to STA. A brochure (Attachment B) and sign have been designed to distribute onboard buses and at community venues to invite people to attend one of three meetings:

- 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: 6:00 – 8:00 p.m., Thursday, November 5, 2015
Vacaville: Ulatis Community Center

Fiscal Impact:

STAF funding in an amount not to exceed \$134,000 will be used to pay for SolanoExpress transit marketing.

Recommendation:

Informational.

Attachment:

- A. SolanoExpress Transit Marketing Scope of Work for FY 2015-16
- B. Transit Corridor Study Public Outreach Brochure

Scope of Work

SolanoExpress Transit Marketing Services FY 2015-16

1. Facilitate a marketing campaign to promote seven transit services as a system as well as individually.
 - SolanoExpress FAST Rt. 20
 - SolanoExpress FAST Rt. 30
 - SolanoExpress FAST Rt. 40
 - SolanoExpress FAST Rt. 90
 - SolanoExpress SolTrans Rt. 78
 - SolanoExpress SolTrans Rt. 80
 - SolanoExpress SolTrans Rt. 85

2. Implement marketing tasks that incorporate a range of marketing strategies that will effectively promote, increase awareness and ridership, and implement branding of SolanoExpress services to key audiences:
 - Existing core riders
 - Existing occasional riders
 - General public/non-riders

3. Design, produce and deliver SolanoExpress collateral that may include:
 - a. Artwork
 - b. Advertising and Outreach Materials
 - c. Post card delivery
 - d. Radio Advertising
 - e. Targeted Online Ads
 - f. Facebook Sweepstakes
 - g. On-board Bus Card Ads
 - h. Vehicle Graphics and Signage

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Learn more and provide your input.

Attend a public workshop:

October 28, 2015 6-8 pm
Vallejo City Council Chamber
555 Santa Clara St, Vallejo

October 29, 2015 6-8 pm
Fairfield Community Center
Lakeside Room A
1000 Kentucky St, Fairfield

November 5, 2015 6-8 pm
Ulatis Community Center, Rm D
1000 Ulatis Drive, Vacaville

We want to hear from you!

Check the website for future meetings and more information.



www.solanoexpress.com
solanoexpress@sta.ca.gov
707-424-6075



Solano Transportation Authority
... working for you!

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707-399-3239

Reimagine Your Commute!

We need your input!



Current SolanoExpress Service Routes



SolanoExpress takes you where you want to go.



Solano Transportation Authority (STA) is seeking your input on service improvements to the SolanoExpress intercity bus system.

We will host three workshops to:

- Explain the findings of the recent Transit Corridor Study
- Show the approach we are taking to propose changes to improve SolanoExpress
- **Ask for your feedback**



Why Change the Service?

- Current service is infrequent during peak, midday and evening hours
- Connections are poor between Solano cities, colleges and places of employment
- Bus service is duplicated in certain areas



The Vision for SolanoExpress Service

- Streamlined service requiring fewer transfers
- Improved connections between college campuses and employers
- Faster and more frequent and reliable service
- New stops adjacent to destinations that you want to go to and other facility improvements
- Increased ridership





DATE: September 22, 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.	Affordable Housing Sustainable Communities Program*	TBD	Anticipated Beginning of Summer 2016
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 dhart@sta.ca.gov 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						
Affordable Housing Sustainable Communities Program	Drew Hart STA 707/399.3214 dhart@sta.ca.gov	Anticipated early Summer 2016	TBD (Early estimates are around \$250M)	The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development	N/A	http://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf



DATE: September 18, 2015
TO: STA TAC
FROM: Johanna Masielat, 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.

Attachments:

- A. CTSA Advisory Committee Meeting of July 30, 2015
- B. Arterials, Highways & Freeways Committee Meeting of August 12, 2015
- C. Safe Routes to School Advisory Committee Meeting of August 19, 2015
- D. Transit & Rideshare Committee Meeting of August 20, 2015
- E. Bicycle Advisory Committee (BAC) Meeting of September 3, 2015

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CTSA-AC
CONSOLIDATED TRANSPORTATION SERVICES AGENCY
ADVISORY COMMITTEE
AGENDA

Draft Minutes for the meeting of
July 30, 2015

1. CALL TO ORDER

Jim Sperring called the meeting to order at 9:30 a.m. in the Solano Transportation Authority (STA) Conference Room.

Voting Members Present: *In Alphabetical Order by Last Name*

Nathan Atherstone	City of Fairfield/FAST
Mona Babauta	Solano County Transit (SolTrans)
Jack Batchelor, Jr.	STA Board Member
Leanne Martinsen	Area Agency on Aging (AAoA)
Brian McLean	City of Vacaville/City Coach
Harry Price	STA Board Member
Norman Richardson	STA Board Member
Ernest Rogers	PCC Member
Jim Sperring	STA Board Member

Voting Members Not Present: *In Alphabetical Order by Last Name*

Richard Burnett	Lifeline Committee
Stephan Betz	Solano County Health & Social Services
Susan Rotchy	Independent Living Resources (ILR)

Also Present: *In Alphabetical Order by Last Name*

Lyall Abbott	PCC Member
Catherine Cook	Office of Supervisor Sperring
Kelley Curtis	Solano County Health and Social Services
Sandra Dalida	Solano County Health and Social Services
Kendall Daniels	STA Intern
Anna Eng	Common Ground Industrial Areas Foundation (IAF)
Sheila Ernst	STA
Robert Fuentes	Faith In Action
Tiffany Gephart	STA
Daryl Halls	STA
Kristina Holden	STA
Keisha Hughes	Vacaville City Coach
Philip Kamhi	STA
Robert Macaulay	STA
Ruth Matz	Community Action North Bay

Debbie McQuilkin	STA
Vicenta Morales	Vacaville City Coach – First Transit
Liz Niedziela	STA
Yasmine Northern	STA Intern
Drennen Shelton	Metropolitan Transportation Commission (MTC)
Tracee Stacy	SSPWD-TAC Committee
Aislinn Talbot	City of Vacaville
Richard Weiner	Nelson/Nygaard Consulting
Jessica Williams	Continental of Omega Boys & Girls Club

2. INTRODUCTIONS

3. APPROVAL OF AGENDA

On a motion by Jack Batchelor, Jr. and a second by Norman Richardson, the CTSA-AC approved the July 30, 2015 agenda. (9 Ayes, 3 Absent)

4. SELECTION OF CTSA-AC CHAIR AND VICE-CHAIR

On a motion by Jack Batchelor, Jr. and a second by Norman Richardson, the CTSA-AC selected Jim Sperring as the Chair of the CTSA-AC. (9 Ayes, 3 Absent)

On a motion by Jim Sperring and a second by Jack Batchelor, Jr., the CTSA-AC selected Harry Price as the Vice-Chair of the CTSA-AC. (9 Ayes, 3 Absent)

5. OPPORTUNITY FOR PUBLIC COMMENT

None.

6. CTSA-AC OVERVIEW/PURPOSE

Liz Niedziela explained the purpose of the Solano County Consolidated Transportation Services Agency (CTSA). She stated that by law, CTSA's in the San Francisco Bay Area are designated by MTC to promote the concept of mobility management in order to create partnerships, identify and combine funding sources, and maximize the services of public and private transportation providers within their geographic area. She stated that the goal of a CTSA is to pursue mobility management funding and identify and facilitate implementation of various mobility management programs and services to support mobility for Solano County seniors, people with disabilities, and low income.

Chair Sperring announced that an RFP has been approved by the County to hire a Volunteer Coordinator. He asked Daryl Halls if the CTSA has the potential to fund a Volunteer Coordinator program.

Daryl Halls responded that if the funding is identified, a Volunteer Coordinator program could be implemented into the CTSA Work Plan.

7. TRANSIT OPERATOR IMPACT OVERVIEW

Mona Babauta provided an overview of Solano County's CTSA and Transit Agency impacts. She explained how the new CTSA mechanism will leverage the strengths of existing partner transportation agencies. She outlined the benefits, and roles of Solano County's CTSA and how it will improve quality of service for low mobility groups and achieve cost savings by avoiding inefficient or duplicative transportation services.

Chair Spering asked Mona Babauta how transit service gaps are identified, articulated by the Transit Operators and brought to the STA to be addressed.

Mona Babauta responded that the gaps are identified through public outreach efforts, customer comments through an online portal system and other forums and plans such as the Short Range Transit Plan (SRTP), Community Based Transportation Plans and the SolanoExpress Intercity Transit Consortium.

Chair Spering asked Daryl Halls how success is measured on outreach pertaining to the Call Center and the new Mobility Website.

Daryl Halls explained that monthly data is being collected and tracked from calls, the website and referrals.

8. INFORMATIONAL ITEMS (Discussion)

A. Status of Mobility Management Programs

Kristina Holden defined the STA Mobility Management programs administered by the CTSA as: (1) The ADA In-Person Eligibility Program (2) Solano Mobility Call Center and Website, (3) Senior Safe Driving Information and (4) Travel Training Programs. Ms. Holden provided an update on the Solano Mobility Call Center. She stated that for Fiscal Year (FY) 2014-15, the Call Center received 2,667 incoming calls of which 575 were mobility management related.

Ms. Holden provided an overview of the Travel Training program/videos and an update on outreach efforts. She stated that the Call Center and Info Depot completed 62 Clipper card sales and 6,120 customer inquiries over the phone and in-person. Ms. Holden concluded that since the beginning of 2015, STA staff has reached out to 870 countywide residents and distributed 7,940 materials at 15 events.

Nathan Atherstone stated his concerns regarding the In-Person ADA Eligibility program's low denial rate.

B. Intercity Taxi Scrip Program Status

Philip Kamhi provided an overview of the Intercity Taxi Scrip program. He stated that reduced intercity taxi fare is available for ADA certified passengers only, who are able to enter and exit a taxi cab without assistance. Mr. Kamhi outlined the tasks that transitioned from Solano County to the STA and outlined proposed next steps. He discussed the 2014-15 program funding, future sustainability and interim changes recommended to increase overall program service.

Richard Weiner provided an update on Phase 2 of the Intercity Taxi Scrip Program. He discussed different service delivery models and changes.

Tracee Stacy asked if the income data is being tracked. Richard Weiner responded that the income is not tracked through their survey. Robert Fuentes commented that Faith In Action obtains the income bracket of each caller while they are registering for a ride and encouraged this question be asked during eligibility assessments for ADA certifications in the future.

Tracee Stacy asked why trips to Travis Air Force Base (TAFB) would need to be addressed. Nathan Atherstone responded that TAFB hosts a specific call center for all of the West Coast Bases, but that there is a transit service gap that needs to be addressed.

Brian McLean explained that in the past he has discussed transit service issues with staff at TAFB, but was redirected to address them with the Federal Government.

Chair Sperring asked Brian McLean his thoughts on how the Intercity Taxi Scrip program is moving along. Brian McLean responded that the Intercity Taxi Scrip is not the only solution. He reminded that group that transportation has a lot of layers to cover and not every layer is designed to suit each person. He recommended incorporating parameters to improve program service and encouraged the STA Board to continue to research other options such as “Paratransit Uber”. Chair Sperring concurred and asked STA staff to begin exploring other options and ideas.

Nathan Atherstone recommended placing a cap on the taxi scrip purchasing power of each individual in order to help the consumer prioritize their trip priorities.

Chair Sperring proposed holding a meeting in September to further discuss this topic in order to start making some decisions.

Ruth Matz stated that 30% of a person’s income is considered affordable housing. She stated that the \$15 cost for an intercity taxi booklet is extremely affordable for people with extremely low income. She recommended STA staff research regional fare market transportation costs through the federal government to better track consumer means.

C. Current CTSA Work Plan

Liz Niedziela provided a presentation on the current CTSA work plan. She briefly discussed the background and priorities of the plan. She highlighted the 2011 Solano Transportation Study for Seniors and People with Disabilities, its purpose and how it was developed through various committees and outreach which resulted in 25 focus groups. She summarized outreach findings, partnerships and long term transit service improvements.

Daryl Halls stated that the first meeting of the CTSA-AC was put together to get everyone organized and caught up on the current CTSA Work Plan. He stated that Liz Niedziela will be sending out the current work plan via email to the members and participants in advance to collect feedback for the next discussion in September.

D. Funding Overview of How Mobility Management Programs are Funded

Daryl Halls provided an overview of how mobility management programs are funded. He outlined the funding sources pertaining to the components of the Mobility Management program. He concluded that in order to sustain and expand Mobility Management Programs to meet future projected mobility needs for seniors, people with disabilities and low income residents, a stable funding source is needed.

9. PRESENTATIONS

- (1) Robert Macaulay provided a presentation on **the Comprehensive Transportation Plan (CTP)**.
- (2) Drennen Shelton provided a presentation on the **MTC Mobility Roadmap Study**. (Attachment A)

Tracee Stacy commented that Solano County is a rural and unique County unlike any other in its region and is not a “one size fits all” county.

Mona Babauta commented that the primary interest of this group is to seek more funding to bring back to our County in order to provide a higher level of service to the community.

Chair Spering concurred and expressed the importance of reevaluating how services are being provided.

Daryl Halls asked if mobility for seniors and people with disabilities is going to be a priority in the Metropolitan Transportation Commission’s Regional Transportation Plan because the senior population will be doubling in the next twenty years which will also result in a higher disabled growth rate.

Chair Spering responded that mobility for seniors and people with disabilities is a high priority at the Metropolitan Transportation Commission (MTC) and will be discussed at the upcoming MTC Retreat.

The group reviewed the TDA Funding percentage handout.

10. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

Harry Price extended his appreciation to STA staff, Solano County Cities and Transit Agencies on their participation in establishing a Consolidated Transportation Services Agency Advisory Committee.

11. FUTURE AGENDA ITEMS

Daryl Halls asked the group to submit any future agenda items to Liz Niedziela via email. Chair Spering concurred and encouraged the group to relay information discussed today to their agencies.

Brian McLean asked if seniors with obvious disabilities can be assessed over the phone as opposed to the in-person process to improve costs and time savings.

Daryl Halls responded that the STA is reviewing the In-Person ADA Eligibility Assessment contract to make the program more efficient and this phone option would be considered.

Nathan Atherstone proposed holding future CTSA-AC meetings in a larger room. Chair Spering concurred and stated that future meetings will be held at a larger venue.

12. ADJOURNMENT

The meeting adjourned at 11:20 a.m. The next CTSA-AC meeting is tentatively scheduled to meet at the STA in September 2015.

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**ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE
AGENDA
Draft Minutes for the meeting of
August 12, 2015**

1. CALL TO ORDER

Len Augustine called the meeting to order at 2:00 p.m. in the Solano Transportation Authority (STA) Conference Room.

Voting Members Present: *In Alphabetical Order by Last Name*

Len Austustine	City of Vacaville
Jerry Castanon	City of Dixon
Erin Hannigan	County of Solano
Steve Hartwig	Technical Advisory Committee Representative
Jesse Malgapo	City of Vallejo
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Norman Richardson	City of Rio Vista
Pete Sanchez	City of Suisun City

Voting Members Not Present: *In Alphabetical Order by Last Name*

None.

Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA
Len Augustine	City of Vacaville
Ryan Dodge	STA
Sheila Ernst	STA
Robert Guerrero	STA
Drew Hart	STA
John McKenzie	Caltrans
Radmehr Nawroozi	STA Intern
Chris Ronco	STA Intern
Matt Tuggle	County of Solano

2. APPROVAL OF AGENDA

On a motion by Harry Price, and a second by Pete Sanchez, the Arterials, Highways, and Freeways committee unanimously approved the August 12, 2015 agenda. (9 Ayes, 0 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. INFORMATIONAL ITEMS (Discussion)

A. Plan Background – The Solano CTP Structure and Regional Plans, and How the Solano CTP Will Be Used

Robert Macaulay provided a presentation on the plan background of the Solano CTP structure and regional plans and how the CTP will be used. He stated that 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. He stated that the CTP consists of three main elements: Active Transportation, Arterials, Highways and Freeways, and Transit & Ridesharing. He explained each element of the Solano CTP structure.

STA Board Member Elizabeth Patterson asked for clarification on how STA gets the cities and county to respond to what needs to be addressed with land use planning as it pertains to goals and SB 375.

Robert Macaulay responded that STA influences that through reward system. He stated that OBAG funding that STA gets through the Metropolitan Commission (MTC) requires that 50% these funds must be used on projects in Priority Development Areas (PDA’s) directly connected to or in support of land use areas.

B. Data Gathering – How We Know What we Think We Know

Ryan Dodge stated that the traditional measure of roadway performance is by Level of Service (LoS), usually measured by the volume to capacity ratio. Mr. Dodge explained that the most common way of gathering local roadway volume data is through the use of pneumatic tubes placed across roadways that measure the number of vehicles crossing the tubes during a specific time duration or peak hour.

Anthony Adams provided a presentation on Pavement Condition Index (PCI) for local roads and International Roughness Index (IRI) for highways and freeways. He explained that PCI is obtained every two to four years by either a certified local agency (Solano County) or a certified consultant through in-person visual inspections of the road. Mr. Adams stated that the data obtained is submitted into MTC’s Street Saver program. He described the typical pavement sections courses, costs, conditions and treatments for local streets and roads. Mr. Adams explained that IRI is measured by vehicle sensor lasers during vertical travel over distances on highways and freeways.

STA Board Member Sanchez asked if city personnel goes on a “ride along” to see how the measurement is being done with the PCI inspector. Anthony Adams responded that the PCI inspector only submits the data to city personnel accordingly and does not have a ride along.

STA Board Member Sanchez asked when the last time Suisun City had a PCI inspection. Anthony Adams responded that Suisun City’s last PCI inspection was obtained in 2014.

STA Board Member Elizabeth Patterson asked for clarification how recycling pavement treatment is decided. Robert Macaulay responded that this information can be made available after further discussion with TAC members.

STA Board Member Elizabeth Patterson asked if Caltrans ever goes out to the Benicia Recreation Area to survey the road conditions.

Robert Guerrero responded that Caltrans does not survey roads in State Recreation Parks.

The group discussed Level of Service (LOS).

STA Board Member Elizabeth Patterson commented that UC Davis Institute of Transportation has the Pegasus Program that applies the destination analysis and suggested a presentation be provided to the STA.

STA Board Member commented that metering systems congest local roads.

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

Robert Macaulay provided an update on the CTP and the Arterials, Highways, and Freeways element state of the system report and how it focus on operations, pavement conditions and safety on routes of regional significance. He stated that the overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system to a desired condition, then prioritize steps to define the system and the current condition of the system. Mr. Macaulay explained that the Solano CMP includes a defined roadway system that monitors mobility that 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. Mr. Macaulay discussed the 2015 observed and measured recurring traffic congestion throughout Solano County.

John McKenzie provided a presentation on the 2013 Caltrans Pavement Conditions Survey for Solano County which focuses on major and minor pavement distress. He outlined the pavement conditions that are relevant to the County and explained that every 3 to 4 years Caltrans reprioritizes their priorities.

Robert Macaulay stated that the map and information provided will be incorporated into the State of the System Report and asked the group if the right roads to selected.

STA Board Member Elizabeth Patterson stated that the right roads were selected. She requested complete street status updates to give us inability to do future budgeting and grant requests.

Len Augustine recommended adding information on Fry, Hay and McCormick Road.

D. Solano Annual Pothole Report

Anthony Adams provided a presentation on the Solano annual pothole report. He stated that over the past three years on average Solano County has spent \$18.1 million dollars on local streets and road maintenance. He explained that in order to achieve an average countywide pavement condition index goal of 65 (100 being the highest), an additional \$24 million annually is needed over the next 15 years which is more than twice as much as we are now spending just to maintain local streets and roads to fair condition. He stated that additional funding gaps have resulted in numerous roadways continuing to degrade from previous highs. Mr. Adams concluded that a 2015 Solano County Pothole Report is in the process of being compiled and is expected to be presented and adopted before the end of the 2015 calendar year.

Steve Hartwig stated that when Level of Service (Los) is classified during a CEQA study, it is during the peak hour of the day (rush hour).

5. FUTURE AGENDA ITEMS

A summary of the future agenda items for September 2015 were presented. A Vice-chair will be selected at the next meeting.

Robert Macaulay will be sending out the current goals of the Comprehensive Transportation Plan (CTP) Update – Arterials, Highways, and Freeways Element – State of the System Report to get feedback via email.

6. ADJOURNMENT

The meeting adjourned at 3:30 p.m. By consensus of the committee, the next Arterials, Highways, and Freeways committee is scheduled to meet at 2:00 p.m. on September 23, 2015 at the Solano Transportation Authority.



SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE
Minutes of August 19, 2015

1. CALL TO ORDER

The Safe Routes to School Advisory Committee (SR2S-AC) was called to order at approximately 1:30 p.m. in the STA Main Conference Room.

SR2S-AC Members Present:

Jim Antone	Yolo-Solano Air Quality Management District
Robin Cox	Solano County Dept. of Public Health
Ozzie Hilton	City of Vacaville, Public Works Department
Kevin McNamara	Pedestrian Advisory Committee Representative
Jay Speck	Solano County Office of Education
Andrew White	City of Suisun City Police Department

STA Staff Present:

Anthony Adams	STA
Karin Bloesch	STA
Betsy Beavers	STA
Ryan Dodge	STA
Sheila Ernst	STA
Drew Hart	STA
Judy Leaks	STA
Sarah Fitzgerald	STA

Others Present:

Constance Boulware	Rio Vista City Council
Carly Broaddus	City of Vacaville Police Department
Christina Castro	City of Dixon, Public Works Department
Chad Copeman	City of Vacaville, Public Works Department
Rachel Dula	FSUSD
Ariana Gildon	Solano Public Health
Leslie Lara	MTC
Tracy Nachand	Solano Public Health
Nouae Vue	City of Benicia, Public Works Department

SR2S-AC Members absent:

Frank Hartig	City of Benicia Police Department
Mitchell Romao	Vallejo City Unified School District
Mike Segala	Bicycle Advisory Committee Representative
Garland Wong	City of Fairfield, Traffic Engineering

2. INTRODUCTIONS

3. APPROVAL OF AGENDA: August 19, 2015

On a motion by Jay Speck and a second from Ozzie Hilton the SR2S-AC approved the agenda. (6 Ayes, 4 Absent)

4. SELECTION OF VICE-CHAIR

Andrew White nominated himself as Vice-Chair of the SR2S-AC.

On a motion by Jay Speck and a second from Kevin McNamara the SR2S-AC nominated Andrew White as the SR2S-AC Vice-Chair. (6 Ayes, 4 Absent)

5. OPPORTUNITY FOR PUBLIC COMMENT

None.

6. COMMENTS FROM STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

Sarah Fitzgerald announced that she presented general SR2S updates to the STA BAC/PAC joint committee on July 30, 2015.

Drew Hart announced that the BAC approved four SR2S infrastructure projects to receive TDA-Article 3 funding to on July 30, 2015. He stated that this item will be forwarded to TAC on August 26, 2015 and then onto the STA Board on September 9, 2015.

Jim Antone announced that he and Tracy Nachand attended an SR2S Workshop in Sacramento that focused on school policy plan implementation.

7. PRESENTATION

Leslie Lara provided a presentation on the Metropolitan Transportation Commission's Spare the Air Youth (STAY) program.

APPROVAL OF MEETING MINUTES FROM May 20, 2015

On a motion by Robin Cox and a second from Kevin McNamara the SR2S-AC approved the August 19, 2015 meeting minutes. (6 Ayes, 4 Absent)

8. ACTION ITEMS

A. SR2S Annual Report

Sarah Fitzgerald explained that in 2008, the STA Board adopted Solano's first Safe Routes to School Plan and authorized STA staff to create a Safe Routes to School Program in Solano County. She stated that the current plan was adopted by the STA Board in October 2013. She concluded that over 17,000 students participated in SR2S activities for fiscal school year 2014-15. She provided an update on the Walking School Bus and Walking Wednesday participation. She presented the fiscal year 14/15 Annual Report and concluded that the STA Executive Committee approved a new Safe Routes to School category for the Annual STA Awards.

Robin Cox recommended to *add a slide in the presentation to include the success of the FSUSD and VCUSD adopting SR2S policy language in the Board Policies.*

On a motion by Kevin McNamara and a second from Robin Cox the SR2S-AC approved the SR2S Annual Report as amended above in *bold and italics.* (6 Ayes, 4 Absent)

9. INFORMATIONAL ITEMS – DISCUSSION

A. OBAG/SR2S Engineering Projects

Anthony Adams provided an update on the SR2S Engineering Projects that received funding through OBAG Cycle 1. Mr. Adams provided status updates of the upcoming projects for the Cities of Benicia, Dixon and Rio Vista, Suisun City, Vacaville and Vallejo.

Chad Copemand, Associate Engineer with the City of Vacaville, provided an overview of the projects for the Vacaville High School engineering improvements that include ADA curb ramps, sidewalk gap closures, sidewalk widening, cross walk improvements and restriping lanes with new signage. He added that two radar speed signs will be installed at Foxboro Elementary and Vacaville High in order to reduce traffic speeds. He explained that curb ramps on West Street and West Monte Vista will be extended which will eliminate two right hand turns lanes. He concluded that the above mentioned improvements are being funded through OBAG, YSQMD, RTIF and local funds.

B. SR2S Events

Karin Bloesch provided an overview of the SR2S Events. She stated that staff will be attending the following upcoming events: Bike Mobile/3rd Thursday event in Rio Vista, the Vallejo Police Dept. Open House on Saturday, September 12, 2015 with the Bike Mobile and Bike Rodeo, International Walk to School Day and Kidfest in October. She concluded that STA staff will be handing out information about the SR2S Program at the events.

C. Enforcement Grant – Crossing Guard Training

Betsy Beavers stated that an updated Crossing Guard Training Video and Manual has been completed by the City of Vacaville who is currently recruiting crossing guards. She stated that the cities of Fairfield, Suisun City and Vacaville provide standard training for crossing guards. Ms. Beavers explained that the City of Benicia is working with their school district to send traffic officers to Vacaville, where Officer Carly Broaddus will provide Train the Trainer crossing guard training, which will then be provided to all City of Benicia crossing guards. She concluded that STA staff is currently working with the Vallejo Police Department to identify a department contact to take the lead on training crossing guards in the City of Vallejo.

Sarah Fitzgerald added that the City of Dixon is in the process of recruiting a Student Resources Officer.

D. Solano County Public Health Update

Tracy Nachand provided an update on activities conducted by Solano Public Health. He stated that he will be working with Chief Tim Mattos of the Suisun City Police Department to promote helmet education to students.

Robin Cox stated that they are working closely with Fairfield and Vacaville Unified School Districts to implement school wellness and other policies. She asked the SR2S-AC to submit input on what other cities and schools to target.

Chair Antone encouraged Ms. Cox to research other school districts' language pertaining to biking, pedestrians, active transportation and general plan updates.

Robin Cox responded that they utilize Change Lab Solutions which has a policy tool kit for good, better and best policy language for inclusion into School Board Policies.

E. Active Transportation Plan Update

Sarah Fitzgerald provided an update on the Active Transportation plan. She stated that STA's SR2S program received \$388,000 through the ATP Cycle 1 grant program, which is administered through the California Transportation Commission (CTC) and Caltrans. She explained that Caltrans did not approve a stipend for volunteers who lead Walking School Buses. Ms. Fitzgerald noted that STA has received approval to allocate money to the school districts, who will be able to hire temporary staff to be SR2S On-Site Coordinators to act as the school's liaison with the SR2S program to lead walking school bus routes, implement surveys and organize SR2S activities.

Sarah Fitzgerald concluded that STA's SR2S program submitted an application for ATP Cycle 2 funds in the amount of \$3M for a combined infrastructure and non-infrastructure Safe Routes to Schools project to provide infrastructure improvements at 7 schools and education outreach to 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo. She concluded that decisions on Cycle 2 funding will be made in September 2015.

1. INFORMATIONAL ITEMS – NO DISCUSSION

A. Attendance Matrix

2. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

Rachel Dula of the Fairfield-Suisun Unified School District announced that they are in the process of updating their Facilities Master Plan. This plan is going through significant public outreach. They hope to bring it to their Board in early 2016 for adoption.

3. ADJOURNMENT

The meeting was adjourned at 2:58 p.m. The next meeting of the SR2S-AC will be a *lunch meeting* on November 18, 2015 at 11:30 a.m. in the STA Conference Room.



TRANSIT & RIDESHARE COMMITTEE
Draft Minutes for the meeting of
August 20, 2015

1. CALL TO ORDER

Jack Batchelor, Jr. called the meeting to order at 12:00 p.m. in the Solano Transportation Authority (STA) Conference Room.

Voting Members Present: *In Alphabetical Order by Last Name*

Mona Babauta	SolTrans
Jack Batchelor	City of Dixon
Curtis Hunt	City of Vacaville – for Len Augustine
Chuck Timm	City of Fairfield – for Harry Price
Jesse Malgapo	City of Vallejo – for Osby Davis
Elizabeth Patterson	City of Benicia

Voting Members Not Present: *In Alphabetical Order by Last Name*

Jim Allison	Ex-Officio - CCJPA
Len Augustine	City of Vacaville
Kevin Connelly	Ex-Officio - WETA Representative
Osby Davis	City of Vallejo
Erin Hannigan	County of Solano
Harry Price	City of Fairfield

Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA
Sheila Ernst	STA
Tiffany Gephart	STA
Daryl Halls	STA
Kristina Holden	STA
Philip Kamhi	STA
Judy Leaks	STA
Robert Macaulay	STA
Liz Niedziela	STA
Elizabeth Richards	Elizabeth Richards Consulting

2. APPROVAL OF AGENDA

On a motion by Jack Batchelor, Jr., and a second by Curtis Hunt, the Transit and Rideshare committee approved the August 20, 2015 agenda. (6 Ayes, 6 Absent)

3. SELECTION OF VICE-CHAIR

Chair Batchelor, Jr. proposed that Erin Hannigan be the Vice-Chair for the Transit and Rideshare committee.

On a motion by Curtis Hunt, and a second by Chuck Timm, the Transit and Rideshare committee selected Erin Hannigan as Vice-Chair of the Transit and Rideshare committee. (6 Ayes, 6 Absent)

4. **INFORMATIONAL ITEMS (Discussion)**

A. CTP Background

Robert Macaulay provided a presentation on the plan background of the Solano CTP structure and regional plans and how the CTP will be used. He stated that 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. He stated that the CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing.

B. Comprehensive Transportation Plan (CTP) Update – Transit Rideshare – State of the System Report

Robert Macaulay provided an update on the CTP and the Transit Rideshare state of the system report. He stated that the overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system to a desired condition, then prioritize steps to define the system and identify the current condition of the system. Mr. Macaulay outlined the characteristics of the Transit Rideshare State of the System Report. Robert Macaulay encouraged the committee members to review the State of the System Report over the next 4 to 6 six weeks and submit comments to him if needed.

C. Current STA Plans and Studies

1. *Transit Coordinated Short Range Transportation Plan (SRTP) & Corridor Study - Phase 2*

Philip Kamhi provided a presentation on Phase 2 of the Transit Coordinated SRTP & Corridor Study. He explained that in phase 1, demographics were monitored and resulted in a revised system. He discussed the current SolanoExpress system and Alternative B BART – Like Trunk System. He explained that the seven route system has been consolidated to 4 routes to improve transportation.

Chair Batchelor asked what tactic will be used to increase Walnut Creek BART ridership and stops.

Philip Kamhi responded that outreach public meetings will begin in October to obtain feedback in order to improve service options.

Curtis Hunt suggested extending BART operating hours beyond 7:00 p.m.

Philip Kamhi responded that Route 40 hours may be extended once it replaces Route 90.

Curtis Hunt expressed concerns about housing for students that will be coming from all over California once they are accepted into the new four year Biotech degree program at Solano Community College.

2. *Rideshare Program*

Judy Leaks provided a presentation on the Rideshare program. She stated that there are currently 233 vanpools, amounting in 466 trips per day, equaling 5,016 daily passengers, and grand totaling 1.2M passenger trips annually. She outlined the current SNCI

programs. She stated that the Call Center provides transit trip planning for passengers throughout the Bay Area using the SolanoExpress, Capitol Corridor, Ferry, BART, AC Transit and Golden Gate Transit. Ms. Leaks discussed the Employer Outreach and component, incentives, and promotions to help increase alternatives such as carpool/vanpool, transit, biking, and walking alternatives.

3. *Mobility Management Program*

Daryl Halls provided a presentation on the Mobility Management Program. He explained that the senior population is aging and will double in the next 30 years. He discussed the Solano Senior Poverty Summits that were held in 2014 where mobility needs and issues of the rapidly growing senior and disabled population were identified. Mr. Halls announced that the Call Center has officially moved over to the Info Depot Center staffed with two Customer Service Representatives. He outlined the Mobility Call services, Travel Training and the ADA Eligibility program and partnerships. He discussed the Intercity Taxi Scrip program and the CTSA designation and its purpose.

Curtis Hunt asked how Intercity Taxi Scrip is being monitored.

Daryl Halls responded that it is operated on a community level.

Philip Kamhi added that a verification process is done on a local level through follow-up calls to get feedback from Intercity Taxi Scrip users.

5. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2015 were presented.

6. ADJOURNMENT

The meeting adjourned at 1:30 p.m. The next Transit & Rideshare committee meeting is tentatively scheduled to meet on October 8, 2015 at 2:00 p.m. at the Solano Transportation Authority.

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**BICYCLE ADVISORY COMMITTEE (BAC)
DRAFT Minutes for the Meeting of
September 3, 2015**

1. CALL TO ORDER/SELF INTRODUCTIONS

The meeting of the STA’s Bicycle Advisory Committee (BAC) 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
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:

David Pyle	City of Fairfield
Vacant	City of Rio Vista

Others Present:

Rob Powell	Citizen
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STA Staff Present

Drew Hart	STA
Zoe Zaldivar	STA

2. CONFIRM QUORUM

Quorum was confirmed for the STA BAC. Mike Segala, Chair (BAC)

3. APPROVAL OF THE AGENDA

On a motion by Barbara Wood and a second by Ray Posey, the BAC approved the agenda.
(7 Ayes, 0 Nays, 1 Absent)

4. OPPORTUNITY FOR PUBLIC COMMENT

Clarification required.

5. Minutes of the BAC of September 3, 2015

A. Recommendation:

Approve STA BAC Meeting Minutes of September 3, 2015.

On a motion by Nancy Lund, and a second by Barbara Wood, the BAC approved the minutes of March 5, 2015. (7 Ayes, 0 Nays, 1 Absent)

6. INFORMATION - DISCUSSION

A. Background:

The Solano Transportation Authority (STA) has adopted a countywide policy to include bike route signs on bicycle facilities that are part of the countywide bikeway network.

The Solano Countywide Bicycle Transportation Plan identifies a bicycle wayfinding and marking system to enhance the ease of navigation for bicyclists. Both the STA's Bike and Pedestrian Plans identify implementing Countywide Bicycle and Pedestrian Wayfinding Signage as a priority.

Ultimately, a Wayfinding Plan will be produced with the input of the BAC which will guide future sign placement principles and establish standards. This will be especially useful when directional signs (with listed destinations and distances) are added the signs that already exist. In the meantime, existing regional bike routes that are in need of bike route signs will be identified by the BAC and local agency staff. STA staff will work with agency staff to coordinate the installation of Solano Bike Route Signs.

The Wayfinding Plan is currently being drafted and will receive feedback from the BAC and PAC.

B. 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. 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.

STA staff presented TDA Article 3 funding recommendations to the BAC on July 30, 2015. The list was forwarded to the TAC on August 26, 2015 which forwarded a recommendation to the STA Board. The Board will review and act on the recommendation on September 9, 2015.

Discussion:

Currently, many of the projects on the BAC and the PAC 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.

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 from Solano County agencies receive funding, STA can use unallocated TDA Article 3 money to provide matching funds for the projects.

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 into two other projects in Solano County are provided below.

Suisun City, Driftwood Drive

The Class I bikeway connectivity project is estimated to cost approximately \$635,000. Suisun City staff, with the assistance of STA staff, applied for \$108,000 in TFCA funding. This leaves a remaining shortfall of approximately \$128,000. 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.

However, 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. This brings the TDA Article 3 request down to only \$30,000.

Vallejo, Downtown Streetscape

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 bids caused this project to be underfunded by about \$350,000.

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.

Funding projects often require much coordination and multiple funding sources. The funding strategy that STA staff is presenting to the STA Board will fully fund three bike and pedestrian projects after a project delivery challenge.

- C. The current SCS was adopted in 2013, and is known as Plan Bay Area. The current Solano CTP was adopted in 2005 and needs to be updated prior to the next RTP/SCS being developed in 2017.

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

STA's goal in the update of the CTP is to hear from as many residents in Solano County. STA staff has made over 20 presentations to local service clubs, interest groups, and community organizations to date. In addition to these presentations where staff listen to the ideas and concerns of community members, STA has a website set up to receive comments and suggestions from the public. That website is Solano2040.org.

7. INFORMATION – NO DISCUSSION

A. 2015 BAC Member Attendance Matrix

8. Member Comments & Follow Up Items

None.

9. ADJOURNMENT

The STA BAC meeting adjourned at 7:40 p.m. The next meeting of the STA BAC is **Thursday, November 5th 2015.**

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



DATE: September 21, 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 the remainder of Calendar Year 2015 and STA Board and Advisory meeting schedule for Calendar Year 2016 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for the remainder of Calendar Year 2015
- B. STA Board and Advisory Meeting Schedule for Calendar Year 2016

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**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2015**

SUMMARY:	
STA Board:	Meets 2 nd Wednesday of Every Month
Consortium :	Meets <i>Last</i> Tuesday of Every Month
TAC:	Meets <i>Last</i> Wednesday of Every Month
BAC:	Meets 1 st Thursday of every <i>Odd</i> Month
PAC:	Meets 3 rd Thursday of every <i>Even</i> Month
PCC:	Meets 3 rd Thursday of every <i>Odd</i> Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2016**

SUMMARY:
 STA Board: Meets 2nd Wednesday of Every Month
 Consortium : Meets Last Tuesday of Every Month
 TAC: Meets Last Wednesday of Every Month
 BAC: Meets 1st Thursday of every Odd Month
 PAC: Meets 3rd Thursday of every Even Month
 PCC: Meets 3rd Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 14	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Tues., January 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., February 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., February 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., March 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	Solano Community College	Tentative
Thurs., March 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., March 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., April 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., May 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 18	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	City of Benicia	Tentative
Tues., May 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., June 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Tues., June 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Tentative
Thurs., July 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
July 26 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 27 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
August 10 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 17	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., August 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., August 30	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 31	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 15	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Tentative
Thurs., September 1	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., September 27	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 28	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
No meeting due to STA's Annual Awards in November (No STA Board Meeting)		Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
November TBD	6:00 p.m.	STA's 18 th Annual Awards	TBD - Rio Vista	Confirmed
Thurs., November 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	John F. Kennedy Library	Tentative
Thurs., November 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 16	11:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., November 15	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 16	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., December 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Tues., December 20	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., December 21	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed