



**MEETING AGENDA**

**6:00 p.m., STA Board Regular Meeting  
 Wednesday, October 14, 2015  
 Suisun City Hall Council Chambers  
 701 Civic Center Drive  
 Suisun City, CA 94585**

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

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

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

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

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

**ITEM**

**BOARD/STAFF PERSON**

- 1. **CALL TO ORDER/PLEDGE OF ALLEGIANCE** Chair Patterson  
(6:00 – 6:05 p.m.)
  
- 2. **CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Patterson  
An official who has a conflict must, prior to consideration of the decision; (1) publicly identify in detail the financial interest that causes the conflict; (2) recuse himself/herself from discussing and voting on the matter; (3) leave the room until after the decision has been made. Cal. Gov't Code § 87200.
  
- 3. **APPROVAL OF AGENDA**  
(6:05 – 6:10 p.m.)

**STA BOARD MEMBERS**

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

**STA BOARD ALTERNATES**

Tom Campbell	David Hampton	Jerry Castanon, Jr.	Chuck Timm	Lori Wilson	Curtis Hunt	Jesse Malgapo	Erin Hannigan
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**4. OPPORTUNITY FOR PUBLIC COMMENT**

(6:10 – 6:15 p.m.)

**5. EXECUTIVE DIRECTOR’S REPORT - Pg. 9**

(6:15 – 6:20 p.m.)

Daryl K. Halls

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

(6:20 – 6:25 p.m.)

Jim Spering,  
MTC Commissioner

**7. STA PRESENTATIONS**

(6:25 – 6:35 p.m.)

**A. Nominations for STA’s 25<sup>th</sup> Anniversary Awards**

Jayne Bauer

**B. Directors Reports:**

**1. Planning**

Robert Macaulay

**2. Projects**

Janet Adams

**3. Transit/Rideshare/Mobility Management**

Philip Kamhi

Judy Leaks

**8. CONSENT CALENDAR**

Recommendation:

Approve the following consent items in one motion.

(Note: Items under consent calendar may be removed for separate discussion.)

(6:35 – 6:40 p.m.)

**A. Minutes of the STA Board Meeting of September 9 2015**

Johanna Masiclat

Recommendation:

Approve STA Board Meeting Minutes of September 9, 2015.

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**B. Draft Minutes of the TAC Meeting of September 30, 2015**

Johanna Masiclat

Recommendation:

Approve Draft TAC Meeting Minutes of September 30, 2015.

**Pg. 23**

**C. Transportation Development Act (TDA) Article 3 – Resolutions of Support**

Drew Hart

Recommendation:

Approve the following:

1- STA Resolution No. 2015-08 TDA Article 3 FY 2015-16 STA as specified in Attachment A; and

2- STA Resolution No. 2015-09 TDA Article 3 FY 2015-16

Countywide Coordinated Claim as specified in Attachment A

**Pg. 29**

- D. Paratransit Coordinating Council (PCC) Membership Status and Appointments** Liz Niedziela  
Recommendation:  
Approve the following:
1. Reappoint Richard Burnett to the PCC for a three (3) year term as MTC PAC Advisory Committee representative; and
  2. Reappoint James Williams to the PCC for a three (3) year term as a member-at-large.
- Pg. 41**
- E. Fiscal Year (FY) 2015-16 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans** Susan Furtado  
Recommendation:  
Approve the following:
1. STA's ICAP Rate Application for FY 2015-16; and
  2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.
- Pg. 43**
- F. Contract Amendment - Federal Legislative Advocacy Services** Jayne Bauer  
Recommendation:  
Approve the following:
1. Authorize the Executive Director to enter into a 24-month Contract Amendment with Akin Gump Strauss Hauer & Feld LLP (Akin Gump);
  2. Authorize the Executive Director to extend the contract with the Cities of Dixon, Fairfield, Vacaville and Vallejo to provide federal advocacy services in pursuit of federal funding for the STA's priority projects through December 31, 2017 at a total cost not-to-exceed \$231,600; and
  3. The expenditure of \$50,400 to cover the STA's contribution for this 24-month contract.
- Pg. 45**
- G. Contract Amendments - Transit Corridor Studies Project Manager and Transit Finance Consultant Services** Philip Kamhi  
Recommendation:  
Approve the following:
1. Authorize the Executive Director to execute a contract amendment with McElroy Transit for Transit Corridor Studies Project Manager and to assist in the implementation of related programs in FY2015-16 for an amount not-to-exceed \$58,750; and
  2. Authorize the Executive Director to execute a contract amendment with NWC Partners, Inc. for Transit Finance Consultant Services in FY2015-16 for an amount not-to-exceed \$99,750.
- Pg. 49**
- H. STA's Local Preference Policy FY 2014-15 Year-End Report** Judy Kowalsky  
Recommendation:  
Receive and file.  
**Pg. 55**

- I. Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program Fourth Quarter Report** Judy Kowalsky  
Recommendation  
 Receive and file.  
**Pg. 59**
- J. Solano Napa Commuter Information (SNCI) Program Annual Report for Fiscal Year (FY) 2014-15 and Work Plan for FY 2015-16** Judy Leaks  
Recommendation  
 Receive and file.  
**Pg. 61**
- K. Intercity Taxi Scrip Program – Fiscal Year (FY) 2014-15 Annual Report** Philip Kamhi  
Recommendation  
 Receive and file.  
**Pg. 69**
- L. Request for Qualifications: On Call Public Private Partnership Consulting Services** Robert Guerrero  
Recommendation:  
 Authorize the Executive Director to:
1. Issue a Request for Qualifications for Public-Private Partnership (P3) Services to assist in the SR 37 Corridor P3 Study; and
  2. Enter into a contract for an amount not-to-exceed \$50,000 for P3 Services for the SR 37 Corridor.
- Pg. 71**
- M. 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 in partnership with Marin, Napa, and Sonoma Transportation Authority; and
  2. Share in the local match cost of \$64,972 subject to grant approval.
- Pg. 73**
- N. 2015 Solano Congestion Management Program Update** Robert Macaulay  
Recommendation:  
 Authorize the Executive Director to release the 2015 Solano Congestion Management Plan (CMP) for a 30-day review and comment period.  
**Pg. 75**

**O. Authorization for Request for Qualifications for Public Information Consultant Services**

Daryl Halls

Recommendation:

Authorize the Executive Director to:

1. Issue a Request for Qualifications for Public Information Consultant Services; and
2. Enter into a contract for an amount not-to-exceed \$115,000 with the selected Public Information Consultant.

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**9. ACTION FINANCIAL ITEMS**

**A. Solano Intercity Taxi Scrip Program Proposed Fare Change**

Philip Kamhi  
Mary Pryor, NWC

Recommendation:

Authorize the Executive Director to release for 30-day 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, and
2. Set the low-income threshold for the discount fare at 138% of the Federal Poverty Level, consistent with the Medi-Cal program.

(6:55 – 7:05 p.m.)

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**B. Regional Transportation Impact Fee (RTIF) 2<sup>nd</sup> Annual Report**

Robert Guerrero

Recommendation:

Approve the 2<sup>nd</sup> Annual Solano County Regional Transportation Impact Fee (RTIF) Annual Report for FY 2014-15.

(7:05 – 7:10 p.m.)

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**10. ACTION NON-FINANCIAL ITEMS**

**A. Sustainable Communities (SCS)/Regional Transportation Plan (RTP) – Priority Projects for Solano County**

Robert Macaulay

Recommendation:

1. Conduct Public Hearing; and
2. Approve the SCS Project List as shown in in Attachment E.

(7:10 – 7:15 p.m.)

**Pg. 109**

**B. STA's 2016 Legislative Priorities and Platform and Legislative Update**

Jayne Bauer

Recommendation:

Take the following actions:

1. Distribute the STA's 2016 Legislative Priorities and Platform as shown in Attachment C for a 30-day review and comment; and
2. Oppose ABX1-24.

(7:15 – 7:20 p.m.)

**Pg. 179**

- C. Approval of the Memorandum of Understanding the State Route 37 Corridor between the Napa County Transportation Planning Agency, Sonoma County Transportation Authority, and the Transportation Authority of Marin** Bernadette Curry  
Recommendation:  
 Approve the following:
1. The attached Memorandum of Understanding (MOU) for the State Route 37 Corridor;
  2. Authorize the Executive Director to execute the same; and
  3. Appoint three members to serve on the SR37 Policy Committee.
- (7:20 – 7:25 p.m.)  
**Pg. 207**
- 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.  
 (7:25 – 7:30 p.m.)  
**Pg. 219**
- E. Solano Transportation Improvement Authority (STIA) Board Recommendation: Local Transportation Funding** STIA Chair  
James Spering  
Recommendation:  
 Consider a recommendation from the STIA Board authorizing the STA Board Chair and Board Members to forward a letter to the Solano County Board of Supervisors requesting their consideration of a local funding source to address the following:
1. Maintenance and Repair of Local Streets and Roads and Road Safety Projects
  2. Senior/Disabled Mobility
  3. Oversight and Accountability
- (7:30 – 7:35 p.m.)  
**Pg. 253**

**11. INFORMATIONAL ITEMS – NO DISCUSSION**

- A. Transit Corridor Study Public Outreach** Philip Kamhi  
**Pg. 255**
- B. SolanoExpress 2015 Marketing Plan Update** Jayne Bauer  
**Pg. 259**
- C. Summary of Funding Opportunities** Drew Hart  
**Pg. 265**
- D. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2015 and 2016** Johanna Masiclat  
**Pg. 269**

## 12. BOARD MEMBERS COMMENTS

## 13. ADJOURNMENT

Due to the STA's 47<sup>th</sup> Annual Meeting to be held on November 4, 2015, the next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, December 9, 2015**, Suisun Council Chambers.

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## MEMORANDUM

DATE: October 2, 2015  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – October 2015

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

### **Governor and State Legislature Continue Special Transportation Session without Solution for State's Transportation Infrastructure Needs**

The special session for transportation is on hiatus until later in the year without a resolution to address the State of California's overwhelming funding shortfall for addressing the maintenance and preservation of the state highway system and local streets and roads. For a number of reasons, the Governor and the State Legislature were unable to come to agreement on a transportation funding plan for California. A summary developed by the California Association of Council of Governments (CALCOG) provides a good comparison of the various proposals being discussed when the regular Legislative session concluded. The end result for this fiscal year is a 25% cut in local streets and roads funding resulting in Solano County's cities and the County collectively losing \$5 million (out of a total of \$20.5 million) in badly needed state gas tax funds for local streets and roads. This is a significant hit for Solano County's local streets and roads which rely on 79% of its revenues for local streets and roads coming from the state gas tax.

The lack of available state funding for transportation is also affecting the State Transportation Improvement Program (STIP), the primary state transportation funding source for new transportation capacity projects for roads, highways and transit. Currently, state funding is appropriated 44% to the STIP, 44% to local streets and roads, and 12% to the State Highway Operations and Protection (SHOPP) for maintenance of the state's highways. Recently, the California Transportation Commission (CTC) released the fund estimate for the 2016 STIP, which will add two years of the programming to the five year STIP program. The STIP Fund Estimate identifies only a total of \$46 million statewide in new STIP capacity. As a comparison, the 2014 STIP, which was thought to be only about half of a traditional STIP programming cycle, programmed a total of \$1.2 billion in new STIP capacity. The end result is the CTC is projecting no new programmed STIP projects in the 2016 STIP with the limited funds to be dedicated to insure currently programmed STIP projects have the available funding needed for allocation based on the current year programmed in the STIP. Solano County's STIP programming is primarily invested in the two segments of the Jepson Parkway (Fairfield and Vacaville) totally \$39 million in STIP, which are currently wrapping up right of way activities and preparing for

an allocation vote at the CTC for construction in FY 2015-16. STA staff is working with the City of Vacaville to develop a funding agreement with Vacaville for a third segment of the Jepson Parkway that will include \$9.3 million in Solano's remaining STIP capacity that is scheduled to go to construction in FY 2018-19. The STIP funding for this project comprises half of the total project cost for the Jepson Parkway with the remainder matched with local impact fees and Regional Transportation Impact Fee (RTIF) revenues.

**Federal Authorization Bill Waits for Change in Leadership**

The current extension of the Federal Surface Transportation Bill is scheduled to expire on October 31, 2015. The good news is the likely new House Speaker, Kevin McCarthy (R-California), has identified addressing the federal transportation bill as one of his two priorities as incoming House Speaker.

**STA's Draft Legislative Platform \***

STA staff has prepared the draft 2016 Legislative Platform and Priorities in preparation for the forthcoming legislative session in Sacramento and in Washington, DC. STA's Federal lobbyist, Susan Lent, Akin & Gump, is scheduled to visit the STA Board on December 9, 2016. The STA's State lobbyist, Shaw, Yoder, Antwih, is scheduled to visit the STA Board in January 2016.

**City of Benicia to Host STA's 18<sup>th</sup> Annual Awards Celebrating 25<sup>th</sup> Anniversary of STA \***

The 18<sup>th</sup> Annual STA Awards are scheduled for November 4<sup>th</sup> at the Clock Tower in the City of Benicia. The theme will be "Back to the Future" with a celebration of the STA's 25<sup>th</sup> Anniversary since its formation as a Joint Powers Authority (JPA) by the seven cities and the County of Solano in 1990. At the Board meeting, staff will provide the Board with the list of nominations for the various awards categories.

**STIA Board Slates to Provide Funding Recommendation to STA Board Regarding Local Streets and Roads and Road Safety \***

The Solano Transportation Improvement Authority (STIA) Board has been meeting jointly with the Solano County City Managers, County Chief Administrative Officer, and County Public Directors to discuss addressing the current and projected funding shortfall for Solano County's local streets and roads. Additional discussions have also focused on local road safety, mobility programs for the growing number of seniors and people with disabilities population, and to heighten the public accountability and trust in terms of use of funding and the timely and efficient delivery of projects. The STIA Board is scheduled to also meet on October 14<sup>th</sup> and to consider forwarding a recommendation to the STA Board.

**STA's Safe Routes to School Program Coordinates International Walk to School Day Events Countywide**

International Walk to School Day is scheduled for Wednesday, October 7, 2016. The STA's Safe Routes to School Program is celebrating this day by coordination of a number of Walk to School Day events at school locations throughout Solano County. Schools at each of the seven districts located in Solano County are registered and a number of members of the STA Board will be participating.

**STA to Submit Solano County Priorities to Metropolitan Transportation Commission (MTC) for Federal and State Funding as Part of Plan Bay Area Process \***

An early step in the process for the development of the Plan Bay Area (as titled by MTC for the Bay Area, but commonly referred to as the regional transportation plan throughout the country) is for each of the nine congestion management agencies to submit a list of their current and future transportation projects and programs to MTC to be assessed and evaluated by MTC staff. STA staff has been working with staff from the seven cities and the County to submit regional projects to be considered. The projects to be submitted are those projects to be considered for federal or state funding over the lifecycle of this regional plan.

**Four County North Bay Partnership Emerges for Highway 37 Corridor \***

Highway 37 is an important east-west corridor that traverses the four North Bay counties of Marin, Napa, Solano and Sonoma. All four counties have expressed an interest in addressing increasing traffic congestion and safety along the 37 corridor and recent analysis by UC Davis study, funded by Caltrans, that focuses on the potential impact to the corridor as a result of near-term and longer term sea level rise. At the request of the participating elected officials from the four counties, a Memorandum of Understanding (MOU) has been prepared to provide a forum for the four counties to work with Caltrans, the Metropolitan Transportation Commission, the Bay Area Conservation Development Commission (BCDC), and other potential partners to ensure local communities' concerns get addressed. Staff is also recommending the STA Board authorize the submittal of the Strategic Partnership Planning Grant to initiate a feasibility study for the corridor.

**2<sup>nd</sup> RTIF Program Annual Report Highlights Committed Funding and Three Projects Under Construction \***

STA staff has completed the Second Annual Report for the Solano Regional Transportation Impact Fee (RTIF) program. Through the end of July 2015, \$1.7 million in RTIF revenue has been collected, three RTIF funded projects are currently under construction due in part to funding pledged from the Solano RTIF program, and 77% of the RTIF funds collected have already been programmed for RTIF eligible projects.

**STA Schedules Public Workshops for Discussion of SolanoExpress Service Changes**

As part of the Phase 2 service planning effort for the Transit Corridor Study, STA has scheduled public workshops in Fairfield (October 28<sup>th</sup>), Vacaville (November 5<sup>th</sup>) and Vallejo (October 29<sup>th</sup>). These workshops are intended to discuss proposed service changes and enhancement with existing riders and new proposed riders. The new proposed service changes are intended to provide increased frequency and more accessibility for Solano County residents traveling both within and outside the county.

**SolTrans Celebrates Completion of Operations and Maintenance Facility and Curtola Expansion Project**

On September 21st, I joined with STA Board Member, SolTrans Chair, and Vallejo Mayor Osby Davis and SolTrans Board Members and staff at the ribbon cutting event for SolTrans new Operational and Maintenance Facility. On October 14<sup>th</sup>, I am planning to attend the ribbon cutting event for SolTrans Curtola Park and Ride Expansion Project.

Both projects are important milestones for both SolTrans and improved transit service for Solano County. Congratulations to the SolTrans Board and Mona Babauta, the project manager, Marty Hanneman, and SolTrans staff. I also want to acknowledge the contributions of STA's Janet Adams and Robert Guerrero for their efforts on the project's project development team, and our transit consultant, Jim McElroy. There was also quality collaboration from staff from the City of Vallejo, Caltrans, and funding support from the Metropolitan Transportation Commission (MTC) in support of the Curtola Park and Ride Expansion Project.

**STA's Local Preference Policy Completes Fourth Year Focusing on Opportunities for Local Businesses \***

STA's Local Preference Policy has completed its fourth year since it was adopted as a priority by the STA Board. This past year, a total of \$52,557 in service contracts was awarded to local firms and businesses.

**Abandoned Vehicle Programs Abates 4,099 Vehicles in FY 2014-15 \***

Due to the collective efforts of all seven cities and the County, a total of 4,099 abandoned vehicles were towed (abated) throughout Solano County. One of those countywide collaborations that is quietly effective.

**STA Staff Update**

STA has recently hired a new part-time Customer Service Representative. Elizabeth Sanchez, to replace Amy Antunano, who is expecting her second child at the end of October. Elizabeth is a resident of the City of Vacaville and is scheduled to begin work with STA in support of the Mobility Call Center on October 19<sup>th</sup>.

Attachment:

- A. STA Acronyms List of Transportation Terms (Updated June 2014)



**SOLANO TRANSPORTATION AUTHORITY**  
**Board Minutes for Meeting of**  
**September 9, 2015**

**1. CALL TO ORDER**

Chair Patterson called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

**MEMBERS**

**PRESENT:** Elizabeth Patterson, Chair City of Benicia  
Norman Richardson, Vice Chair City of Rio Vista  
Jack Batchelor City of Dixon  
Harry Price City of Fairfield  
Pete Sanchez City of Suisun City  
Len Augustine City of Vacaville  
Jesse Malgapo (Alternate) City of Vallejo  
Jim Spering County of Solano

**MEMBERS**

**ABSENT:** Osby Davis City of Vallejo

**STAFF**

**PRESENT:** Daryl K. Halls Executive Director  
Bernadette Curry Legal Counsel  
Janet Adams Deputy Exec. Director/Dir. of Projects  
Robert Macaulay Director of Planning  
Johanna Masielat Clerk of the Board/Office Manager  
Susan Furtado Administrative Svcs. & Accounting Manager  
Liz Niedziela Transit Program Manager  
Philip Kamhi Transit Program Manager  
Sarah Fitzgerald SR2S Program Administrator  
Robert Guerrero Senior Project Manager  
Drew Hart Associate Planner  
Paulette Cooper Commute Consultant  
Melissa Nance Walking School Bus Coordinator  
Erika Dohina Customer Svc. Representative

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

Michael Abegg Solano County Transit (SolTrans)  
Nathan Atherstone Fairfield and Suisun Transit (FAST)  
Bill Emlen County of Solano  
Kevin Green Daily Republic  
George Gwynn Resident, City of Suisun City  
Steve Hartwig City of Vacaville  
George Hicks City of Fairfield

Anthony Intintoli  
 Joe Leach  
 Brent Lemon  
 Robert McConnell  
 Tom McScorley  
 Nina Rannells  
 Mike Segala  
 Belinda Smith  
 Matt Tuggle  
 John Vasquez  
 Graham Wadsworth

Water Emergency Transportation Authority  
 City of Dixon  
 Quincy Engineering  
 Resident, City of Vallejo  
 City of Suisun City  
 Water Emergency Transportation Authority  
 Councilmember, City of Suisun City  
 County of Solano  
 County of Solano  
 Supervisor, District 4, County of Solano  
 City of Benicia

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

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

**3. APPROVAL OF AGENDA**

On a motion by Board Member Batchelor, and a second by Vice Chair Richardson, the STA Board approved the agenda to include the following amendments as shown below in ~~strikethrough~~ **bold italics**. (8 Ayes)

<p><u>Item 9.K</u>          Executive Director’s Employment Agreement</p>	<p><u>Recommendation:</u>          Approve the Executive Director Employment Agreement as shown in Attachment A (<b><i>Revised</i></b>).</p>
<p><u>Item 9.N</u>          Contract Amendment – Jepson Parkway Project Right of Way Services (ARWS)</p>	<p><u>Recommendation:</u>          Approve a contract amendment of an amount <b><i>not to</i></b> <del>to</del>-exceed \$40,000 for the ARWS contract to complete the acquisitions and relocations for the Jepson Parkway Projects Phases I and II over the following 12 to 18 months.</p>
<p><u>Item 10.A</u>          TDA Article 3 Funding Recommendation for FY 2015-16</p>	<p><u>Recommendation:</u>          Approve the following programming of FY 2015-16 TDA Article 3 funding for the following projects <b><i>for an amount not to exceed</i></b>:</p> <ol style="list-style-type: none"> <li>1. \$75,000 of TDA Article 3 funds for Countywide Safe Routes to School Program;</li> <li>2. \$30,000 of TDA Article 3 for funds Rio Vista’s Highway 12 Crossing;</li> <li>3. \$128,659 of TDA Article 3 for funds Suisun City’s Driftwood Drive; and</li> <li>4. \$103,000 of TDA Article 3 for funds Vacaville’s Rocky Hills Trail</li> </ol>

**4. OPPORTUNITY FOR PUBLIC COMMENT**

George Gwynn, Suisun City Resident, commented on various government funding issues.

**5. EXECUTIVE DIRECTOR’S REPORT**

Daryl Halls provided an update on the following items:

- 2016 STIP Projected to Be Victim of Current State Transportation Funding Shortfall as State Funding Discussions for Transportation Continue
- Updated STA Budget for FY 2015-16 and New Budget for FY 2016-17
- Expanded Service for Solano Express Routes Proposed
- Solano and Other North Bay Counties Object to MTC’s Proposed Reductions in OBAG 2 Funds
- Solano Rail Facilities Plan Highlights the Potential of Rail in Solano County
- Priority Solano Projects for MTC’s New Managed Lanes Initiative
- RTIF Program Passes \$1 Million Mark and Proposes Initial Project Disbursements
- STA to Partner with Solano Land Trust to Implement Mitigation Plan for Three Transportation Projects
- Two MTC Climate Initiatives Grant Opportunity

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

None presented.

**7. PRESENTATION BY WETA ON BAY AREA FERRY SERVICES**

*Presented By: Anthony Intintoli, WETA Board Vice Chair  
Nina Rannells, WETA Executive Director*

**8. STA PRESENTATION**

**A. Safe Routes to School Annual Report**

*Presented by Sarah Fitzgerald*

**B. Update on I-80 FPI, Ramp Metering, and I-80 Express Lanes**

*Presented by Janet Adams and Robert Guerrero*

**C. Directors Reports:**

- 1. Planning**
- 2. Projects**
- 3. Transit/Rideshare/Mobility Management**

**9. CONSENT CALENDAR**

On a motion by Board Member Batchelor, and a second by Vice Chair Richardson, the STA Board unanimously approved Consent Calendar Items A through R as amended shown below in ***bold italics***. (8 Ayes)

**A. Minutes of the STA Board Meeting of July 8, 2015**

Recommendation:

Approve STA Board Meeting Minutes of July 8, 2015.

**B. Draft Minutes of the TAC Meeting of August 26, 2015**

Recommendation:

Approve Draft TAC Meeting Minutes of August 26, 2015.

- C. Fiscal Year (FY) 2015-16 Transportation Development Act (TDA) Matrix – September 2015 – Rio Vista Delta Breeze**  
Recommendation:  
 Approve the FY 2015-16 Solano TDA Matrix as shown in Attachment B for the City of Rio Vista.
- D. Bicycle Advisory Committee (BAC) Overall Work Plan FY 2015-16**  
Recommendation:  
 Receive and file.
- E. Pedestrian Advisory Committee (PAC) Overall Work Plan FY 2015-16**  
Recommendation:  
 Receive and file.
- F. Electric Vehicle Readiness Implementation Plan**  
Recommendation:  
 Authorize the STA Executive Director to:
1. Release an RFP for the Electric Vehicle Readiness Implementation Plan; and
  2. Enter into a contract with the selected consultant for an amount not-to-exceed \$262,500.
- G. Appointment to the Bicycle Advisory Committee (BAC)**  
Recommendation:  
 Reappoint Jim Fisk to the BAC for a three-year term.
- H. Appointment to Solano County Transit (SolTrans) Public Advisory Committee (PAC)**  
Recommendation:  
 Appoint Christina Arrostituto to the SolTrans PAC as the STA representative for a three (3) year term.
- I. Transit Operating Agreement with the City of Fairfield to Operate SolanoExpress Routes 30 & 90**  
Recommendation:  
 Authorize the Executive Director to enter into a transit operations agreement with the City of Fairfield to operate SolanoExpress Rts. 30 & 90 as shown in Attachment A.
- J. Solano Intercity Taxi Scrip Program Interim Changes**  
Recommendation:  
 Approve to normalize the cost per scrip booklet to \$43.54 for each transit operator in Solano County to the Solano Intercity Taxi Scrip Program.
- K. Executive Director’s Employment Agreement (*Revised*)**  
Recommendation:  
 Approve the Executive Director Employment Agreement (*Revised*) as shown in Attachment A.

- L. Contract Amendment - Americans with Disabilities Act (ADA) In-Person Eligibility – C.A.R.E. Evaluators**  
Recommendation:  
 Authorize the Executive Director to negotiate and execute a six month extension with C.A.R.E. Evaluators for an amount not-to-exceed \$119,922.
- M. Contract Amendment - Redwood Parkway – Fairgrounds Drive Improvement Project – HQE, Inc.**  
Recommendation:  
 Authorize the Executive Director to amend the contract with HQE, Inc. for an amount not-to-exceed \$10,000 for the environmental document and project approval for the Redwood Parkway – Fairgrounds Drive Improvement Project.
- N. Contract Amendment - Jepson Parkway Project Right of Way Services - ARWS**  
Recommendation:  
 Approve a contract amendment of an amount *not*-to-exceed \$40,000 for the ARWS contract to complete the acquisitions and relocations for the Jepson Parkway Projects Phases I and II over the following 12 to 18 months.
- O. Contract Amendment - Jepson Parkway Project Management - Quincy Engineering**  
Recommendation:  
 Authorize the Executive Director to amend Quincy Engineering Project Management Contract by \$220,000 for Project Management for the Jepson Parkway Project and extend the contract to December 2018.
- P. Contract Amendment I-80/I-680/SR12 Interchange – Initial Construction Project – Mark Thomas & Co.**  
Recommendation:  
 Approve a contract amendment for Mark Thomas & Co. in the not-to-exceed amount of \$250,000, to provide engineering services during construction for the I-80/I-680/SR12 Interchange – Initial Construction Package.
- Q. Building Demolition Contract for Jepson Parkway**  
Recommendation:  
 Approve the Following:
  1. Adopt STA Resolution No. 2015-07; and
  2. Authorize the Executive Director to take the following actions:
    - a) Advertise the building demolition contract for the Jepson Parkway Project in accordance with all applicable sections of the California Public Contract Code and solicit bids for their construction; and
    - b) Award the demolition contract for the Jepson Parkway Project for a total amount not-to-exceed \$180,000.
- R. Fiscal Year (FY) 2015-16 and 2016-17 Federal Obligation Recommended Funding Changes**  
Recommendation:  
 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.

## 10. 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.

#### **Public/Board Comments:**

None presented.

#### **Recommendation:**

Approve the following programming of FY 2015-16 TDA Article 3 funding for the following projects *for an amount not-to-exceed*:

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

On a motion by Board Member Spering, and a second by Board Member Sanchez, the STA Board approved the recommendation as amended shown above in ***bold italics***. (8 Ayes)

## 11. ACTION – NON FINANCIAL ITEMS

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

Janet Adams provided background and purpose for a public hearing for approval of the Build Alternative for the Redwood Parkway – Fairgrounds Drive Improvement Project and Certification of the Final Environmental Impact Report (EIR). She explained 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. She outlined the types of interchange configuration and improvements in the proposed Build Alternative.

In addition, Janet Adams 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. She cited 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. She concluded by stating 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.

At this time, Janet Adams informed the STA Board that a list of questions was submitted by the Chair, and a copy of STA staff's response to the questions have been provided under separate cover.

**Board/Staff Comment:**

Chair Patterson clarified and requested that the list of questions and responses be part of the record along with an additional request for staff to provide a final report related to the status of the mitigation measures after the project has been completed.

Bernadette Curry responded that the Chair's questions and staff's responses were provided as information to the Board unless the Board moved to direct staff to include it in the record. With regards to reporting on the mitigation measures, staff could provide the necessary reports if so directed by the Board.

**Recommendation:**

**CONDUCT** a public hearing to consider:

1. STA Resolution No. 2015-06, Attachment C, **CERTIFYING** the Environmental Impact Report (EIR) for the Project;

At this time, Chair Patterson opened the public hearing.

**Open Public Hearing: 7:13 p.m.**

*No member of the public came forward at this time.*

**Closed Public Hearing: 7:14 p.m.**

On a motion by Board Member Price, and a second by Board Member Spring, the STA Board unanimously approved STA Resolution No. 2015-06, certifying the Environmental Impact Report (EIR) for the Redwood Parkway Fairgrounds Drive Improvement Project. (8 Ayes)

Then:

2. **ACCEPT** the Caltrans approved Project Report, Attachment E, 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 Board Member Sanchez, and a second by Board Member Spring, the STA Board approved recommendations 2 and 3. (8 Ayes)

**B. Bicycle and Pedestrian Priority Project Lists – Update Priority Project Lists**

Drew Hart 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.

In addition, Drew Hart extended messages of gratitude to the STA TAC and Board from Committee members from the Bicycle Advisory Committee.

**Public/Board Comments:**

None presented.

Recommendation:

Approve the following:

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

On a motion by Board Member Batchelor, and a second by Vice Chair Richardson, the STA Board approved the recommendation. (7 Ayes, 1 Absent)

## 12. INFORMATIONAL – DISCUSSION

### A. Regional Transportation Plan/Sustainable Communities Strategy – 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.

Board/Staff Comment:

Board Member Sperring asked if the segment of the I-80/I-680/SR 12 Interchange providing connection from SR 12 Jameson Canyon to I-80 was included in the project list. Janet Adams responded and stated that this is part of a later phase of the Interchange. Board Member Sperring requested if it could be advanced. Janet Adams responded that the plan covers all phases of the Interchange, and that STA staff would look at how to accelerate delivery of the phase including the connection.

George Hicks addressed the STA Board and stated that based on Fairfield's traffic engineering analysis and observations, the I-80 Auxiliary Lanes Project (SR12 to Air Base Parkway) remains a critically important project to maximize throughput and minimize congestion on I-80 through Solano County. With this project's relatively low cost when compared to other projects listed in the Sustainable Communities Strategy (SCS) Plan for Solano County and its effectiveness at reducing congestion, Fairfield believes that the I-80 Auxiliary Lanes Project may have the best benefit/cost ratio of any SCS candidate projects for the County. Fairfield asked the STA Board to refer the list of SCS List of Priority Projects for Solano County to the STA TAC for a recommendation of which projects should be approved by the STA Board based on their effectiveness at reducing congestion in Solano County compared to their cost and the available funding.

### B. Comprehensive Transportation Plan (CTP) Update

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. SolanoExpress Service Fiscal Year (FY) 2014-15 Annual Report**

Philip Kamhi presented the SolanoExpress Service Annual Report for FY 2014-15. He noted that Fairfield and Suisun Transit (FAST) and Solano County Transit (SolTrans) have submitted their Fiscal Year 2014-15 quarterly reports for the working group's review. He reviewed the report that show where the SolanoExpress Intercity routes are compared to the estimated numbers in the Cost Allocation Model (CAM), and he also reviewed the breakdown of the Farebox Recovery Ratio (FBR) by route/operator.

**INFORMATIONAL – NO DISCUSSION**

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

**E. Legislative Update**

**F. Transit Corridor Study Phase 2 Update**

**G. Automated Bicycle and Pedestrian Counters**

**H. Summary of Funding Opportunities**

**I. STA Board and Advisory Committee Meeting Schedule  
for Calendar Year 2015 and 2016**

**13. BOARD MEMBER COMMENTS**

**14. ADJOURNMENT**

The next regularly scheduled meeting of the STA Board is at **6:00 p.m., Wednesday, October 14, 2015**, Suisun Council Chambers

**Attested by:**

 September 30, 2015  
Johanna Masielat      Date  
Clerk of the Board

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**TECHNICAL ADVISORY COMMITTEE**  
**Draft Minutes for the meeting of**  
**September 30, 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 1:33 p.m. in the Solano Transportation Authority (STA)'s Conference Room 1.

**TAC Members**

**Present:**

Graham Wadsworth	City of Benicia
Christina Castro for Joe Leach	City of Dixon
George Hicks	City of Fairfield
Dave Melilli	City of Rio Vista
(Arrived at the meeting at 1:40 p.m.)	
Tim McSorley	City of Suisun City
Steve Hartwig	City of Vacaville
David Kleinschmidt	City of Vallejo
Nick Burton for Matt Tuggle	Solano County
(Arrived at the meeting at 1:40 p.m.)	

**STA Staff and**

**Others**

**Present:**

*(In Alphabetical Order by Last Name)*

Anthony Adams	STA
Jayne Bauer	STA
Ryan Dodge	STA
Sarah Fitzgerald	STA
Daryl Halls	STA
Drew Hart	STA
James Hsiao	Caltrans District 4
Philip Kamhi	STA
Robert Macaulay	STA
Johanna Masiclat	STA
John McKenzie	Caltrans District 4
Liz Niedziela	STA
Garland Wong	City of Fairfield

**2. APPROVAL OF THE AGENDA**

On a motion by Steve Hartwig, and a second by David Kleinschmidt, the STA TAC unanimously approved the agenda. (6 Ayes).

**3. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

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

**A. Caltrans – Current Projects & 2016 SHOPP**

*Presented by James Hsiao, Caltrans*

**B. Solano Transportation Improvement Authority (STIA) Update**

*Presented by Daryl Halls*

**C. OBAG Cycle 2 Update**

*Presented by Robert Macaulay*

**D. Active Transportation Plan Update**

*Presented by Drew Hart*

*Nick Burton and Dave Melilli arrived the meeting at this time.*

**5. CONSENT CALENDAR**

On a motion by Dave Melilli, and a second by Nick Burton, the STA TAC approved Consent Calendar Items A, B, D-G. Item C, Solano Community College Transportation Fee Proposal was tabled by the SolanoExpress Intercity Transit Consortium at their meeting on September 29, 2015 until a future meeting. (8 Ayes)

**A. Minutes of the TAC Meeting of August 26, 2015**

Recommendation:

Approve TAC Meeting Minutes of August 26, 2015.

**B. Solano Intercity Taxi Scrip Program Proposed Fare Change**

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,
2. Set the low-income threshold for the discount fare at 138% of the Federal Poverty Level, consistent with the Medi-Cal program.

**C. Tabled - Solano Community College Transportation Fee Proposal**

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

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.

**E. STA's Local Preference Policy 4<sup>th</sup> Annual Report**

Recommendation:

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

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

Recommendation:

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

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

Recommendation:

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

**6. ACTION FINANCIAL ITEMS**

**A. Draft Regional Transportation Impact Fee (RTIF) 2<sup>nd</sup> Annual Report**

Robert Guerrero presented the Draft RTIF Annual Report for Fiscal Year 2014-15 (FY 2014-15). He noted that 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), and \$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. He also touched on the RTIF collection details for FY 2014-15 by quarter which he noted was included as Exhibit C on page 7 of the Draft RTIF Annual Report.

Recommendation:

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

On a motion by Dave Melilli, and a second by George Hicks, the STA TAC unanimously approved the recommendation. (8 Ayes)

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

Robert Guerrero reviewed staff's recommendation to submit a grant proposal for the Caltrans Sustainable Communities category for a Feasibility Study for the SR 37 Corridor. He cited that 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. He added that 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. He concluded by stating that the results and data of the feasibility study will feed into a future Project Initiation Document (PID), and the document's necessity to define the purpose and need for improving the corridor, and more importantly commits Caltrans and its partners to improving the corridor.

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.

On a motion by David Kleinschmidt, and a second by Dave Melilli, the STA TAC unanimously approved the recommendation. (8 Ayes)

## 7. ACTION NON FINANCIAL ITEMS

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

Jayne Bauer reviewed the development of the STA's Legislative Platform and Priorities initially submitted by staff in draft form. She noted that the draft is then 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. She added that STA staff will then request feedback from the STA Board in October, with a recommendation to distribute the draft document for review and comment. She concluded by stating that 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.

#### Recommendation:

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

On a motion by Steve Hartwig, and a second by Christina Castro, the STA TAC unanimously approved the recommendation. (8 Ayes)

### B. 2015 Solano Congestion Management Program Update

Robert Macaulay provided an update to the development of the 2015 Solano Congestion Management Program. He noted that the 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. He noted that at an earlier meeting, the Solano Express Intercity Transit Consortium approved to amend the recommendation and to forward to the STA Board to release the document for public review at their October 14, 2015 meeting. He concluded by stating that since the Board will not meet in November, the TAC may still submit final comments by October 30, 2015, then final adoption by the STA Board at their December 9, 2015 meeting.

#### Recommendation:

Forward a recommendation to the STA TAC and Board to ~~adopt~~ **release** the 2015 Solano Congestion Management Plan (CMP) **for a 30-day review and public comment.**

On a motion by David Melilli, and a second by Nick Burton, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics.** (8 Ayes)

### C. Draft 2015 Solano Travel Safety Plan Priority Locations

Ryan Dodge distributed and reviewed the list (**Revised**) of the highest priority locations that were recommended by the Solano Safety Plan Technical Working Group at their September 29, 2015.

#### 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 (**Revised**).

On a motion by David Kleinschmidt, and a second by Nick Burton, the STA TAC unanimously approved the recommendation. (8 Ayes)

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

Robert Macaulay noted that no other changes to the format and content of the Arterials, Highways, and Freeways Element - State of the System report since the Committee met on September 23, 2015. Staff is recommending to forward the report to the STA Board for approval at their October 14, 2015 meeting.

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.

On a motion by David Kleinschmidt, and a second by Steve Hartwig, the STA TAC unanimously approved the recommendation. (8 Ayes)

**E. Sustainable Communities (SCS)/Regional Transportation Plan (RTP) – Priority Projects for Solano County**

Robert Macaulay outlined all the principles and projects/programs totaling \$700 million based on STA’s estimates of project costs. He cited that at an earlier meeting, the *Consortium requested increasing the MLIP Support from \$100 million to \$150 million.* In addition, the *City of Dixon requested adding the Parkway Boulevard Overcrossing to the project list.* After further discussion, the TAC concurred with both modifications.

Recommendation:

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

On a motion by George Hicks, and a second by Christina Castro, the STA TAC unanimously approved the recommendation to include modifications noted above in *bold italics.* (8 Ayes)

*Nick Burton left the meeting at this time.*

**8. INFORMATIONAL – DISCUSSION**

**A. Draft 2015 Solano County Annual Pothole Report**

Anthony Adams provided an update to the development of the 2015 Solano County Annual Pothole report. He cited that staff STA is seeking input on the table of contents and financial projections included in the report. He noted that all member agencies have provided STA with the necessary budget information to allow for more accurate PCI projections and funding shortfalls.

**NO DISCUSSION ITEMS**

**B. Transit Corridor Study Public Outreach**

**C. SolanoExpress 2015 Marketing Plan Update**

**D. Summary of Funding Opportunities**

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

**F. STA Board and Advisory Committee Meeting Schedule  
for the Remainder of Calendar Year 2015 and Draft Meeting Schedule for Calendar  
Year 2016**

**9. FUTURE STA TAC AGENDA ITEMS**

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

**10. ADJOURNMENT**

The meeting was adjourned at 3:05 p.m.

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



DATE: October 5, 2015  
TO: STA Board  
FROM: Drew Hart, Associate Planner  
RE: Transportation Development Act (TDA) Article 3 – Resolutions of Support

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**Background:**

Transportation Development Act (TDA) is a funding source generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the total TDA is dedicated for pedestrian and bicycle projects. This two-percent, referred to as TDA Article 3, is returned to each county to fund bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. 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.

At the September 9, 2015 STA Board Meeting, the STA Board unanimously approved TDA Article 3 funds to support the Countywide Safe Routes to School Program, Rio Vista's Highway 12 Pedestrian Crossing, Suisun City's Driftwood Drive Path, and Vacaville's Rocky Hills Trail.

**Discussion:**

MTC requires applicants to submit a resolution for each individual project that request the use of TDA Article 3 funds as well as a collective coordinated claim from the Congestion Management Agency (CMA). Each of the recipient agencies are passing resolutions from the respective city council. STA is required a resolution in support of the Countywide Safe Routes to School Program as well as the countywide coordinated claim. Attachment A is a resolution that will satisfy this requirement for the Safe Routes to School Program. Attachment B is a resolution which will satisfy the requirement for a coordinated claim.

**Fiscal Impact:**

STA's Safe Routes to School Program will receive \$75,000 over the next three fiscal years.

**Recommendation:**

Approve the following:

1. STA Resolution No. 2015-08 TDA Article 3 FY 2015-16 STA as specified in Attachment A; and
2. STA Resolution No. 2015-09 TDA Article 3 FY 2015-16 Countywide Coordinated Claim as specified in Attachment A.

Attachments:

- A. STA Resolution No. 2015-08
- B. STA Resolution No. 2015-09



**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2015-08**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY TO REQUEST  
TO THE METROPOLITAN TRANSPORTATION COMMISSION FOR THE  
ALLOCATION OF FISCAL YEAR 2015-16 TRANSPORTATION DEVELOPMENT  
ACT ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDING**

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 *et seq.*, authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No.4108, entitled “Transportation Development Act, Article 3, Pedestrian and Bicycle Projects,” which delineates procedures and criteria for submission of requests for the allocation of “TDA Article 3” funding; and

**WHEREAS**, MTC Resolution No. 4108 requires that requests for the allocation of TDA Article 3 funding be submitted as part of a single, countywide coordinated claim from each county in the San Francisco Bay region; and

**WHEREAS**, the Solano Transportation Authority desires to submit a request to MTC for the allocation of TDA Article 3 funds to support the projects described in Attachment B to this resolution, which are for the exclusive benefit and/or use of pedestrians and/or bicyclists; now, therefore, be it

**RESOLVED**, that the Solano Transportation Authority declares it is eligible to request an allocation of TDA Article 3 funds pursuant to Section 99234 of the Public Utilities Code, and furthermore, be it

**RESOLVED**, that there is no pending or threatened litigation that might adversely affect the project or projects described in Attachment B to this resolution, or that might impair the ability of the Solano Transportation Authority to carry out the project; and furthermore, be it

**RESOLVED**, that the project has been reviewed by the countywide Bicycle Advisory Committee and has been approved by MTC to use the countywide BAC and the countywide BAC provides for expanded representation of Solano County and the designated representatives are familiar with the bicycle and pedestrian needs of Solano County; and furthermore, be it

**RESOLVED**, that the Solano Transportation Authority attests to the accuracy of and approves the statements in Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that a certified copy of this resolution and its attachments, and any accompanying supporting materials shall be forwarded to the congestion management agency, countywide transportation planning agency, or county association of governments, as the case may be, of Solano County for submission to MTC as part of the countywide coordinated TDA Article 3 claim.

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Elizabeth Patterson, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14<sup>th</sup> day of October 2015, by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstained: \_\_\_\_\_

Attest by: \_\_\_\_\_  
Johanna Masiplat  
Clerk of the Board

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of October 14, 2015.

---

Daryl K. Halls, Executive Director  
Solano Transportation Authority

Attachment A

Re: Request to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2015-16 Transportation Development Act Article 3 Pedestrian/Bicycle Project Funding

**Findings**

Page 1 of 1

1. That the Solano Transportation Authority is not legally impeded from submitting a request to the Metropolitan Transportation Commission for the allocation of Transportation Development Act (TDA) Article 3 funds, nor is the Solano Transportation Authority legally impeded from undertaking the project(s) described in "Attachment B" of this resolution.
2. That the Solano Transportation Authority has committed adequate staffing resources to complete the project(s) described in Attachment B.
3. A review of the project(s) described in Attachment B has resulted in the consideration of all pertinent matters, including those related to environmental and right-of-way permits and clearances, attendant to the successful completion of the project(s).
4. Issues attendant to securing environmental and right-of-way permits and clearances for the projects described in Attachment B have been reviewed and will be concluded in a manner and on a schedule that will not jeopardize the deadline for the use of the TDA funds being requested.
5. That the project(s) described in Attachment B comply with the requirements of the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.).
6. That as portrayed in the budgetary description(s) of the project(s) in Attachment B, the sources of funding other than TDA are assured and adequate for completion of the project(s).
7. That the project(s) described in Attachment B are for capital construction and/or design engineering; and/or for the maintenance of a Class I bikeway which is closed to motorized traffic; and/or for the purposes of restriping Class II bicycle lanes; and/or for the development or support of a bicycle safety education program; and/or for the development of a comprehensive bicycle and/or pedestrian facilities plan, and an allocation of TDA Article 3 funding for such a plan has not been received by the Solano Transportation Authority within the prior five fiscal years.
8. That the project(s) described in Attachment B is included in a locally approved bicycle, pedestrian, transit, multimodal, complete streets, or other relevant plan.
9. That any project described in Attachment B that is a bikeway meets the mandatory minimum safety design criteria published in Chapter 1000 of the California Highway Design Manual.
10. That the project(s) described in Attachment B will be completed before the funds expire.
11. That the Solano Transportation Authority agrees to maintain, or provide for the maintenance of, the project(s) and facilities described in Attachment B, for the benefit of and use by the public.

Resolution No. 2015-08

Attachment B

page 1 of 2

**TDA Article 3 Project Application Form**

Fiscal Year of this Claim: 2015-16 Applicant: Solano Transportation Authority

Contact person: Sarah Fitzgerald

Mailing Address: 1 Harbor Center, Suisun City, CA 94585

E-Mail Address: sfitzgerald@sta.ca.gov Telephone: 707-399-3219

Secondary Contact (in event primary not available) Drew Hart

E-Mail Address: dhart@sta.ca.gov Telephone: 707-399-3214

**Short Title Description of Project: Solano Safe Routes to School Program**

Amount of claim: \$75,000

**Functional Description of Project:**

The Solano Safe Routes to School Program is expanding; a primary purpose of the educational component is to provide additional bicycle safety education, support, and incentives to school children in Solano County.

**Financial Plan:**

List the project elements for which TDA funding is being requested (e.g., planning, engineering, construction, contingency). Use the table below to show the project budget for the phase being funded or total project. Include prior and proposed future funding of the project. Planning funds may only be used for comprehensive bicycle and pedestrian plans. Project level planning is not an eligible use of TDA Article 3.

**Project Elements:** Bicycle safety education, awareness, support, and incentives.

Funding Source	All Prior FYs	Application FY	Next FY	Following FYs	Totals
TDA Article 3	182,000.00	75,000.00			257,000
list all other sources:					
1. OBAG	1,256,000.00	139,233.12			1,395,233.12
2. ATP				388,000.00	388,000.00
3. YSAQMD	90,000.00	55,686.50			145,686.50
4.					
<b>Totals</b>	1,528,000	269,919.62		388,000	2,185,919

Project Eligibility:	YES?/NO?
A. Has the project been approved by the claimant's governing body? (If "NO," provide the approximate date approval is anticipated).	YES
B. Has this project previously received TDA Article 3 funding? If "YES," provide an explanation on a separate page.	YES
C. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	N/A
D. Has the project been reviewed by a Bicycle Advisory Committee (BAC)? (If "NO," provide an explanation). Enter date the project was reviewed by the BAC: <u>July 30, 2015</u>	YES
E. Has the public availability of the environmental compliance documentation for the project (pursuant to CEQA) been evidenced by the dated stamping of the document by the county clerk or county recorder? (required only for projects that include construction).	N/A
F. Will the project be completed before the allocation expires? Enter the anticipated completion date of project (month and year) <u>December 2018</u>	YES
G. Have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	YES

Project Eligibility, Item B:

The STA previously programmed \$182,000 over the course of this program. The funds have been, and will continue to be, used to supplement the CMAQ money through One Bay Area Grant (OBAG) funding. These funds provide support for additional safety education, outreach, incentives, and awareness consistent with the aims of the Solano Safe Routes to School Program.

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**SOLANO TRANSPORTATION AUTHORITY  
RESOLUTION NO. 2015-09**

**RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY TO SUBMIT A  
COUNTYWIDE COORDINATED CLAIM TO THE METROPOLITAN  
TRANSPORTATION COMMISSION FOR THE ALLOCATION OF FISCAL YEAR  
2015-16 TDA ARTICLE 3 PEDESTRIAN/BICYCLE PROJECT FUNDS TO  
CLAIMANTS IN SOLANO COUNTY**

**WHEREAS**, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

**WHEREAS**, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

**WHEREAS**, MTC Resolution No. 4108 requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

**WHEREAS**, the Solano Transportation Authority has undertaken a process in compliance with MTC Resolution No. 4108 for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in Solano County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

**WHEREAS**, each claimant in Solano County whose project or projects have been prioritized for inclusion in the fiscal year 2015-16 TDA Article 3 countywide coordinated claim, has forwarded to the Solano Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

**RESOLVED**, that the Solano Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

**RESOLVED**, that the Solano Transportation Authority approves the submittal to MTC, of the Solano County fiscal year 2015-16 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

- A. transmittal letter
- B. a certified copy of this resolution, including Attachment A;
- C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
- D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

\_\_\_\_\_  
Elizabeth Patterson, Chair  
Solano Transportation Authority

Passed by the Solano Transportation Authority (STA) Board on this 14<sup>th</sup> day of October 2015, by the following vote:

Ayes: \_\_\_\_\_  
Nos: \_\_\_\_\_  
Absent: \_\_\_\_\_  
Abstained: \_\_\_\_\_

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

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, certify that the above and foregoing resolution was introduced, passed, and adopted by said Authority at a regular meeting thereof held this the day of October 14, 2015.

\_\_\_\_\_  
Daryl K. Halls, Executive Director  
Solano Transportation Authority

Resolution No. 2015-09  
Attachment A

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2015-16 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Solano County

**Prioritized List of Projects**

	<b>Short Title Description of Project</b>	<b>TDA Article 3 Amount</b>	<b>Total Project Cost</b>
1.	STA Countywide Safe Routes to School Program	\$75,000	\$269,919
2.	Rio Vista's Highway 12 Pedestrian Crossing	\$30,000	\$200,000
3.	Suisun City's Driftwood Drive Path	\$128,659	\$635,800
4.	Vacaville's Rocky Hills Trail	\$103,000	\$230,000
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
	<b>Totals</b>	\$336,659	\$1,335,719

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DATE: September 28, 2015  
TO: STA Board  
FROM: Kristina Holden, Transit Mobility Coordinator  
RE: Paratransit Coordinating Council (PCC) Membership Status and Appointments

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**Background/Discussion:**

The Solano Transportation Authority's (STA) Paratransit Coordination Council (PCC) By-Laws stipulate that there are eleven members on the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, and four (4) social service providers. Currently, there is currently one (1) vacancy for a Social Services Provider.

PCC Member James Williams' term as Member at Large will expire in December 2015. PCC Member Richard Burnett's term as Metropolitan Transportation Commission (MTC) Public Advisory Committee (PAC) Representative will also expire in December 2015. Mr. Williams and Mr. Burnett are both interested in serving another three year team.

At the September 17, 2015 meeting, the PCC unanimously approved to forward a recommendation to the STA Board to reappoint Richard Burnett and James Williams to another three year term, expiring December 2018.

**Recommendation:**

Approve the following:

1. Reappoint Richard Burnett to the PCC for a three (3) year term as MTC PAC Advisory Committee representative; and
2. Reappoint James Williams to the PCC for a three (3) year term as a member-at-large.

Attachment:

- A. PCC Membership (September 2015)

**Solano County**  
**Paratransit Coordinating Council**  
**Membership Status**  
**September 2015**

Member	Jurisdiction	Agency	Appointed	Term Expires
Edith Thomas	Social Service Provider	Connections 4 Life	February 2015	February 2018
James Williams	Member at Large	Member at Large	December 2012	December 2015
Judy Nash	Public Agency - Education	Solano Community College	April 2013	April 2016
Cynthia Tanksley	Transit User		February 2015	February 2018
Richard Burnett	MTC PAC Representative		December 2012	December 2015
Anne Payne	Social Service Provider	Area Agency on Aging	June 2013	June 2016
Curtis Cole	Public Agency – Health and Social Services	Solano County Mental Health	September 2013	September 2016
Vacant	Social Service Provider			
Ernest Rodgers	Transit User		June 2014	June 2017
Kenneth Grover	Transit User		June 2014	June 2017
Lyall Abbott	Member at Large		July 2014	July 2017



DATE: October 1, 2015  
TO: STA Board  
FROM: Susan Furtado, Accounting and Administrative Services Manager  
RE: Fiscal Year (FY) 2015-16 Indirect Cost Allocation Plan (ICAP) Rate Application for Caltrans

---

**Background:**

In compliance with Caltrans Local Program Procedures (LPP) 04-10 and Office of Management and Budget (OMB) Circular A-87, the STA is required to submit an annual ICAP Rate Application to enable STA to charge an indirect cost allocation for federal and state funded projects. The ICAP Rate Application submitted and approved is based on the annual budget as a fixed rate with a carry-forward provision plan. A fixed rate with carry-forward provision is a rate subject to adjustment when actual expenditures for the fiscal year are audited. The difference between the estimated cost and the actual audited cost is carried forward as an adjustment to the second fiscal year following the adjusted year.

The FY 2013-14 ICAP rate is adjusted to reflect the actual and audited indirect cost expenditures using the audited financial statement and reports. The FY 2013-14 indirect cost expenditures is reduced by the amount of \$161,810.75 based on actual audited administration expenditures for the fiscal year. This adjustment is reflective of the ICAP Rate exclusions under the statutory and administrative limitations in accordance with OMB Circular A-87 and the Code of Federal Regulations (CFR) Title 2 Grants and Agreements Part 225 Appendix B. This adjustment is carried forward as a reduction to the FY 2015-16 ICAP Rate application.

**Discussion:**

The STA's FY 2015-16 ICAP Rate application result is at 45.97%. With the approval of this ICAP Rate, STA will be able to charge Indirect Cost to federal funds and other project funds that requires the use of the ICAP Rate, such as the Solano Napa Commuter Information (SNCI) Program, Safe Route to School (SR2S) Program, and the Jepson Parkway Project. The ICAP Rate for FY 2015-16 will allow STA to get a total indirect cost reimbursement in the amount of approximately \$170,117 to be reimbursed by the Congestion Mitigation and Air Quality Program (CMAQ) fund for the SNCI and the SR2S Program, and the State Transportation Improvement Program (STIP) fund for the Jepson Parkway Project.

**Fiscal Impact:**

The proposed ICAP Rate for FY 2015-16 of 45.97% will allow approximately \$170,117 of indirect cost to be reimbursed by the SNCI and the SR2S Programs, and the Jepson Parkway Project.

**Recommendation:**

Approve the following:

1. STA's ICAP Rate Application for FY 2015-16; and
2. Authorize the Executive Director to submit the ICAP Rate Application to Caltrans.

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DATE: October 5, 2015  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Contract Amendment - Federal Legislative Advocacy Services

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**Background:**

Since 2001, the STA's federal lobbying efforts have been in partnership with the Cities of Fairfield, Vacaville and Vallejo. Each agency has participated equally in the funding of a contract for federal advocacy services. The STA's federal advocacy efforts have focused on obtaining federal earmarks for five priority projects: 1) the I-80/I-680/State Route (SR) 12 Interchange, 2) Jepson Parkway/Travis Air Force Base Access Improvements, 3) the Vallejo Ferry Station, 4) Alternative Fuel SolanoExpress Buses, and 5) the Fairfield/Vacaville Intermodal Station.

STA entered into a contract in 2008 with Akin Gump Strauss Hauer & Feld LLP (Akin Gump) to perform the services that STA needs to be effective and to meet STA's needs in Washington, D.C. The contract term was from February 16, 2008 through February 15, 2010. Amendment #1 was entered into for the period December 1, 2009 to December 31, 2011. This amendment also included the City of Dixon. Amendment #2 was entered into for the period January 1, 2012 through December 31, 2013. Amendment #3 was entered into for the period January 1, 2014 through December 31, 2015. Akin Gump has provided quality guidance to the STA Board and staff, and representation to our congressional representatives to position Solano County for federal funding.

**Discussion:**

The current contract for federal legislative advocacy services with Akin Gump is for the annual amount of \$115,800, inclusive of all expenses in a monthly retainer of \$9,650. The costs for the contract are equally distributed to four participating agencies (Cities of Fairfield, Vacaville and Vallejo, and STA) in the amount of \$2,100 per month or \$25,200 per year, with Dixon paying \$1,250 per month or \$15,000 per year due to the smaller size of the city.

Akin Gump provides valuable assistance to STA on federal matters. The team, including Susan Lent, former counsel to the House Transportation Committee and a partner at the firm, and Vic Fazio, a former member of Congress from Solano County, provides strategic advice and has been engaged with members of Congress on STA's behalf. Attachment A is a list of their efforts and areas where they have provided assistance over the course of the current contract.

With the Congressional ban on earmarks, Akin Gump's services include researching grant opportunities for funding our projects, and following up with agency staff (such as Department of Transportation) to advise STA on strategies for pursuing competitive grants. Akin Gump is in regular communication with STA, keeping staff apprised of developments as they occur. They also are experienced with transportation law and routinely recommend strategies for achieving STA's objectives.

STA staff recommends the STA Board approve Contract Amendment #4 with Akin Gump for the period January 1, 2016 – December 31, 2017 for the same amount as the existing contract. Later this month STA staff will meet with representatives of all four cities regarding our mutual federal legislative advocacy services, and will discuss setting our project priorities for federal funding. This contract will enable the STA to work with Akin Gump through the authorization of the federal transportation bill, and continue the good working relationship we have established.

**Fiscal Impact:**

The fiscal impact for STA is \$50,400 for the 24-month contract period. This contract is included in the Fiscal Year (FY) 2015-16 and FY 2016-17 General Operations Services Budget.

**Local Preference Policy:**

This is a continuation of services let pursuant to a previous solicitation. Staff will issue an RFQ at the conclusion of this contract term, which will include a local preference goal.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to enter into a 24-month Contract Amendment with Akin Gump Strauss Hauer & Feld LLP (Akin Gump);
2. Authorize the Executive Director to extend the contract with the Cities of Dixon, Fairfield, Vacaville and Vallejo to provide federal advocacy services in pursuit of federal funding for the STA's priority projects through December 31, 2017 at a total cost not-to-exceed \$231,600; and
3. The expenditure of \$50,400 to cover the STA's contribution for this 24-month contract.

Attachment:

- A. Akin Gump Federal Legislative Advocacy Efforts for STA

## ATTACHMENT A

### Akin Gump Federal Legislative Advocacy Efforts for the Solano Transportation Authority January 1, 2014 through December 31, 2015

Akin Gump makes STA aware of transportation developments in Washington and identifies opportunities for STA to secure federal funding and influence law and policy. We are in regular communication with STA, keeping staff apprised up developments as they are occurring. We also are experienced with transportation law and routinely recommend strategies for achieving STA's objectives. Specific accomplishments include:

- Assist STA annually with developing federal platform, including identifying federal funding opportunities and strategies for pursuing funding and advising STA staff on developments with federal laws and policies.
- Make presentations to the STA Board and participate in telephone conferences to provide updates and strategic advice.
- Draft monthly reports regarding developments in Washington and opportunities for transportation and other federal funding and assist STA in developing strategies for pursuing grants.
- Assisted with obtaining an agreement from the U.S. Postal Service to relocate Vallejo's main post office so that Vallejo could acquire the property for a parking structure for bus and ferry passengers. Scheduled meetings for Vallejo Mayor Osby Davis, worked with project consultant Bill Gray, researched regulations regarding post office relocations and secured support and assistance from Congressman Mike Thompson.
- Assisted with obtaining clarification from the Federal Highway Administration that utility relocations using state or local funding would not be subject to Buy America requirements for a period of time, allowing STA to move forward with two projects on I-80.
- Assisted with drafting TIGER application for Fairfield Vacaville Train Station and with securing congressional support for grant.
- Developed recommendations for MAP-21 reauthorization related to discretionary funding for transit projects, freight projects and environmental streamlining.
- Advocated for STA's positions before members of Congress and congressional committees.
- Drafted letters for STA to send to members of Congress in support of federal laws and programs.

- Assisted with securing provisions in Senate DRIVE Act that benefit STA, including discretionary funding for transit projects, state formula funding and discretionary grants for freight projects, funding for projects of national and regional significance and provisions to streamline the environmental review process.
- Provided advice to SolTrans regarding 13(c) and approach to securing federal transit funding in light of court decision.
- Scheduled and attended meetings in D.C. with Mona Babauta to advocate for SolTrans priorities.
- Assisted SolTrans with seeking discretionary funding for buses and secured congressional support letter.
- Researching process for obtaining Amtrak station in Solano County, securing property owned by Caltrans for Curtola Park and Ride, securing Army Corps of Engineers funding for dredging and tolling a highway built with federal dollars.



DATE: October 2, 2015  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
RE: Contract Amendments - Transit Corridor Studies Project Manager and Transit Finance Consultant Services

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**Background:**

In the past, Solano Transportation Authority (STA) has contracted with consultants to provide transit support to transit operators as well as to provide Transit Financial Services for the STA. STA provided consultants to assist Solano County Transit (SolTrans) with transition tasks as part of their merger and STA funded and contracted with Nancy Whelan as SolTrans Interim Finance Director and Jim McElroy as SolTrans Interim Executive Director. Jim McElroy also provided transit consulting services for the Cities of Dixon and Rio Vista through a contract with STA. Nancy Whelan Consulting (NWC) provides Transit Financial Services for the Cities of Dixon and Rio Vista through an agreement with STA. NWC also provides Transit Financial Services and Project Management Services for the STA.

In June of 2014, Nancy Whelan became the General Manager of Marin Transit, and no longer provides consulting services. With this change in her employment status, Nancy Whelan Consulting, LLC transitioned to NWC Partners, Inc. This transition enabled Mary Pryor and Tina Konvalinka Spencer with NWC Partners, Inc. to continue working for the STA. On July 9, 2014, the STA Board approved a contract amendment to extend the Transit Financial Services contract to June 30, 2015, increase the contract budget by \$150,205, and allocate \$150,205 in State Transit Assistance Fund (STAF) for Transit Finance and Coordination Project Management Services.

On July 9, 2014, the STA Board approved a contract amendment for Jim McElroy, McElroy Transit, to amend the project management contract for the Cities of Dixon and Rio Vista to a contract for project management for the Transit Corridor Study, and to assist in the implementation of related programs, to allocate a not-to exceed contract amount of \$42,500 in STAF funds, and to extend the contract through June 30, 2015.

In June of 2015 the STA Board extended both contract terms through June 30, 2016 with no additional budget authorization. Although the FY 2015-16 budget included funding for both consultants, work was continued utilizing the prior approved budget. At this time, staff is seeking approval of an amended contract including funding currently approved in FY 2015-16 budget.

**Discussion:**

**McElroy Transit**

McElroy Transit will be providing project management services and directly supervising consultants for the Transit Corridor Study Phase 2 and Short Range Transit Plans for Dixon, Fairfield and Suisun Transit (FAST), Rio Vista and SolTrans. The tasks also include attending and participating in meetings such as the outreach events for the Transit Corridor Study Phase 2.

NWC Partners, Inc.

NWC Partners, Inc. has continued to work with the STA on the Transit Finance and Coordination Project Management Services contract. Some of the ongoing tasks that Mary Pryor of NWC Partners, Inc., has continued to support STA staff with include:

1. Financial Services Assistance for the City of Rio Vista
2. Support for the Intercity Taxi Scrip Program
3. The SolanoExpress Intercity Funding Agreement and Intercity Bus Replacement Plan

**Fiscal Impact:**

McElroy Transit

\$58,750 of STAF for Project Management Service for the Transit Corridor Studies and to assist in the implementation of related programs in FY 2015-16. This funding is already in STA's approved budget for FY 2015-16.

NWC Partners, Inc.

\$99,750 in STAF and TDA funding has been allocated for Transit Finance and Coordination Project Management Services in FY 2015-16. This funding is already in STA's approved budget for FY 2015-16.

**Recommendation:**

Approve the following:

1. Authorize the Executive Director to execute a contract amendment with McElroy Transit for Transit Corridor Studies Project Manager and to assist in the implementation of related programs in FY 2015-16 for an amount not-to-exceed \$58,750; and
2. Authorize the Executive Director to execute a contract amendment with NWC Partners, Inc. for Transit Finance Consultant Services in FY 2015-16 for an amount not-to-exceed \$99,750.

Attachments:

- A. McElroy Transit FY 2015-16 budget
- B. NWC Partners FY 2015-16 Budget

McElroy Transit Consulting  
 October 2015 - June 2016  
 For Solano Transportation Authority

		<b>Jim McElroy</b>		
		<b>Hours</b>	<b>Hrly Rate</b>	<b>Cost</b>
<b>Task 1:</b>	Project Manager for Transit Corridor Study	180	\$ 125	\$ 22,500
<b>Task 1A:</b>	Outreach	80	\$ 125	\$ 10,000
				\$ -
<b>Task 2:</b>	Project Manager for Short Trange Transit Plans	150	\$ 125	\$ 18,750
				\$ -
<b>Task 3:</b>	Implementation of Related Tasks	60	\$ 125	\$ 7,500
				\$ -
				\$ -
	<b>Total</b>	<b>470</b>		<b>\$ 58,750</b>

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**Solano Transportation Authority**  
**Budget for October 2015 - June 2016 (Balance of FY15-16) Consulting Services**  
**NWC Partners**

		Mary Pryor		Tina Spencer		Adrian Filice		
		Hours	Hrly Rate	Hours	Hrly Rate	Hours	Hrly Rate	Cost
			\$ 180.00		\$ 180.00		\$ 90.00	
<b>Task 1:</b>	Title VI Implementation	0	\$ -	5	\$ 900	0	\$ -	\$ 900
<b>Task 2:</b>	Update Intercity Funding Agreement	70	\$ 12,600		\$ -	30	\$ 2,700	\$ 15,300
<b>Task 3:</b>	Revised Intercity Bus Replacement Plan	60	\$ 10,800		\$ -		\$ -	\$ 10,800
<b>Task 4:</b>	Estimate of New Bridge Tolls, Vehicle Registration Fee, and Sales Tax	25	\$ 4,500	5	\$ 900	10	\$ 900	\$ 6,300
<b>Task 5:</b>	Rio Vista Financial Assistance	180	\$ 32,400	5	\$ 900	30	\$ 2,700	\$ 36,000
<b>Task 6:</b>	Intercity Taxi Scrip Program Support	120	\$ 21,600	5	\$ 900	20	\$ 1,800	\$ 24,300
<b>Task 7:</b>	Dixon Transit Financial Analysis	32.22	\$ 5,800		\$ -		\$ -	\$ 5,800
	<b>Subtotal Labor</b>	<b>487.22</b>	<b>\$ 87,700</b>	<b>20</b>	<b>\$ 3,600</b>	<b>90</b>	<b>\$ 8,100</b>	<b>\$ 99,400</b>
	Postage, Other Direct Costs							\$ 350
	<b>Subtotal Other Direct Costs</b>		<b>\$ -</b>		<b>\$ -</b>		<b>\$ -</b>	<b>\$ 350</b>
	<b>Total</b>	<b>487.22</b>	<b>\$ 87,700</b>	<b>20</b>	<b>\$ 3,600</b>	<b>90</b>	<b>\$ 8,100</b>	<b>\$ 99,750</b>

**Note:** With STA's prior approval, personnel assignments in this budget are subject to change, based on expertise and availability.

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

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**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:**

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%
<b>Total</b>	<b>201</b>	<b>\$25,511,188</b>	<b>87</b>	<b>\$1,950,313</b>	<b>43%</b>	<b>8%</b>

**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%
<b>Total</b>	<b>118</b>	<b>\$28,772,911</b>	<b>75</b>	<b>\$1,809,342</b>	<b>42%</b>	<b>6%</b>

**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 Board  
FROM: Judy Kowalsky, Accounting Technician  
RE: Fiscal Year (FY) 2014-15 Abandoned Vehicle Abatement (AVA) Program  
Fourth Quarter Report

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**Background:**

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

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

**Discussion:**

For the Fourth Quarter of Fiscal Year (FY) 2014-15, 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 is 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. A total of 4,099 vehicles were abated in FY 2014-15, a slight increase over FY 2013-14.

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

**Fiscal Impact:**

None.

**Recommendation**

Receive and file.

Attachment:

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

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for  
FY 2014-15 and FY 2013-14  
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
<b>Total</b>	<b>4,099</b>	<b>\$377,823</b>	<b>\$92</b>	<b>102%</b>	<b>4,035</b>	<b>\$510,113</b>	<b>\$126</b>

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: October 5, 2015  
TO: STA Board  
FROM: Judy Leaks, Program Division Manager  
RE: Solano Napa Commuter Information (SNCI) Program Annual Report for  
Fiscal Year (FY) 2014-15 and Work Plan for FY 2015-16

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**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 “program” 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), and vanpool start-up incentives. These services support efforts to reduce carbon emissions, address climate change concerns, promote expanded use of transit, ridesharing, and Active Transportation programs to 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 expand to incorporate Solano Mobility Call Center services during FY 2014-15 by broadening 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:**

The following is a summary of SNCI Work program milestones in FY 2014-15:

**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, 2014 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:**

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

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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.*

**Napa County Vanpool Program:**

With federal funding from NCTPA, market a highly subsidized vanpool program for vanpools with origins and/or destinations in Napa County.

**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+ employees.

**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 SNCI 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: October 5, 2015  
 TO: STA Board  
 FROM: Philip Kamhi, Transit Program Manager  
 RE: Intercity Taxi Scrip Program – Fiscal Year (FY) 2014-15 Annual Report

**Background:**

On July 12, 2013, the Solano Transportation Authority (STA), the five local transit agencies, and Solano County entered into a Memorandum of Understanding (MOU) to fund a the Countywide taxi-based intercity paratransit service. The service provides trips from city to city, for the current ambulatory and proposed non-ambulatory ADA-eligible riders and has been identified as an ADA Plus service. Originally, the City of Vacaville was the lead agency for this service when it was initiated in February 2010 following the dissolution of Solano Paratransit in 2009. Vacaville transferred the lead role to Solano County in July 2013. On June 11, 2014, the STA Board accepted responsibility for managing the intercity paratransit service on behalf of the seven cities and the County, following a request letter from County of Solano's Department of Resource Management on behalf of the Solano County Board of Supervisors. On February 1, 2015, management of the Solano Intercity Taxi Scrip Program transitioned to the STA from Solano County. This staff report is to provide information on the Intercity Taxi Program's performance in Fiscal Year (FY) 2014-2015 (July 1, 2014-June 30 2015).

**Discussion:**

The Solano Transportation Authority (STA) staff has completed review of the Intercity Taxi Program operations in FY 2014-2015. As noted above, the service transitioned from Solano County to the STA in February 2015. The following provides a summary of the service performance since program inception:

	<b>Solano Intercity Taxi Program</b>					
	<b>2009-2010</b>	<b>2010-2011</b>	<b>2011-2012</b>	<b>2012-2013</b>	<b>2013-2014</b>	<b>2014-2015</b>
<b>Taxi Scrip Sold</b>	1,229	2,766	5,127	4,739	4,461	4,729
<b>Fare Revenue</b>	\$18,435	\$41,490	\$76,912	\$71,085	\$66,915	\$70,935
<b>Passengers</b>	3,671	5,935	9,643	12,780	11,844	12,825
<b>Cost</b>	\$117,138	\$207,871	\$364,045	\$529,865	\$556,505	\$587,607

**Recommendation:**

File and receive.

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DATE: October 2, 2015  
TO: STA Board  
FROM: Robert Guerrero, Senior Project Manager  
RE: Request for Qualifications: On Call Public Private Partnership (P3) Service

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**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. Subsequently, KPMG 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 qualified list of consultants for additional P3 services. The most immediate need for P3 services is to develop a P3 Assessment 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 state or regional 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. A 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.

The STA Technical Advisory Committee reviewed this item at their September 30, 2015 meeting and unanimously recommended it for STA Board approval.

**Financial Impact:**

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

**Recommendation:**

Authorize the Executive Director to:

1. Issue a Request for Qualifications for Public-Private Partnership (P3) Services to assist in the SR 37 Corridor P3 Study; and
2. Enter into a contract for an amount not-to-exceed \$50,000 for P3 Services for the SR 37 Corridor.



DATE: October 2, 2015  
TO: STA Board  
FROM: Robert Guerrero, Senior Project Manager  
RE: Caltrans Sustainable Transportation Planning Grant Application for the SR 37 Corridor Feasibility Study

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**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 (Marin, Napa 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 lay the foundation for 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. The 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. The 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. Based on initial communications, the Transportation Authorities of Marin, Napa, and Sonoma appear interested in sharing this local match requirement with STA.

**Financial Impact:**

STA staff recommends that a budget of between \$16,000 and \$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 in partnership with Marin, Napa, and Sonoma Transportation Authority; and
2. Share in the local match cost of \$64,972 subject to grant approval.



DATE : October 2, 2015  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: 2015 Solano Congestion Management Program Update

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**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 operation al 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.

The Solano Express Intercity Transit Consortium and the STA Technical Advisory reviewed the Draft Solano CMP at their meetings of September 29<sup>th</sup> and 30<sup>th</sup>, and recommended that the STA Board release the document for public review.

**Fiscal Impact:**

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

**Recommendation:**

Authorize the Executive Director to release the 2015 Solano Congestion Management Plan (CMP) as shown in Attachment A for a 30-day comment period.

**Attachment:**

- A. For immediate review and printing, please click here:  
<http://www.sta.ca.gov/docManager/1000005650/CMP%20for%20STA%20Website.pdf> or  
[Draft 2015 Solano CMP](#)

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DATE: October 6, 2015  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Request for Public Information Consultant Services

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**Background/Discussion:**

The Solano Transportation Authority actively works with the public and various community members to provide public information on a variety of planning efforts, project delivery activities, and programs. This includes enhancing public awareness of programs such as the Solano Safe Routes to School Program, the Mobility Management Call Center, Solano Express Intercity Bus Service, and Solano Napa Commuter Information. The STA also provides specific project delivery information, such as the Pave I-80 Campaign and the State Route (SR) 12 Safety Plan outreach efforts.

During 2015, the STA has been actively engaged in the update of the Comprehensive Transportation Plan for Solano County (called CTP-2040). This has included an on-line survey to facilitate public comments, an expanded website, and numerous public presentations to various community groups by the STA's planning department. Concurrently, STA staff has been working to support the discussions and deliberations of the Solano Transportation Improvement Authority's Board and the Solano City Manager's Group pertaining to the current and projected future funding shortfall for local streets and roads and more recently road safety. Both of these topics have been vetted extensively with local agency public works staff, but not with the public, which are the daily users of the streets and roads network. In order to expand the discussion to the broader public, staff is recommending the STA Board authorize the STA to issue a Request for Qualification for public information consultant services. This expanded public information effort and resource is recommended to ensure the public is aware of the significant funding shortfall facing Solano County's local road maintenance and road safety. Further, this resource will provide expanded public opportunity to participate in discussing options for local funding and local priorities.

As part of the STA's current budget, \$115,000 has been reserved for any consideration of an expenditure plan for transportation by the STA Board.

**Fiscal Impact:**

The contract for Public Information Consultant Services is recommended at an amount of \$115,000. These funds are currently programmed in the STA's Fiscal Year 2015-16 budget at an amount of \$115,000 under the category of expenditure plan and consisting of \$40,000 carried over from FY 2014-15 and \$75,000 in new funds programmed in this year's budget. It includes a combination of Gas Tax, State Transit Assistance Funds (STAF), and federal Surface Transportation Program (STP) funds.

**Recommendation:**

Authorize the Executive Director to:

1. Issue a Request for Qualifications for Public Information Consultant Services; and
2. Enter into a contract for an amount not-to-exceed \$115,000 with the selected Public Information Consultant.

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DATE: September 16, 2015  
TO: STA Board  
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 is projected to 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.

At the August 25, 2015 Consortium meeting, STA staff recommended a \$40 fare with a low income discount of \$25. The Consortium requested a working session which was held on September 9<sup>th</sup> 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:

<b>Household Size</b>	<b>2015 Federal Poverty Level</b>	<b>138% of Federal Poverty Level</b>
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 9<sup>th</sup>, staff recommends increasing fares to \$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.

At the Consortium meeting on September 29<sup>th</sup>, and the TAC meeting on September 30<sup>th</sup>, the Consortium and TAC unanimously approved the recommendation as described below.

### **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 by eligible program participants.

### **Recommendation:**

Authorize the Executive Director to release for 30-day 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, and
2. 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

**DRAFT**

<b>SCENARIO 1: NO CHANGE</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>
	<b>Total</b>						
<b>Assumptions</b>							
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
<b>Operating Expenses</b>							
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
<b>Total Expenses</b>	<b>\$ 564,323</b>	<b>\$ 587,607</b>	<b>\$ 559,168</b>	<b>\$ 563,243</b>	<b>\$ 566,905</b>	<b>\$ 570,133</b>	<b>\$ 574,139</b>
<b>Planning Expenses</b>							
Consultant Services		\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
<b>Revenue</b>							
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
<b>Total Revenue</b>	<b>\$ 564,323</b>	<b>\$ 607,020</b>	<b>\$ 609,168</b>	<b>\$ 563,243</b>	<b>\$ 566,905</b>	<b>\$ 570,133</b>	<b>\$ 574,139</b>
<b>Farebox Recovery Ratio*</b>	<b>11.9%</b>	<b>12.1%</b>	<b>12.9%</b>	<b>12.8%</b>	<b>12.7%</b>	<b>12.6%</b>	<b>12.5%</b>
* Does not include planning							

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

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<b>SCENARIO 2:</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>
<b>INCREASE FARES TO \$20 / \$40</b>	<b>Total</b>						
<b>Assumptions</b>							
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
<b>Operating Expenses</b>							
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
<b>Total Expenses</b>	<b>\$ 564,323</b>	<b>\$ 587,607</b>	<b>\$ 559,168</b>	<b>\$ 563,243</b>	<b>\$ 566,905</b>	<b>\$ 570,133</b>	<b>\$ 574,139</b>
<b>Planning Expenses</b>							
Consultant Services	\$ -	\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
<b>Revenue</b>							
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
<b>Total Revenue</b>	<b>\$ 564,323</b>	<b>\$ 607,020</b>	<b>\$ 609,168</b>	<b>\$ 563,243</b>	<b>\$ 566,905</b>	<b>\$ 570,133</b>	<b>\$ 574,139</b>
<b>Farebox Recovery Ratio*</b>	<b>11.9%</b>	<b>12.1%</b>	<b>15.0%</b>	<b>21.3%</b>	<b>21.2%</b>	<b>21.0%</b>	<b>20.9%</b>
* Does not include planning							

**Solano County Intercity Taxi Scrip Program**

5 Year Projection and Fare Change Analysis

11-Sep-15

**DRAFT**

<b>SCENARIO 3:</b>	<b>FY 2013-14</b>	<b>FY 2014-15</b>	<b>FY 2015-16</b>	<b>FY 2016-17</b>	<b>FY 2017-18</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>
<b>INCREASE FARES &amp; EXPAND SERVICE</b>	<b>Total</b>						
<b>Assumptions</b>							
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
<b>Operating Expenses</b>							
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
<b>Total Expenses</b>	<b>\$ 564,323</b>	<b>\$ 587,607</b>	<b>\$ 589,168</b>	<b>\$ 686,183</b>	<b>\$ 689,992</b>	<b>\$ 693,220</b>	<b>\$ 697,381</b>
<b>Planning Expenses</b>							
Consultant Services	\$ -	\$ 19,413	\$ 50,000	\$ -	\$ -	\$ -	\$ -
<b>Revenue</b>							
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
<b>Total Revenue</b>	<b>\$ 564,323</b>	<b>\$ 607,020</b>	<b>\$ 639,168</b>	<b>\$ 686,183</b>	<b>\$ 689,992</b>	<b>\$ 693,220</b>	<b>\$ 697,381</b>
<b>Farebox Recovery Ratio*</b>	<b>11.9%</b>	<b>12.1%</b>	<b>15.5%</b>	<b>21.9%</b>	<b>21.7%</b>	<b>21.6%</b>	<b>21.5%</b>
* Does not include planning							

**DRAFT**

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
<b>\$15 per Book</b>							
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%
<b>\$20 per Book (effective 1-Apr-16)</b>							
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
<b>\$40 per Book (effective 1-Apr-16)</b>							
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

<b>Sliding Scale - No Change in Number of Books</b>							
Percentage Paying \$40 Fare		0%	10%	<b>25%</b>	50%	75%	100%
Percentage Paying \$20 Fare		100%	90%	<b>75%</b>	50%	25%	0%
Total Fare Revenue	\$	96,000	\$ 105,600	\$ <b>120,000</b>	\$ 144,000	\$ 168,000	\$ 192,000
Change in Fare Revenue from \$15/book	\$	24,000	\$ 33,600	\$ <b>48,000</b>	\$ 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: October 2, 2015  
TO: STA Board  
FROM: Robert Guerrero, Senior Project Manager  
RE: Regional Transportation Impact Fee (RTIF) 2<sup>nd</sup> Annual Report

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**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 1<sup>st</sup> in order to be included in the County's PFF Annual Report. This year marks the 2<sup>nd</sup> RTIF Annual Report by the STA.

**Discussion:**

The RTIF Annual Report for Fiscal Year (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 RTIF Annual Report.

The majority of fees were collected in the 3<sup>rd</sup> and 4<sup>th</sup> quarter of FY 2014-15. The revenue collected was substantially higher in comparison to the 3<sup>rd</sup> and 4<sup>th</sup> quarter of the previous fiscal year. A total of \$89,673 and \$292,901 of RTIF was collected in the 3<sup>rd</sup> and 4<sup>th</sup> quarters respectively of FY 2013-14. In comparison, the RTIF collected for the 3<sup>rd</sup> and 4<sup>th</sup> 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

RTIF Working 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.

The STA Technical Advisory Committee reviewed this item at their September 30, 2015 meeting and unanimously recommended it for STA Board approval.

**Fiscal Impact:**

None to the STA General Fund.

**Recommendation:**

Approve the Solano County Regional Transportation Impact Fee (RTIF) Annual Report for FY 2014-15 for submittal to the Solano County Board of Supervisors.

Attachment:

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



# Solano County

## **Regional Transportation Impact Fee**

(A Component of the Solano County Public Facility Fee)

# Annual Report

## for

# Fiscal Year 2014-15

September 25, 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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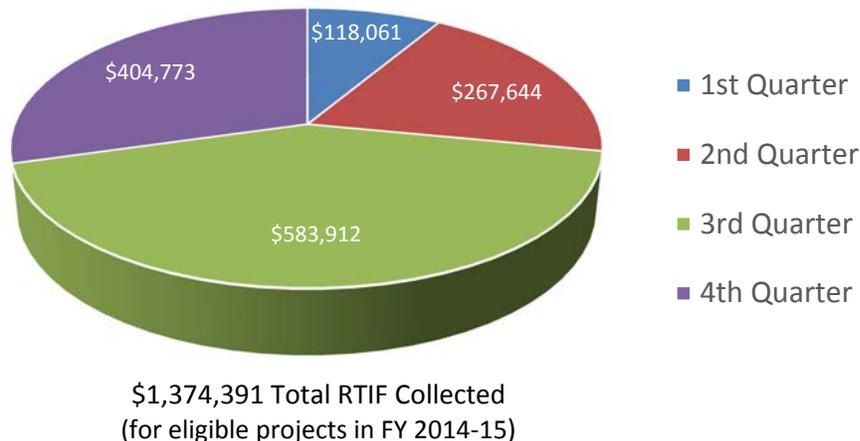
## Introduction

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 3<sup>rd</sup> and 4<sup>th</sup> quarter of FY 2014-15. The revenue collected was substantially higher in comparison to the 3<sup>rd</sup> and 4<sup>th</sup> quarter of the previous fiscal year. A total of \$89,673 and \$292,901 of RTIF was collected in the 3<sup>rd</sup> and 4<sup>th</sup> quarters respectively of FY 2013-14. In comparison, the RTIF collected for the 3<sup>rd</sup> and 4<sup>th</sup> 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
<b>RTIF Total</b>	<b>\$867,075</b>	<b>\$44,244</b>	<b>\$41,515</b>	<b>\$475,701</b>	<b>\$152,734</b>	<b>\$87,848</b>	<b>\$87,848</b>	<b>\$1,756,965</b>

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**

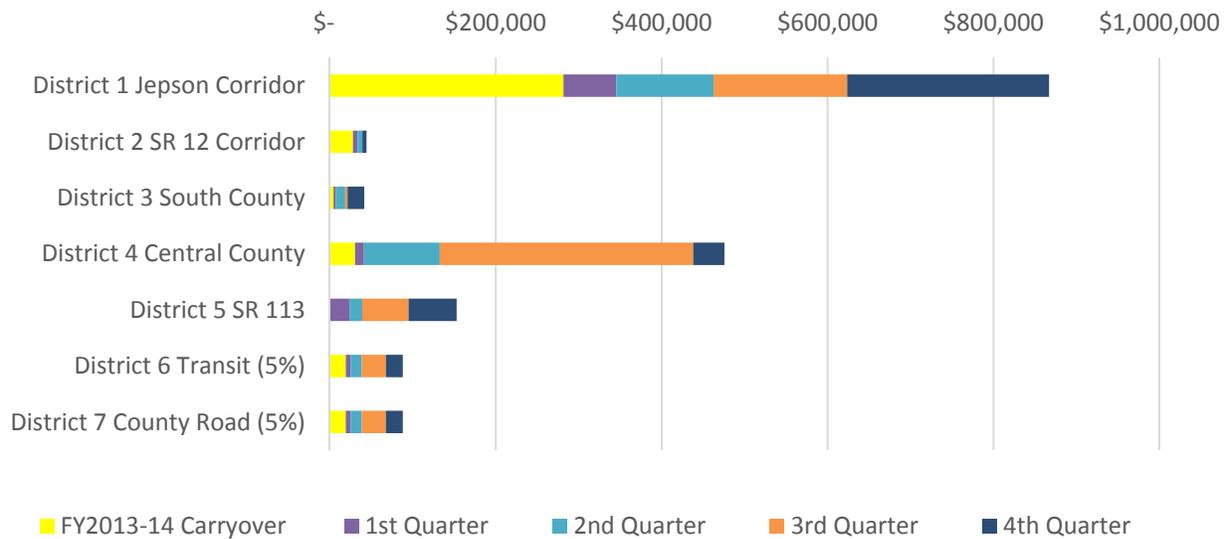


Exhibit C on page 7 includes a table with further details on how much revenue was collected for each Working Group District by quarter.

**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.

Working Group District	Project	RTIF Commitment	Available RTIF Funding	FY 2014-15 Allocation	Unprogrammed RTIF	Project Status
1	Jepson Parkway	\$750,000	\$867,075	\$750,000	\$117,075	Project is currently in Right of Way and Design Phase.
2	SR12/Church Rd Intersection	\$300,000	\$44,244	\$44,244	\$0	Project is currently in Preliminary Engineering and Environmental Document Phase. Phase completion anticipated in late 2016
3	SR37/Redwood St/Fairgrounds Dr.	\$40,000	\$41,515	\$40,000	\$1,515	Project is currently under design Phase.
4	Green Valley Overcrossing	\$1,300,000	\$475,701	\$475,701	\$0	Project is under Construction
5	SR 113 Corridor/County Unincorporated Road Projects	\$200,000	\$152,734	\$0	\$152,734	County and City working to select a project to implement.
6	Benicia Industrial Park Transit Hub	\$276,000	\$87,848	\$87,848	\$0	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	\$0	\$87,848	County to select a project to implement.
<b>Total</b>		<b>\$3,364,171</b>	<b>\$1,756,965</b>	<b>\$1,397,793</b>	<b>\$359,172</b>	<b>79% of available FY 2014-15 RTIF funds are committed.</b>

# 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

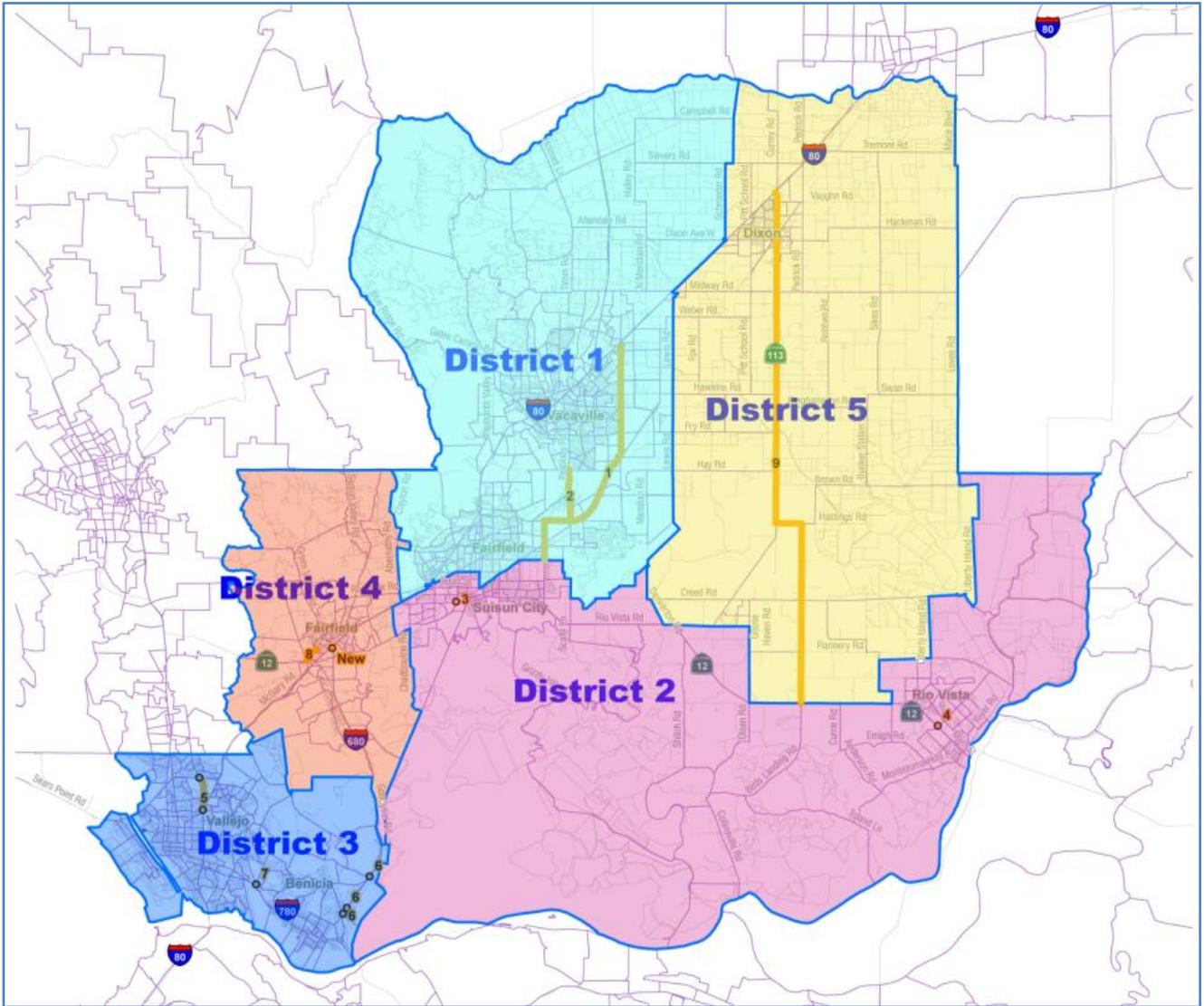
Fee Category	Fee
<b>Residential</b>	
Single Family Residential (SFR)	\$1,500
Multi Family Residential (MFR)	\$930
2nd SFR Unit/Accessory Unit	\$805
MFR Senior/Retirement Housing	\$585
<hr/>	
<b>Non-residential</b>	<b>Per 1,000 Building Square Feet</b>
Retail/Commercial	\$382
Service Commercial	\$980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

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<sup>1</sup> 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				FY 2014-15 Total	Total
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter		
<b>FY 2013-14 Carryover</b>						
RTIF Collection	\$ 390,382	\$ 120,471	\$ 273,106	\$ 413,034	\$ 1,402,440	\$ 1,792,821
2% STA Administration	\$ 7,808	\$ 2,409	\$ 5,462	\$ 8,261	\$ 27,417	\$ 35,225
<b>RTIF Revenue for Eligible Projects</b>						
District 1 Jepson Corridor	\$ 382,574	\$ 118,061	\$ 267,644	\$ 404,773	\$ 1,374,391	\$ 1,756,965
District 2 SR 12 Corridor	\$ 281,634	\$ 63,666	\$ 117,272	\$ 243,382	\$ 585,442	\$ 867,075
District 3 South County	\$ 27,762	\$ 5,693	\$ 5,673	\$ 5,116	\$ 16,482	\$ 44,244
District 4 Central County	\$ 4,493	\$ 2,673	\$ 11,182	\$ 20,167	\$ 37,022	\$ 41,515
District 5 SR 113	\$ 30,429	\$ 10,564	\$ 91,384	\$ 37,682	\$ 445,272	\$ 475,701
District 6 Transit (5%)	\$ -	\$ 23,660	\$ 15,368	\$ 57,949	\$ 152,734	\$ 152,734
District 7 County Road (5%)	\$ 19,129	\$ 5,903	\$ 13,382	\$ 20,239	\$ 68,720	\$ 87,848
<b>Total:</b>	<b>\$ 382,574</b>	<b>\$ 118,061</b>	<b>\$ 267,644</b>	<b>\$ 404,773</b>	<b>\$ 1,374,391</b>	<b>\$ 1,756,965</b>

# **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

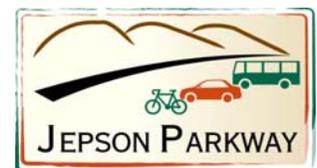
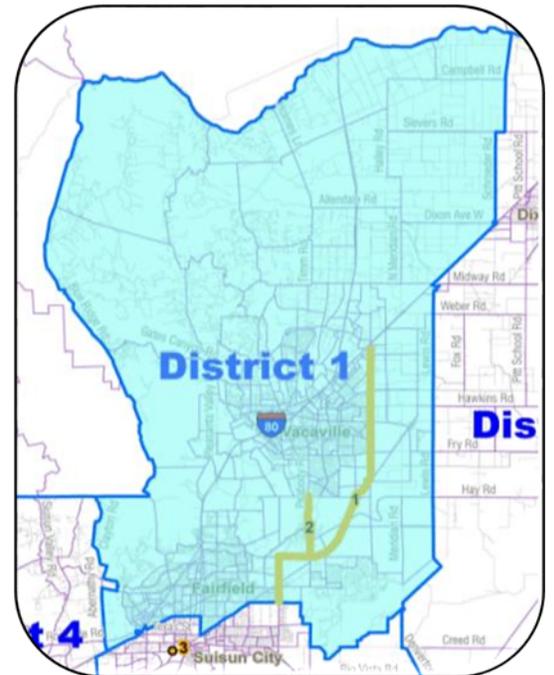
Jepson Parkway Project

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

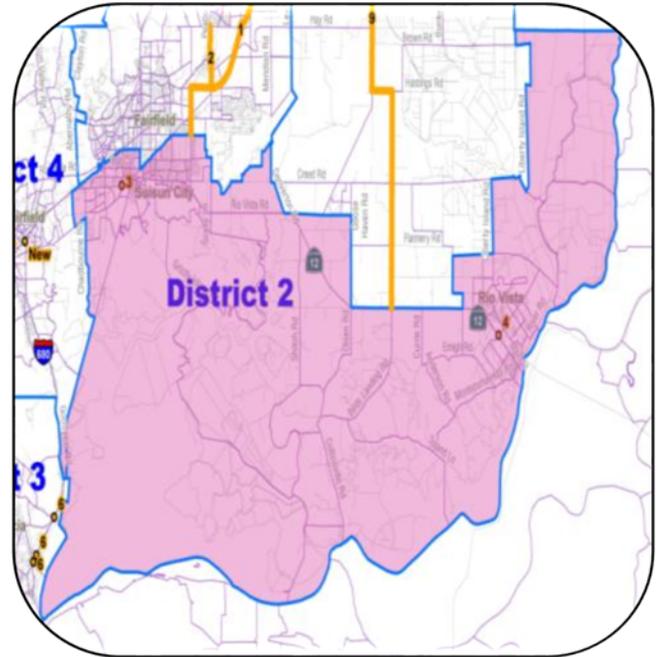
\*Project is underway and has accrued expenditures to be reimbursed by RTIF in FY 2015-16



# 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

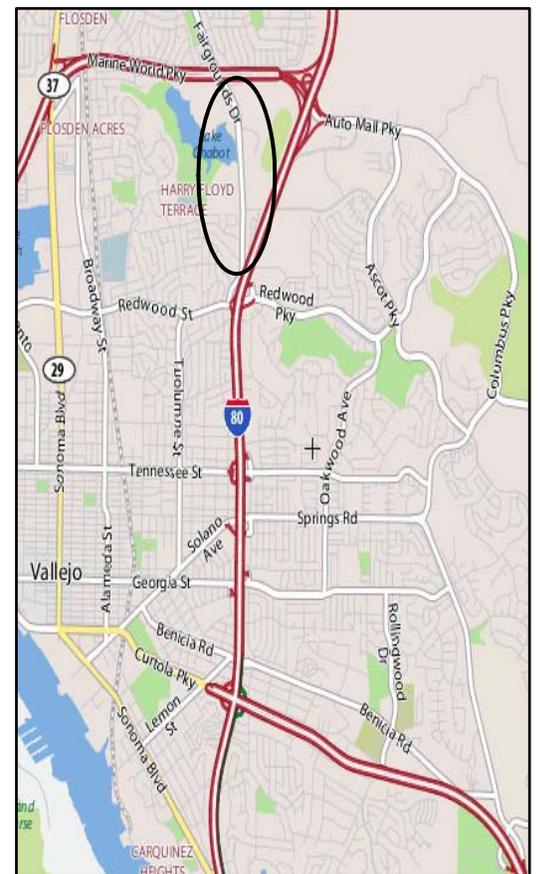
## 3. RTIF Projects

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:

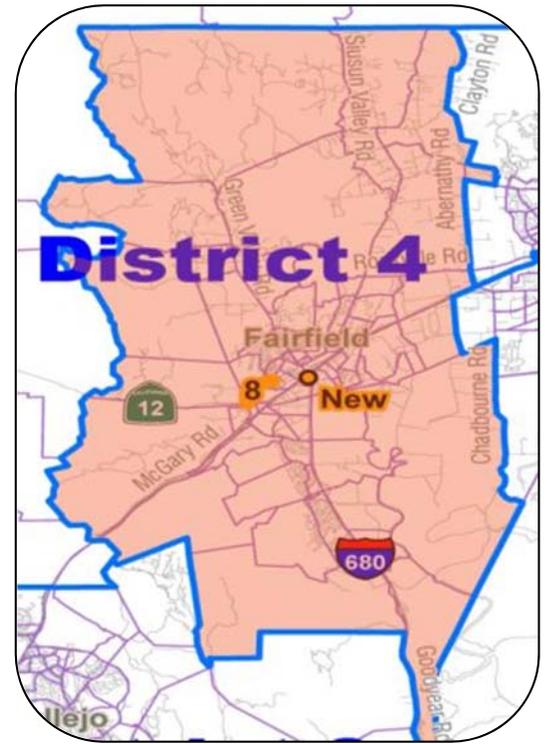
Green Valley Overcrossing

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

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## 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

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## 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:

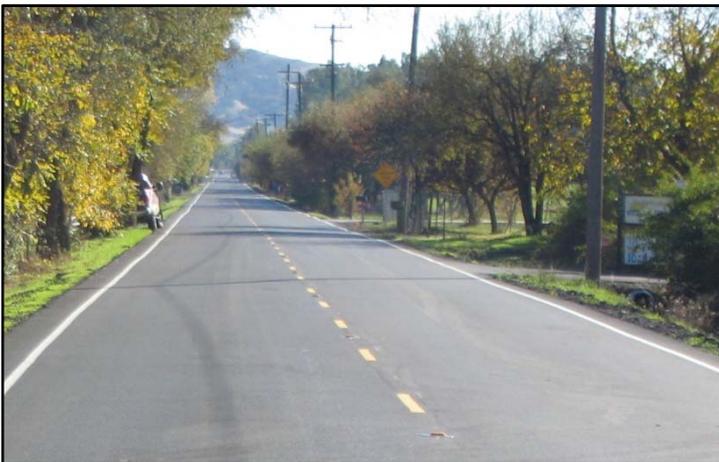
- a. County of Solano

## 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 : October 2, 2015  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Sustainable Communities Strategy (SCS)/ Regional Transportation Plan (RTP) –  
Priority Projects for Solano County

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**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 staff has provided STA with a planning budget of \$1.6 billion for Solano County. 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.

As projects and programs are entered into the MTC database, MTC calculates an ‘accelerated’ project cost, i.e. an assumed rate of construction inflation for the anticipated start and completion of the project. The method for his calculation is not made available to the CMAs, so actual project costs as calculated by the CMAs and MTC may vary significantly.

**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.

Construction Package One on the 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 in discretionary funding 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 \$10 million. The total project cost is estimated at \$810 million, with the remaining project funds assumed to be generated by facility tolls.

Together, these three regional projects would account for up to \$749.12 million, based on STA's analysis of project costs. Of this total, \$220 million is from regional funds, and \$529.12 million are from Solano share of funds.

The next two projects recommended for a 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 recommended by MTC and supported by STA staff is 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 \$150 million for MLIP implementation is recommended. This amount was raised from \$100 million to \$150 million at the request of Solano County Transit (SolTrans) staff.

All of the projects identified above total \$700.12 million, based upon STA's estimates of project costs.

After the August TAC meeting, City of Fairfield staff requested the I-80 Auxiliary Lane project remain on the SCS/RTP project list. This is a \$52 million project in the current Plan Bay Area project list.

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. Programmatic Categories used in the last RTP project submittal have been carried forward to the current SCS, with similar funding amounts.

One of the most important Programmatic Categories is Local Streets and Roads Maintenance. All funds not assigned to another project or program are assigned to Local Streets and Roads Maintenance.

The principles and projects/programs discussed above were presented at the September 29 Solano Express Intercity Transit Consortium and September 30 STA TAC meetings. Both Committees generally supported the principles. The Consortium requested increasing the MLIP Support from \$100 million to \$150 million, and the STA TAC concurred. The City of Dixon requested adding the Parkway Boulevard Overcrossing to the project list, and the TAC agreed to this modification. Both committees voted to recommend the STA Board endorse the project list (Attachment E).

On September 30<sup>th</sup>, 2015, STA staff finalized the entry of projects into the MTC database. Attachment E shows those projects that were entered, and the amount of Regional funding requested. Because of the cost acceleration done by MTC, the total amount comes to \$1.684 Billion. Over the next few weeks, STA and MTC staff will adjust cost acceleration and other factors to bring STA's proposal into compliance with MTC's financial planning limits. At a later date, MTC will provide STA a final financial target, and STA will bring back to the Consortium, TAC and Board a final, fully-constrained project list for review and approval by the STA Board. MTC requires a public hearing prior to STA approval of the SCS project list for Solano County.

**Fiscal Impact:**

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

**Recommendation:**

1. Conduct Public Hearing; and
2. Approve the SCS Project List as shown 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

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April 29, 2015

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Santa Clara County

*Jake Mackenzie, Vice Chair*  
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*Tom Azumbrado*  
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*Tom Bates*  
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*Bijan Sartipi*  
California State  
Transportation Agency

*Libby Schauf*  
Oakland Mayor's Appointee

*James P. Spering*  
Solano County and Cities

*Adrienne J. Tissier*  
San Mateo County

*Scott Wiener*  
San Francisco Mayor's Appointee

*Amy Rein Worth*  
Cities of Contra Costa County

*Steve Heminger*  
Executive Director

*Alix Bockelman*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

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

**To: Caltrans, Congestion Management Agencies, and Transit Operators**

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

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

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

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

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

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

Sincerely,

A handwritten signature in blue ink that reads "Alix A. Bockelman". The signature is 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](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](http://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](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](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
<b>Total</b>	<b>\$9.92</b>	<b>\$3.21</b>	<b>\$13.13</b>	<b>\$21.40</b>

\*\*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](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](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](mailto: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](mailto: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](mailto: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](mailto:tromell@mtc.ca.gov), 510.817.5772).

## C. CALL FOR PROJECTS AND NEEDS ASSESSMENTS GUIDANCE PROCESS TIMELINE

Task	Start	End
<b><i>Guidance</i></b>		
Release Call for Projects Guidance	April	N/A
Release Detailed Transit Operating and Capital Asset Needs Assessments Guidance	May	N/A
<b><i>Project Submittals</i></b>		
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"> <li>• New bike/ped facilities</li> <li>• New/extended roadway (more than ¼ mile)</li> <li>• New lane on existing roadway (more than ¼ mile, includes auxiliary lanes)</li> <li>• New bridge or expanded bridge capacity</li> <li>• Road diet (more than ¼ mile)</li> </ul>	<ul style="list-style-type: none"> <li>• Intersection improvements (less than ¼ mile)</li> <li>• Management systems</li> <li>• Safety and security</li> <li>• Multimodal streetscape improvements (less than ¼ mile)</li> <li>• Travel demand management</li> <li>• Congestion pricing</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	State Highway	<ul style="list-style-type: none"> <li>• New bike/ped facilities</li> <li>• New/extended highway (more than ¼ mile)</li> <li>• New lane on existing highway (more than ¼ mile, includes auxiliary lanes)</li> <li>• New bridge or expanded bridge capacity</li> <li>• New I/C, I/C modification (with added capacity)</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and Security</li> <li>• Minor Highway Improvements (less than ¼ mile)</li> <li>• Travel demand management</li> <li>• I/C modifications (no added capacity)</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Public Transit	<ul style="list-style-type: none"> <li>• New/extended fixed guideway (rail, BRT, ferry)</li> <li>• New/expanded station/terminal (including parking facilities)</li> <li>• Fleet/service expansion</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and security</li> <li>• Minor transit improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Tollway	<ul style="list-style-type: none"> <li>• New/extended toll/express lanes</li> <li>• Lane conversion</li> <li>• New toll bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Management systems</li> <li>• Safety and Security</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	<ul style="list-style-type: none"> <li>• Routine operations and maintenance</li> </ul>
	Freight	<ul style="list-style-type: none"> <li>• New/expanded terminal</li> <li>• New/extended truck lanes (in urban areas)</li> <li>• New trackage</li> </ul>	<ul style="list-style-type: none"> <li>• Minor freight improvements</li> <li>• Safety and security</li> <li>• Track reconfiguration</li> </ul>	<ul style="list-style-type: none"> <li>• Preservation/rehabilitation</li> </ul>	
	Other		<ul style="list-style-type: none"> <li>• Travel demand management</li> <li>• Land use</li> <li>• Planning</li> <li>• Emission reduction technologies</li> </ul>		

\*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

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#### 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

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#### 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

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### 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

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### 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

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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

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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) <b>AGENCY PRIORITY PROJECT</b>	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance. <b>Design to start FY 2015-2016 with improvements in FY 2016-2017. Estimated cost \$710,000.</b>	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). <b>These are Transit Facilities of Regional Significance.</b> 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. <b>This is a Transit Facility of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	Vision	No	None identified
09CTP 213	Dixon	I-80/SR 113 Interchange	Construct overcrossing and ramp improvements. <b>This is a Route of Regional Significance.</b>	Vision	No	None identified
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Construct overcrossing and ramp improvements. <b>This is a Route of Regional Significance.</b>	Vision	No	None identified
09CTP 215	Dixon	I-80/West A St. Interchange	Construct overcrossing and ramp improvements. <b>This is a Route of Regional Significance.</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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. <b>This is a Route of Regional Significance.</b> 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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Transit Facility of Regional Significance.</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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. <b>This is a Transit Facility of Regional Significance.</b>	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 Improveme nt Plan (CIP)
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds  <b>AGENCY PRIORITY PROJECT</b>	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. <b>This is a Route of Regional Significance</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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. <b>This is a Route of Regional Significance.</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	Vision	No	Suisun City's 2015 CTP List
	Suisun City	Pennsylvania Avenue Widening	Widen Pennsylvania Avenue from Highway 12 to Cordelia Road. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Transit Facility of Regional Significance.</b>	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

<b>CTP ID</b>	<b>Agency</b>	<b>Location / Title</b>	<b>Description</b>	<b>Project Status: Vision/ Initiated/ Designed</b>	<b>New Project: Yes/ No</b>	<b>Project Source:</b>
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 Transport- ation 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 Transport- ation 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 Transport- ation 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. <b>This is a Transit Facility of Regional Significance.</b>	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 <b>This is a Route of Regional Significance.</b>	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  <b>AGENCY PRIORITY PROJECT</b>	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. <b>This is a Route of Regional Significance.</b>	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. <b>This is a Route of Regional Significance.</b>			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. <b>This is a Route of Regional Significance.</b>		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 <sup>th</sup> and 6 <sup>th</sup> 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"> <li>1. Convert the HOV lane between Red Top Road and Airbase Parkway to an Express Lane</li> <li>2. Construct a new Express Lane from Air Base Parkway to I-505</li> <li>3. Construct a new Express Lane from the Carquinez Bridge to SR 37</li> </ol>	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  <b>This is a regional Goods Movement priority project.</b>	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  <b>THIS IS AN STA PRIORITY PROJECT</b>  <b>THIS IS A CITY OF VACAVILLE PRIORITY PROJECT</b>	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  <b>THIS IS AN STA PRIORITY PROGRAM</b>	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  <b>THIS IS AN STA PRIORITY PROJECT</b>	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><b>THIS IS AN STA PRIORITY PROGRAM</b></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><b>THIS IS AN STA PRIORITY PROGRAM</b></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  <b>THIS IS AN STA PRIORITY PROJECT</b>	<b>Construction Phase 1:</b> (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  <b>THIS IS AN STA PRIORITY PROJECT</b>	<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><b>Construction Phase 2:</b> (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  <b>THIS IS AN STA PRIORITY PROJECT</b>	<b>Construction Phase 3:</b> (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  <b>THIS IS AN STA PRIORITY PROJECT</b>	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  <b>Construction Phase 4: I-680 Northbound to Eastbound I-80 Connector</b> – 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.			

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  <b>THIS IS AN STA PRIORITY PROJECT</b>	<b>Construction Phase 5:</b> 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  <b>THIS IS AN STA PRIORITY PROJECT</b>	<p><b>Construction Phase 6:</b> 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><b>Construction Phase 7:</b> 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>			

## STA SCS/RTP Project List

Project Title	Requested Regional Funds (MTC calculated Year of Expenditure) (Thousands of dollars)	Committed Funds (Thousands of dollars)	Total Cost (Thousands of dollars)	In Current RTP	
I-80/I-680/SR-12 Interchange, Construction Package 1 (under construction)	0	578,000	578,000	Yes	Major Projects and Studies
Express Lane System Conversion/Expansion	<b>Regionally funded</b>	--	--	Yes	
I-80/I-680/SR-12 Interchange, Construction Package 2-7	375,620	220,000	595,620	No	
Westbound Truck Scales	210,000	0	210,000	No	
Jepson Parkway	85,000	144,000	229,000	Yes	
Fairgrounds Access Improvements, including Redwood Drive	3,000	93,000	96,000	Yes	
MLIP Implementation	183,000			No	
I-80 Auxiliary Lanes in Fairfield	57,000	0	57,000	Yes	
Fairfield/Vacaville Intermodal Station (AHSC grant application facilities)	12,100	0	12,100	Yes	
Vallejo Station Parking Structure Phase B	30,000	0	30,000	Yes	
SR 37 Sea Level Rise and Congestion Mitigation Pilot Program	1,500	800,000	810,000 ***	No	
Expand Bicycle and Pedestrian Facilities	6,000	0 *	6,000 **	Yes	Programmatic Categories
Enhance and Rehabilitate Bicycle and Pedestrian Facilities	2,000	0 *	2,000 **	Yes	
Lifeline Transit Services	75,000	0 *	75,000 **	Yes	
Senior and Persons with Disabilities Transit (non-Lifeline)	38,000	0 *	38,000 **	Yes	
Parkway Blvd Overcrossing	10,000	0 *	10,000 **	No	
Maintain State Highways in Solano County	29,000	0 *	29,000 **	Yes	
Implement Safety Projects on State Highways	2,000	0 *	2,000 **	Yes	
Enhance State Highways (soundwalls, landscaping, SOHIP)	1,000	0 *	1,000 **	Yes	
Rehabilitate Local Bridges	1,000	0 *	1,000 **	Yes	
Implement local climate change programs/projects	4,000	0 *	4,000 **	Yes	
Implement local rideshare and vanpool measures	19,000	0 *	19,000 **	Yes	

Project Title	Requested Regional Funds (MTC calculated Year of Expenditure) (Thousands of dollars)	Committed Funds (Thousands of dollars)	Total Cost (Thousands of dollars)	In Current RTP	
Implement Solano SR2S	15,000	0 *	15,000 **	Yes	
Local and CMA Planning, including PDA and PCA Planning	12,900	500	13,400	Yes	
Implement SR 12 Corridor Study	58,000	0	900,000	No	
Implement SR 113 Corridor Study	58,000	0	325,000	No	
Widen Railroad Avenue, SR 37 to G Street	Locally funded	--	5,000	Yes	Local Projects
American Canyon Road Overcrossing	Locally funded	--	12,000	Yes	
Improve I-505/Vaca Valley Parkway	Locally funded	--	2,000	Yes	
Widen and Improve Peterson Road	Locally funded	--	2,000	Yes	
Lagoon Valley Road Interchange	Locally funded	--	10,000	Yes	
Local Streets and Roads O&M	576,000		1,165,000 **	Yes	
Mare Island Straight Dredging				No	
<b>TOTAL</b>	<b>1,864,120</b>	<b>1,846,500</b>	<b>3,309,120</b>		

\* Does not include current program operations; only those from 2017 through 2040. Project or program may be eligible for OBAG or other fund sources that have not yet been committed.

\*\* Project costs based upon current Plan Bay Area Final Project List.

\*\*\* Four CMAs will contribute a total of \$10 million for initial project design funds.



DATE: October 5, 2015  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: STA's 2016 Legislative Priorities and Platform and Legislative Update

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**Background:**

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 10, 2014, the STA Board approved its 2015 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2015.

Monthly legislative updates are provided by STA's State and Federal lobbyists 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. The STA Technical Advisory Committee (TAC) and Transit Consortium reviewed the 2016 Legislative Platform and Priorities at the meetings in September. Proposed edits to the Platform are shown with tracked changes (Attachment C), with a recommendation to distribute the draft document for review and comment. The 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.

ABX1-24 (Attachment D) introduced last month by Assembly members Marc Levine and Phil Ting would turn the Metropolitan Transportation Commission (MTC) into a directly elected board, which it has not been in the past. The bill would re-name MTC the Bay Area Transportation Commission and replace the body's current 21 appointed members with commissioners elected by districts of about 750,000 residents. Each district would elect one commissioner, except a district with a toll bridge, which would elect two. A citizens' redistricting commission would draw the district boundaries, and the campaigns for commissioners would be publicly financed. Elections would be held in 2016, with new commissioners taking office on January 1, 2017. STA staff recommends an oppose position on this bill. With a population of less than 450,000 residents, it is uncertain if Solano County would have a representative or may share a representative with either Contra Costa or Napa Counties.

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:**

Take the following actions:

1. Distribute the STA's 2016 Legislative Priorities and Platform for a 30-day review and comment as shown in Attachment C; and
2. Oppose ABX1-24.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. STA's 2016 Legislative Priorities and Platform with Tracked Changes (Redline)
- D. ABX1-24 (Levine/Ting)



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

October 2, 2015

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner  
 Matt Robinson, Legislative Advocate  
 Shaw / Yoder / Antwih, Inc.

RE: **STATE LEGISLATIVE UPDATE – October 2015**

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***Legislative Update***

The Legislature recessed the first year of the two-year 2015-16 Legislative Session on September 11. In the final two weeks of the session the Legislature sent Governor Brown approximately 640 bills for consideration. The Governor has until October 11 to act on legislation sent to him in the final two weeks of the session. The Legislature will reconvene on January 4, 2016. We have provided a status update on several bills we have been tracking for the STA Board 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.

After several informational and policy hearings, the special session on transportation failed to produce a comprehensive transportation funding plan for consideration by the Legislature and the Governor prior to adjourning on September 11. In the final days of the legislative session, Governor Brown announced a \$3.6 billion proposal that would fund state highways, goods movement, local streets & roads, public transit, and complete streets, as well as \$890 million in one-time transportation funding from early loan repayments. The ongoing proposal would be paid for using a mix of fuel excise tax increases, increased vehicle registration fees, and Cap and Trade revenue.

Governor's Brown's proposal failed to gain any traction in the waning days of the session and it was ultimately decided that the Legislature would convene a conference committee to run parallel with the special session to explore new transportation funding, i.e. the special session will run past the

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September 11 adjournment of the regular session. The make-up of the conference committee was established on September 23 and will feature Senators Beall (D-San Jose, *Co-Chair*), Allen (D-Santa Monica), Leyva (D-Chino), Cannella (R-Ceres), and Gaines (R-El Dorado Hills), as well as Assembly Members Gomez (D-Los Angeles, *Co-Chair*), Mullin (D-South San Francisco), Burke (D-Inglewood), Melendez (R-Lake Elsinore) and Obernolte (R-Big Bear Lake).

Early indications are that this conference committee will hold several hearings around the state, for purposes of taking public input and consideration of various solutions. We hear that the first hearing will be in Sacramento on October 16, and the second will be in Los Angeles on October 22. We will let you know as more hearings are scheduled.

### ***Cap and Trade***

As mentioned above, the Governor proposed to use some Cap and Trade funding for transit. His complete streets proposal would also be funded from Cap and Trade revenue. However, the Legislature has yet to propose a spending plan for the majority of 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, which yielded approximately \$650 million in revenues for the state. Using this as a base for estimating revenues for the fiscal year, there could be as much as \$2.6 billion in Cap and Trade revenues in 2015-16.

Under the rubric of the special session on transportation, various legislators and interest groups have also 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. The Legislature and the Governor have agreed to tackle Cap and Trade funding when they return in January.

As we have reported in the past, several programs are funded from a continuous appropriation of Cap and Trade revenues. Draft guidelines have been released for two of these programs – the Affordable Housing and Sustainable Communities Program and the Low-Carbon Transit Operations Program – for the 2015-16 funding cycle. We encourage STA to review the draft guidelines and provide comment.

### ***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).***

#### **ABX1 24 (Levine and Ting) Bay Area Transportation Commission**

Effective January 1, 2017, this bill would recast the Metropolitan Transportation Commission (MTC) as the Bay Area Transportation Commission (BATC) and merge the responsibilities of the Bay Area Toll

Authority with the new Commission. The bill would require BATC commissioners to be elected by districts comprised of approximately 750,000 residents and award districts with a toll bridge two seats on the Commission.

#### **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**

***(The Governor has signed or is waiting to act on bills listed in green. 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 an agreement between transit agencies, cities & counties, and Caltrans to update the state weight limit scheme, to reflect the weight of a modern transit bus, while lowering the ultimate weight of transit vehicles over time. ***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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## M E M O R A N D U M

October 3, 2015

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

During the month of September we assisted Solano Transportation Authority staff with developing its federal platform. We also discussed STA's federal priorities for the coming year and how we will work together to advance them.

**Fiscal Year 2016 Funding for Transportation Programs**

Congress is expected to pass a continuing resolution that funds the federal government until December 11. President Obama is then expected to sign the bill into law and avoid a government shutdown as the current fiscal year draws to a close. Congressional leaders and the President also are attempting to negotiate a two-year budget deal that could avert shutdown threats until after the 2016 elections. Congress will attempt to resolve the larger issues, including extending the debt limit and lifting the defense and non-defense discretionary spending caps, later this year.

The impact of Speaker John Boehner's resignation on budget talks is unclear. While Democrats may want to negotiate possible spending concessions before to the Speaker's departure in October, more conservative Republican members may feel even more empowered to oppose any concessions. The stalemate over government spending appears likely to continue with Senate Democrats and the White House blocking progress on the conservative agenda, and Tea Party Republicans in the House pressuring leadership to pursue far-right policies.

**Surface Transportation Reauthorization**

The current extension of MAP-21 expires on October 29. It is clear that Congress will not be able to pass a multiyear bill before October 29 so it will be forced to extend MAP-21 again. There has not been any discussion regarding the length of the extension although there appears to be momentum building for Congress to complete work on a transportation bill before the end of the year, which would suggest that the extension would go no later than mid-December. Senator Charles Schumer (D-NY), a senior member of the Senate leadership, and Congressman Paul Ryan (R-WI), Chairman of the tax-writing House Ways and Means Committee were attempting to negotiate an agreement to reform the tax code and use the proceeds from repatriation of overseas earnings for transportation. They announced yesterday, however, that they were not able to reach agreement. After that announcement, Chairman Ryan recommended that House Transportation and Infrastructure Committee Chair Bill Shuster (R-PA) move forward with

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marking up the House Transportation bill at the same time that the Ways and Means Committee identifies funding to supplement the Highway Trust Fund revenues. While there is less pressure on Congress to pass a long term bill since the Highway Trust Fund will have sufficient funding to support transportation spending into next summer, momentum appears to be building for Congress to pass a multiyear bill before the end of 2015. We have heard from one member of the House Ways and Means Committee that Congress likely will pass a three year bill – as the Senate did. We do not yet know the funding levels for the House bill but would expect it to be similar to the funding levels of the Senate bill

### **Regulatory Streamlining**

On September 25, the House of Representatives passed *The Responsibly and Professionally Invigorating Development (RAPID) Act* (H.R. 348) by a vote of 233-170. The Act, sponsored by Regulatory Reform, Commercial and Antitrust Law Subcommittee Chairman Tom Marino (R-PA), streamlines the environmental review process for federally-funded and federally-permitted transportation, energy and other projects. Reforms include: allowing a project sponsor to prepare environmental review documents if the lead agency furnishes oversight and independently evaluates, approves, and adopts the documents prior to taking action or making any approval based on the document; requiring no more than one environmental impact statement and one environmental assessment for a project; limiting federal agency review to the environmental document prepared by the lead agency; and adopting a schedule and deadlines for all agencies for completing the review. The Administration has issued a veto threat and opposes the legislation, warning that the bill would increase litigation, cause regulatory delays, and potentially force agencies to approve a project if the review and analysis cannot be completed before the proposed arbitrary deadlines.

On September 22, the White House issued guidance to agencies to expand the use of the Infrastructure Permitting Dashboard (the Dashboard) to report a common set of time frame metrics for infrastructure projects seeking federal funding, permits, notices of decision, rights-of-way, and similar actions that meet certain threshold criteria. The updates from the federal agencies are intended to capture project schedules and milestones, descriptive information, and identify when project progress slows due to external factors. The White House intends to use the information collected to establish a baseline of the typical review timeframes for infrastructure projects across nine sectors.

The Federal Transit Administration (FTA) is also currently conducting an online dialogue through October 16 on its Expedited Public Transportation Improvement Initiative (XPEDITE), which is intended to speed up planning, approval and delivery of transit capital investment

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projects and better support innovative financing methods. The initiative will consider: improved public transportation technologies; proven methods to speed up planning, development, approval and delivery of FTA supported capital investments; and provide opportunities for public-private partnerships through "value capture" that support improved capital project delivery. On a [website](#), FTA requested input from state and local governments, transit agencies, MPOs and non-profits and transit advocacy groups, intending to update administrative requirements.

### **Transit Safety Management Systems (SMS)**

On August 14, FTA issued a Notice of Proposed Rulemaking to strengthen the safety performance of the public transportation industry, as part of its implementation of MAP-21, Pub. L. 112-141 (2012). FTA requested comment by October 13 on the principles and practices of Safety Management Systems (SMS) as "a top-down, organization-wide approach to managing safety risks and assuring the effectiveness of safety risk mitigation." Under the proposed rule, FTA would adopt procedures to conduct inspections, audits, examinations, investigations, and testing of equipment, facilities, rolling stock, and the operations of a public transit system. It would also establish procedures for FTA enforcement actions, including directing the use or withholding of Federal funds and issuing directives and advisories.

FTA also announced that it will develop and implement a National Public Transportation Safety Plan (NPTSP), which would include safety performance criteria for all modes of public transportation, minimum safety performance standards for transit vehicles used in revenue operations, the definition of "state of good repair," and information about the Safety Certification Training Program. The FTA expects to issue its first NPTSP later this year for public review and comment.

### **Low or No Emission Vehicle Deployment Program (LoNo) Program**

On September 24, FTA announced the availability of \$22.5 million in fiscal year 2015 funds for the deployment of low or no emission transit buses. The funds are intended to encourage adoption of green technologies in transit buses, such as hydrogen fuel cells and electric and hybrid engines. The deadline for applications is November 23, 2015.

According to the notice, FTA will award the LoNo funds on a competitive basis to transit agencies and state transportation departments working either independently or jointly with bus manufacturers already making low- and zero-emission buses. Eligible areas are limited to non-attainment and maintenance areas and eligible applicants are in areas with over 200,000 in population and State Departments of Transportation (DOTs) for eligible areas under 200,000 in

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population. Priority will be given to proposals that: use tested bus models with proven effectiveness, especially zero-emission models; exhibit strong transit agency and community commitment, including technical and project management skills; and demonstrate understanding of and accommodation for public safety. Of the \$22.5 million available in LoNo grant funds, a minimum of \$3 million is available to support facilities and related equipment. Transit agencies may also use a portion of their annual FTA formula funds to purchase additional vehicles.

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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:**

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**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

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**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

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## 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

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### 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

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#### 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

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#### 3. Freight/Goods Movement

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

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4. ITIP

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

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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

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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~~ 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 2015~~6~~ 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.

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DATE: October 2, 2015  
TO: STA Board  
FROM: Bernadette Curry, STA Legal Counsel  
RE: Approval of the Memorandum of Understanding the State Route 37  
Corridor between the Napa County Transportation Planning Agency,  
Sonoma County Transportation Authority, and the Transportation  
Authority of Marin

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### **Background**

State Highway 37 (SR 37) is a regionally significant highway linking the north, east and west San Francisco Bay subregions. 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 and crossing through Sonoma County and portion of Napa County along the way. It serves as a vital connection between the eastern and western counties of the northern San Francisco Bay Area, and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

By connecting US 101 to I-80, SR 37 connects job markets and housing within Marin, Sonoma, Napa and Solano Counties as well as commuters coming from the East Bay counties of Contra Costa and Alameda. The commute, freight movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. As a parallel route north of the Richmond-San Rafael Bridge (I-580), SR 37 functions as a State Recovery Route and is part of the Interregional Roads System (IRRS) between US 101 and I-80.

SR 37 is vulnerable to flooding during heavy storms repeatedly requiring its closure. SR 37 is also affected by the continual settling of the roadway from unstable soil structures and heavy truck traffic which requires frequent roadway repairs. SR 37 has been identified by BCDC and Caltrans through two separate studies as vulnerable to future projected sea level rise making it more likely to experience increased flooding events and resulting in frequent need for more repeated repairs.

### **Discussion:**

Given the cross-jurisdictional route of SR 37, a Memorandum of Understanding (MOU) between the Solano Transportation Authority, Napa County Transportation Planning Agency (NCTPA), Sonoma County Transportation Authority (SCTA), and the Transportation Authority of Marin (TAM) is being proposed to define how the four agencies will work together to promote and advance the delivery of improvements on the SR 37 Corridor.

Key terms of the MOU include:

- Establishment of a SR 37 Policy Committee consisting of three members from the STA and SCTA and up to three members from both NCTPA and Tam;
- Establishment of an Executive Steering Committee comprised of the Executive Directors from the four agencies and a Project Leadership Team comprised of the four Deputy Directors;
- Description of key SR 37 Project tasks.

Execution of the MOU does not commit any funds from any of the agencies but rather establishes the parameters by which the four agencies will work collaboratively to seek and obtain available federal, state, regional and local resources for the SR 37 Corridor.

**Fiscal Impact:**

There is no direct fiscal impact to approve the MOU. However, a funding plan to advance the project needs to be developed.

**Recommendation:**

Approve the following:

1. The attached Memorandum of Understanding (MOU) for the State Route 37 Corridor;
2. Authorize the Executive Director to execute the same; and
3. Appoint three members to serve on the SR 37 Policy Committee.

Attachment:

- A. MOU SR 37 Corridor – 4 North Bay Counties

MEMORANDUM OF UNDERSTANDING  
for  
THE STATE ROUTE 37 CORRIDOR  
between  
Napa County Transportation Planning Agency,  
Solano Transportation Authority,  
Sonoma County Transportation Authority  
and the Transportation Authority of Marin

## **I. INTENT**

This Memorandum of Understanding (MOU), entered into as of the last date written below between the Napa County Transportation Planning Agency (NCTPA), the Solano Transportation Authority (STA), the Sonoma County Transportation Authority (SCTA) and the Transportation Authority of Marin (TAM), (collectively referred to as the Parties), constitutes solely a guide to the respective intentions and policies of the Parties involved for the State Route (SR) 37 Corridor. It is not intended to authorize funding or project effort nor is it a legally binding contract. Funding commitments providing for the deposit of funds for specific work phases or project effort committing resources will be covered by one or more separate cooperative agreements as may be outlined herein.

The intent of this MOU is to define how the four agencies will work together in cooperation to successfully promote and expedite the delivery of improvements in the SR 37 Corridor to address the threat of sea level rise, traffic congestion, transit options and recreational activities. It constitutes a guide to the intentions and strategies of the parties involved and provides the overall framework, including outlining their respective roles, responsibilities and potential funding strategy for the SR 37 Corridor.

In order to achieve the intent of this MOU, the Parties will work cooperatively, using staff, consultants and resources interchangeably, as part of the Project Team in a commitment to deliver improvements to the SR 37 Corridor and will coordinate with affected agencies and interested parties, as necessary. Cooperative agreements will be required and are expected for each specific phase of work requiring the expenditure of funds and/or staff services provided by the Parties.

## **II. ABBREVIATIONS AND SELECT DEFINITIONS**

- Agency Assignments – The four stakeholder agencies have agreed to share in the staffing of the work. This documents indicates the agreed upon agency responsibilities on each of the individual projects.
- BCDC – Bay Conservation and Development Commission
- CMAs – The four congestion management agencies, or equivalent, that are signatories to this MOU
- CTC – California Transportation Commission
- MTC – Metropolitan Transportation Commission
- SR 37 PROJECT – The project that is the subject of this MOU and which consists of multiple individual projects that will be managed collectively as defined herein.
- Department of Caltrans – California Department of Transportation
- ESC – Executive Steering Committee
- NCTPA – Napa County Transportation Planning Agency
- PLT – Project Leadership Team
- Policy Committee – Committee formed by elected representatives from Marin, Napa, Solano, and Sonoma Counties
- SCTA – Sonoma County Transportation Authority
- STA – Solano Transportation Authority
- Staffing Plan – Based upon the Agency Assignments, the SR 37 Project Executive Steering Committee will assign agency and consulting staff to perform work on both the SR 37 Corridor and the Individual Projects.
- TAM – Transportation Authority of Marin

## **III. PROJECT DESCRIPTION**

State Highway 37 (SR 37) is a regionally significant highway linking the north, east and west San Francisco Bay subregions. 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 the eastern and western counties of the northern San Francisco Bay Area, and the Central Valley. It is the northernmost non-mountainous east-west link between US 101 and I-5 (via I-80 and I-505) in the State.

From US 101 to the signalized SR 121 intersection at Sears Point, SR 37 is a four-lane expressway. Another signalized intersection is at Lakeville Road. East of Sears Point, it becomes two-lane conventional highway with a median barrier as it crosses the Napa-Sonoma marshlands. At Mare Island, a four-lane freeway begins. SR 37 continues eastward through Vallejo terminating at I-80.

By connecting US 101 to I-80, SR 37 connects job markets and housing within Marin, Sonoma, Napa and Solano Counties as well as commuters coming from the East Bay counties of Contra Costa and Alameda. The commute, freight

movement, and recreational functions of the route require efficient traffic management on both weekdays and weekends. As a parallel route north of the Richmond-San Rafael Bridge (I-580), SR 37 functions as a State Recovery Route and is part of the Interregional Roads System (IRRS) between US 101 and I-80.

SR 37 is vulnerable to flooding during heavy storms repeatedly requiring its closure. SR 37 is also affected by the continual settling of the roadway from unstable soil structures and heavy truck traffic which requires frequent roadway repairs. SR 37 has been identified by BCDC and Caltrans through two separate studies as vulnerable to future projected sea level rise making it more likely to experience increased flooding events and resulting in frequent need for more repeated repairs.

The purpose of the SR37 Corridor MOU is to develop an expedited funding, financing and project implementation strategy for the reconstruction of SR 37 to withstand rising seas and storm surges while improving mobility and safety along the route.

#### **IV. PROJECT STRATEGY**

The Parties intend to develop a project strategy that will expedite the delivery of the SR 37 Corridor improvements that improves the existing facility while protecting it from rising sea levels and flooding. To the extent feasible, the SR 37 Corridor would maximize benefits to marshland restoration and provide multi-modal services. The initial key SR 37 Corridor tasks, detailed in Appendix A, will be modified as necessary by the Policy Committee, without formally amending this MOU as the scope of the SR 37 Corridor improvements are refined.

The SR 37 Corridor strategy is intended to be a cooperative effort with oversight from the Policy Committee using a collaborative, integrated team comprised of staff from NCTPA, SCTA, STA, TAM and consultants, as needed. STA and SCTA will provide staff and legal support in support of the MOU's Policy Committee, Executive Steering Committee (ESC) and Project Leadership Team (PLT).

The mix of staff assigned to each subsequent task may come from different sources provided by NCTPA, SCTA, STA and TAM but the primary sources will be STA and SCTA staff and consultants.

Regional, State and federal partners will also be included in the project strategy, including: Caltrans, MTC, BCDC, the CTC and numerous natural resource agencies.

## **V. PROJECT DELIVERY ORGANIZATION – ROLES AND RESPONSIBILITIES**

Oversight and policy direction for the SR 37 Corridor MOU will be provided by the Policy Committee. The complete delivery of the SR 37 Corridor improvements shall be the responsibility of the Executive Steering Committee (ESC). The ESC will be assisted by the Project Leadership Team (PLT) which will provide direct support to the SR 37 Corridor Project Manager.

### **A. SR37 Corridor Policy Committee**

- **Role:**

The SR37 Corridor Policy Committee representation is based on equal representation of the four North Bay counties however there is recognition that the bulk of the corridor improvement area is located in Sonoma and Solano Counties. The Policy Committee is comprised of up to three members from Napa County, up to three members from Marin County, three members from Solano County, and three members from Sonoma County, appointed by the respective NCTPA, SCTA, STA, and TAM Board of Directors. The appointed members shall select a Chair and Vice-Chair.

- **Responsibilities:**

The Policy Committee's purpose is to provide policy oversight to the respective staffs and dispute resolution throughout the SR 37 Corridor implementation process. The Policy Committee will approve SR 37 Corridor scope, schedule and budget, including any necessary changes, and will agree on a funding plan for each SR 37 Corridor project phase. The Policy Committee will serve as the final level of review of any disputes amongst the Project team that may arise throughout the SR 37 Project.

- **Meetings:**

Meetings of the SR 37 Corridor Policy Committee will occur once per quarter or as needed. Meetings to be rotated between locations located to the West (Marin and Sonoma) and East (Solano and Napa) and in close proximity to the SR 37 Corridor or at a location determined by the MOU's Policy Committee.

- **Voting:**

All actions of the SR 37 Policy Committee require the affirmative vote of a majority of the members, which must include at least one affirmative vote of a member representing each Solano and Sonoma Counties and an affirmative vote of a majority of the members of the County in which the action is proposed to occur.

### **B. Executive Steering Committee (ESC)**

- **Role:**

The ESC will meet as necessary to assist the Policy Committee on developing agendas, minutes and staff reports and implementing the SR 37 Corridor improvements. The ESC will also review and provide recommendations regarding

options for financing and funding, project delivery, and coordination with other agencies. It will hold the PLT accountable for delivering the SR 37 Corridor project phases in accordance with the scope, schedule and/or cost changes approved by the Policy Committee.

- **Members:**
  - Executive Director of NCTPA
  - Executive Director of SCTA
  - Executive Director of STA
  - Executive Director of TAM
- **Responsibilities:**
  - Provide the Project Leadership Team and other project staff necessary feedback related to the SR 37 PROJECT
  - Oversee overall SR 37 Corridor progress
  - Review Project Staffing Plans, including the use of consultants
  - Determine the lead entity for any phase or portion of work
  - Determine how and when to brief the four participating CMA Boards, California Transportation Commission (CTC), Cal STA, Caltrans, MTC, BCDC, and other governmental agencies.
  - Serve as the second level of review for unresolved Corridor implementation issues (such issues may be within or between task teams and members and/or the agencies).
- **Meetings:**
  - Once per quarter or as needed.

### **C. Project Leadership Team (PLT)**

- **Role:**

This team reports to the ESC and provides direct agency support and input on the SR 37 Corridor improvements. The ESC shall appoint the PLT members who will include at least one designated representative from the respective CMAs. The PLT will oversee the SR 37 Project Manager in delivering the SR 37 Corridor improvements within scope, schedule and budget and provide the ESC with recommendations for those items requiring ESC and Policy Committee approval per this MOU and subsequent Cooperative Agreements.

- **Members:**
  - Deputy Director of NCTPA
  - Deputy Director of SCTA
  - Deputy Director of STA
  - Project Delivery Manager of TAM
- **Responsibilities:**
  - Monitor and review the SR 37 Corridor progress
  - Recommend changes to the SR 37 Corridor scope, schedule and/or budget to the ESC
  - Provide direction on issues as requested by the SR 37 Project Manager

- Approve staff assignments to the SR 37-Corridor wide responsibilities
- Recommend the award of consultant contracts by the contracting agency as submitted by the SR 37 Project Managers
- Approve the SR 37 Corridor and IP Staffing Plans
- Approve changes within the approved SR 37 Corridor scope, schedule and budget and notify the ESC of such changes
- **Meetings:**
  - Meet on an as needed basis as determined necessary by the members or by the SR 37 Project Manager.
  - Meeting participants will typically include, but not be limited to the following participants:
    - Project Delivery Manager
    - Public Information (s) Staff
  - Attend meetings of the ESC and other SR 37 PROJECT meetings as needed.

#### **D. Other Stakeholders**

Due to the regional and environmental issues associated with the SR 37 Corridor, other non-party stakeholders may be invited to participate as needed for the SR 37 Corridor. These stakeholders may be identified throughout the SR 37 Corridor through funding, financing, project delivery, traffic enforcement, and environmental concerns. To the extent their participation is formally warranted, this MOU will be amended to add these stakeholders as necessary.

## **VI. PROJECT FUNDING**

NCTPA, SCTA, STA, and TAM are the SR 37 Corridor co-sponsors and intend to jointly fund or seek funding options for the SR 37 Corridor. The four agencies will seek to identify and obtain available federal, state, regional and local resources for the SR 37 Corridor and will continue to strive for additional funding in a cooperative manner. This may include public financing, private ventures, and/or tolling. The Parties agree to evaluate all potential funding sources and financing options in order to expedite the delivery of the SR 37 Corridor improvements.

NCTPA, SCTA, STA, and TAM agree to meet and confer upon the request of any party to this MOU to discuss proposed changes to scope, limits, cost and/or schedule.

## **VII. ISSUE RESOLUTION**

As issues arise in the SR 37 Corridor life-cycle, time is of the essence and they need to be resolved as diligently as possible. To this end, a process has been built into the responsibilities described in this MOU.

Many of these issues can be resolved within these teams, especially those that do not change the scope of the SR 37 Corridor, require additional budget and that do not delay the approved schedule. The PLT shall be the first level of review of the issues, which these teams cannot resolve. If the PLT either does not have sufficient authority to resolve the issue or is unable to agree, then they will elevate the issue resolution after a maximum of two meetings (an initial meeting to hear the issue, and, if necessary, a second meeting to hear any additional information requested during the first meeting). If the PLT is unable to resolve the issue it will be elevated as follows:

Second-level review and resolution: the ESC will review the issue, the options for resolution, the pros and cons to each option, and the advocate's reasons in support of specific options. Provided the resolution falls within the authority granted the ESC, then they will determine the outcome. If, for some reason, the issue cannot be fully resolved by the ESC, the issue will be escalated to the Policy Committee.

Final review and resolution: any issue unable to be resolved by the ESC will be presented to the Policy Committee for final review. If, for some reason, the issue cannot be fully resolved without approval from an agency board then the Policy Committee will direct preparation of agenda items for any required action needed to ratify their agreed upon solution.

The Parties have executed this MOU as of the last date written below.

Executive Director Napa County Transportation Planning Agency	Date	Executive Director Solano Transportation Authority	Date
------------------------------------------------------------------	------	-------------------------------------------------------	------

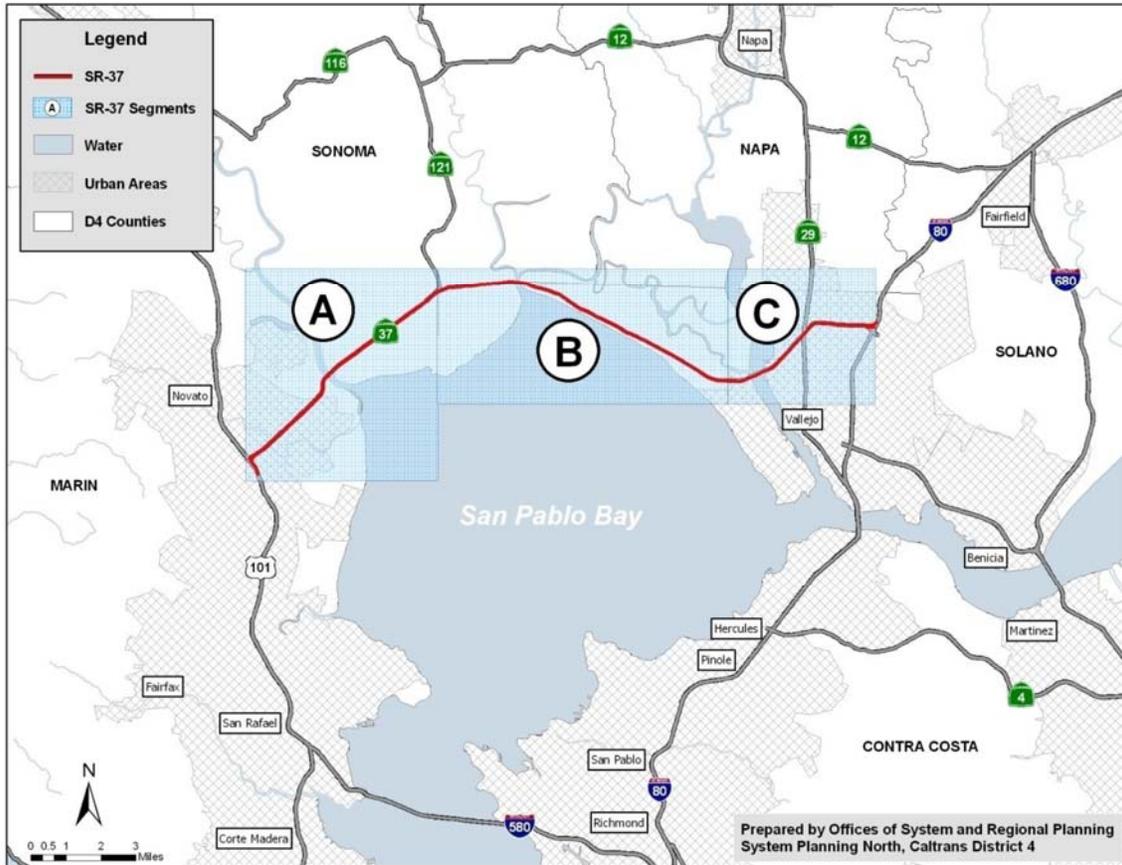
Executive Director Sonoma County Transportation Authority	Date	Executive Director Transportation Authority of Marin	Date
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## **Appendix A - Key SR 37 PROJECT Tasks**

The Parties agree to cooperate and coordinate efforts on the initial priority action areas as follows:

1. Project Initiation Document
2. Defining of Corridor Project Scope of Work
3. Delivery Plan including Project Cost Estimate and Delivery Schedule
4. Development of Funding/Financing Plan
5. Corridor Transit Plans
6. Public Relations/Public Information
7. Environmental Approval and Mitigation Plan
8. Project Design
9. Operational and Maintenance Plan
10. Financing Policy
11. Right-of-Way
12. Construction

# Appendix B - Project Map



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DATE: October 2, 2015  
TO: STA Board  
FROM: Robert Macaulay, Director of Planning  
RE: Comprehensive Transportation Plan (CTP) – Arterials, Highways, and Freeways  
Element – State of the System Report

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**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 26<sup>th</sup>.

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.

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. At its meeting of September 30<sup>th</sup>, the TAC recommended adoption of the Report.

#### **Fiscal Impact:**

None.

#### **Recommendation:**

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)

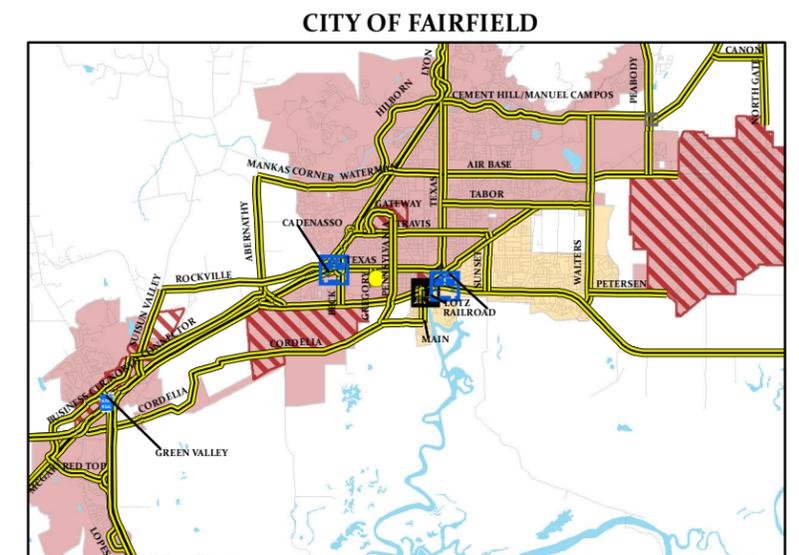
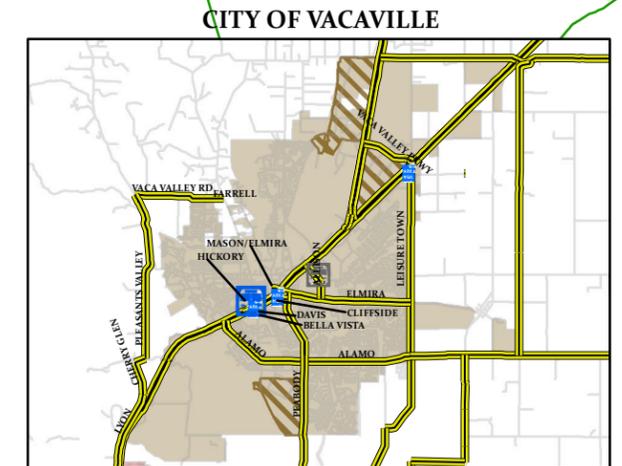
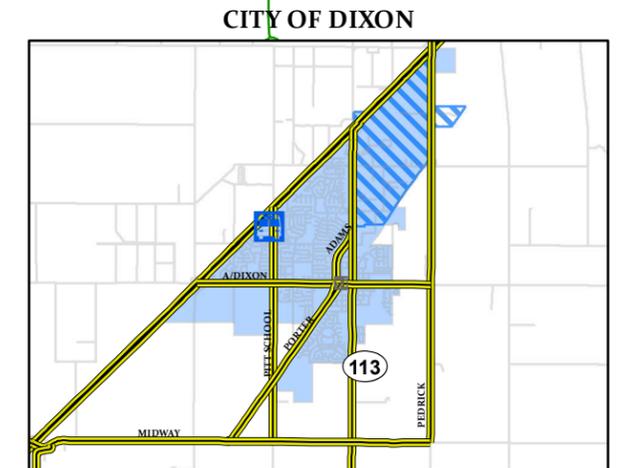
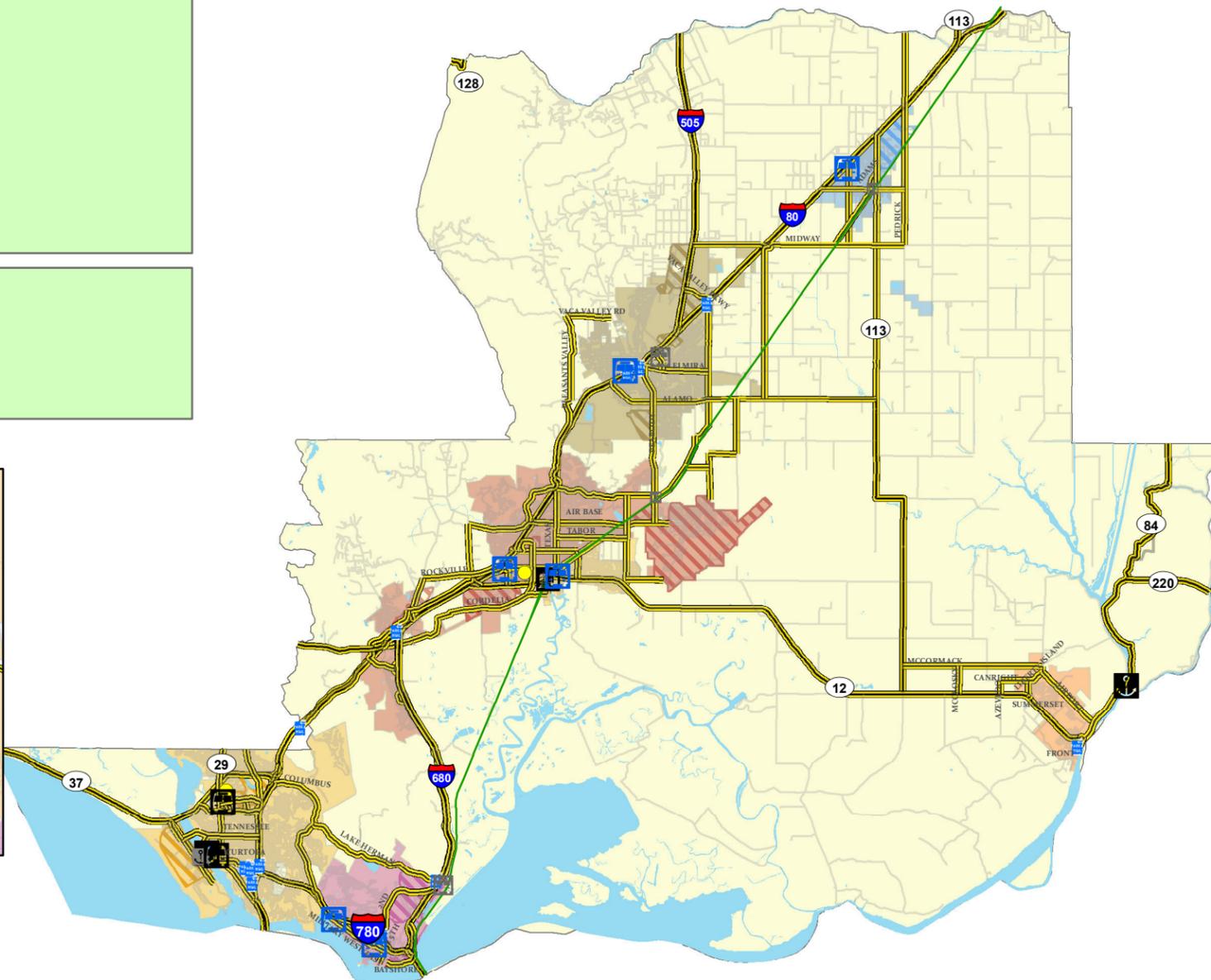
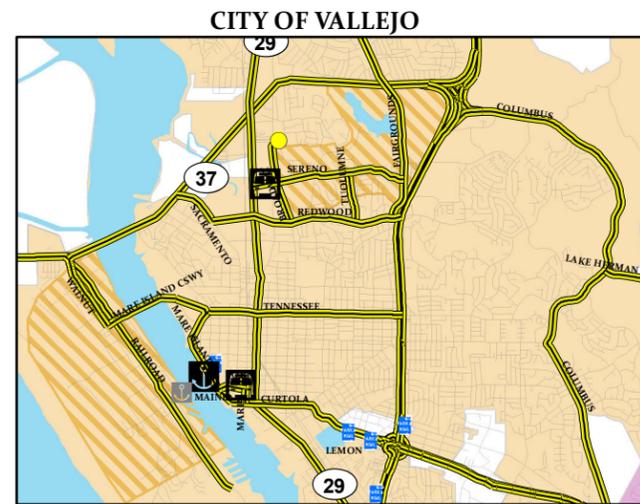
- Regional Commuter Rail Lines
- Bus Stop/Station and Park & Ride Lot
- Bus Stop Only
- Intercity Bus Service Yard
- Park and Ride Lot
- Ferry Facility
- Rail Station

#### (Future Facilities)

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

### Cities and Major Employment Centers

- Benicia
- 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 Bride in the morning are two of the most prominent examples. But where else does long-lasting congestion occur, and how is it measured?

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

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

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

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

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

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

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

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

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

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

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

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

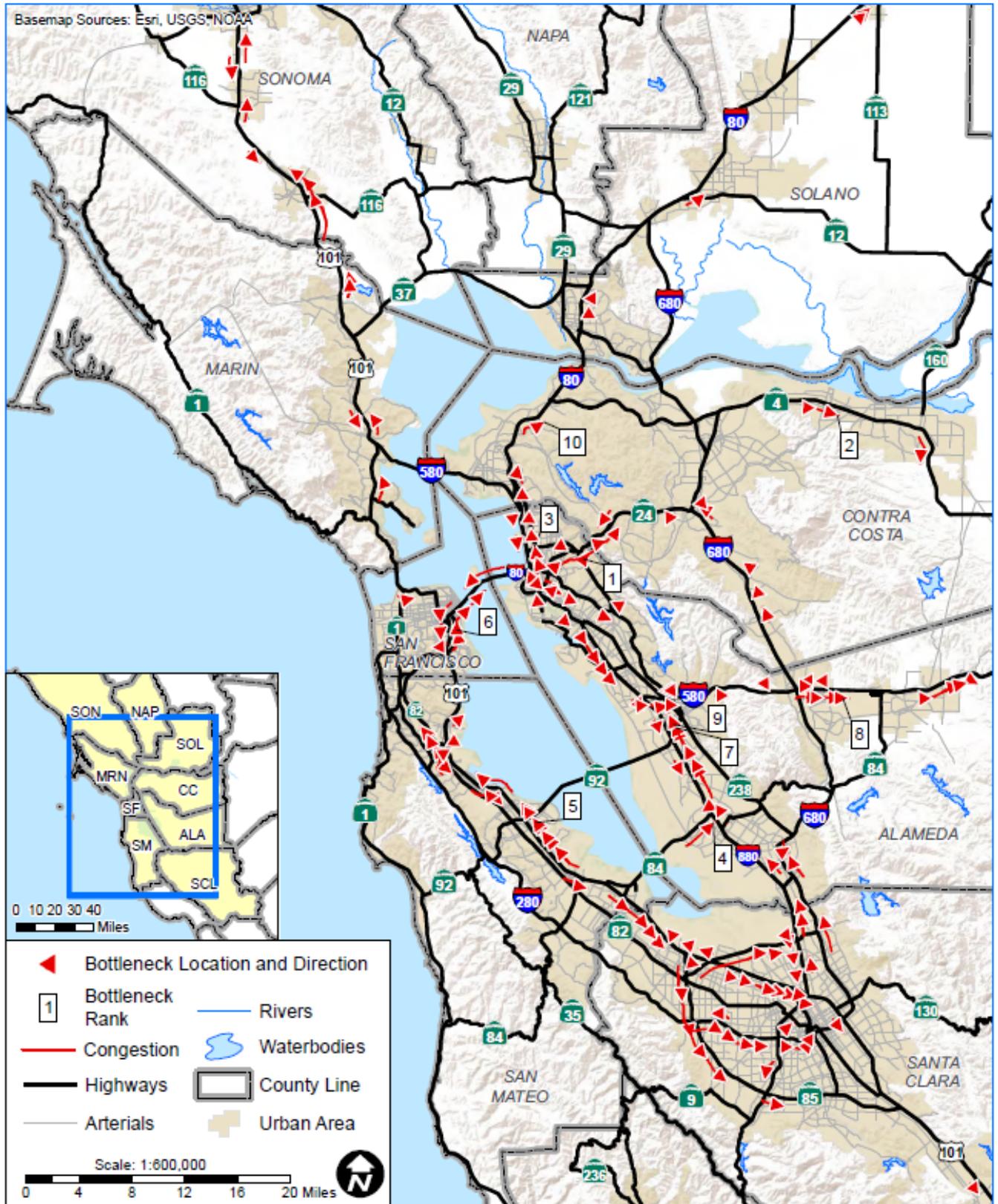


Mobility Performance Report - 2012

## Bottlenecks and Congestion

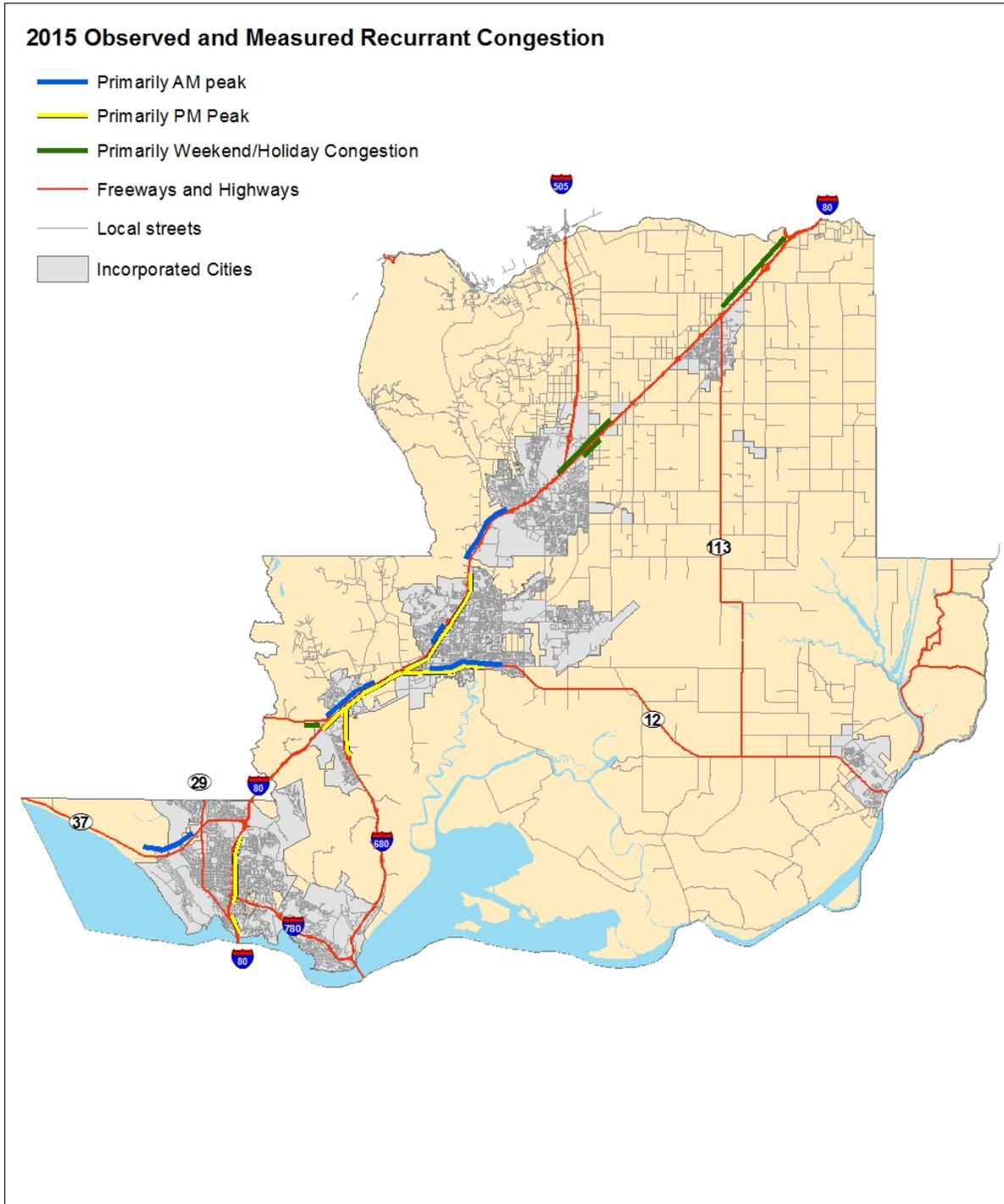
District 4, AM Peak (5 AM to 10 AM)

Unofficial Statistics



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

**Figure 1 – Recurring Freeway and Highway Congestion in Solano County**



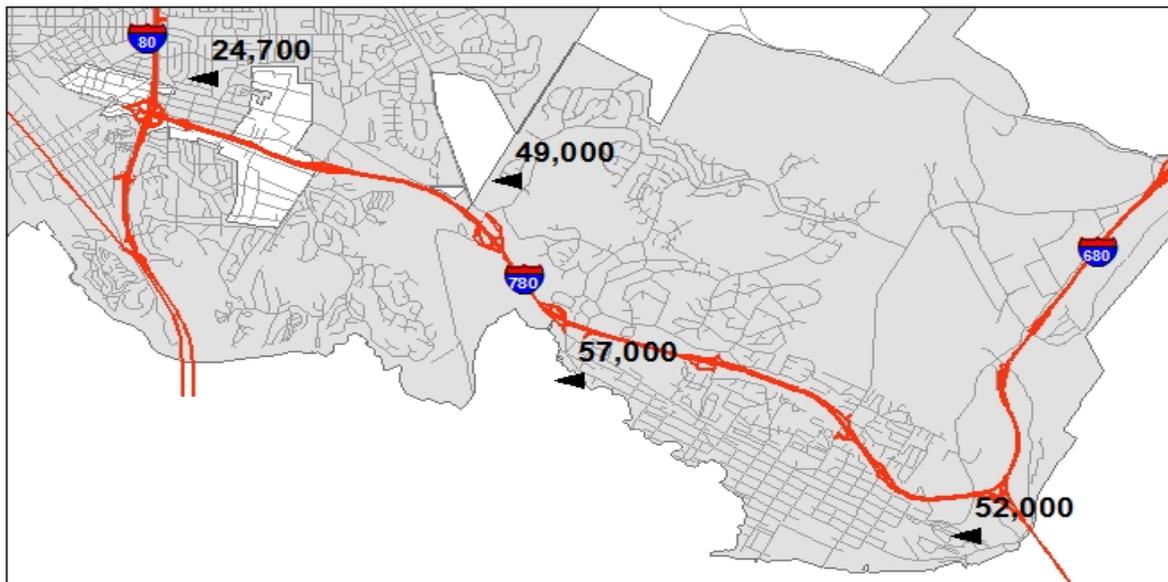
## Solano Highways

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

**I-780**, in the cities of Benicia and Vallejo, connects I-80 and I-680. Caltrans' 2012 report on I-780 shows the roadway operating at a V:C ratio of 0.6 (LoS of C). Reports from city and STA staff and observation of real-time traffic reports show periodic short-term congestion at some off-ramps in Benicia during the evening commute, and at the I-780/I-80 interchange in Vallejo during both morning and evening peak hours, but I-780 generally operates at an acceptable LoS and has some un-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.

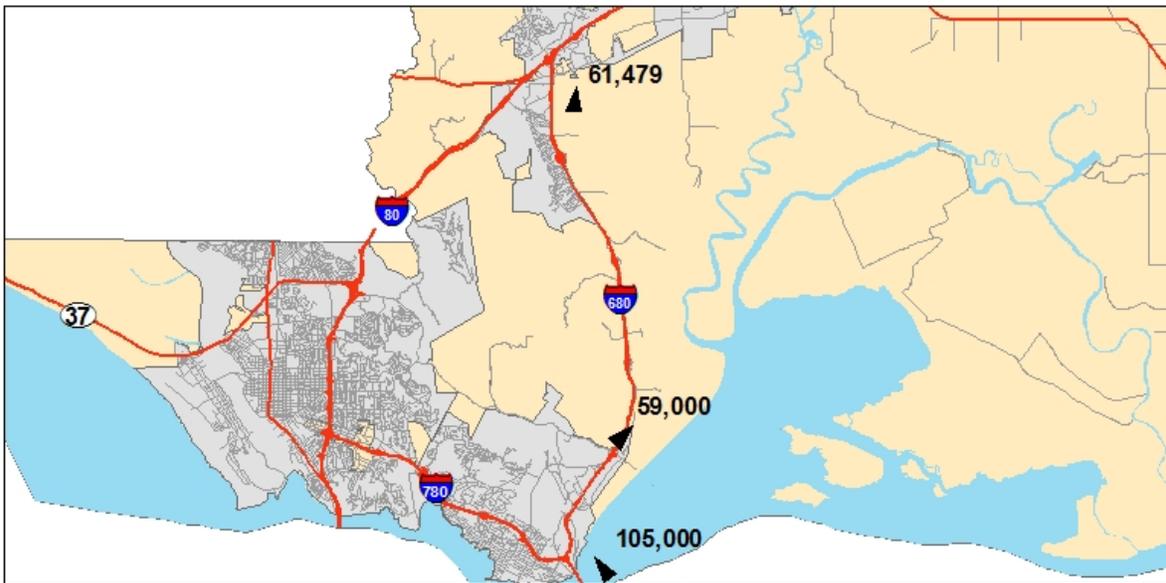
**AADT ON I-780 (2014)**



**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.

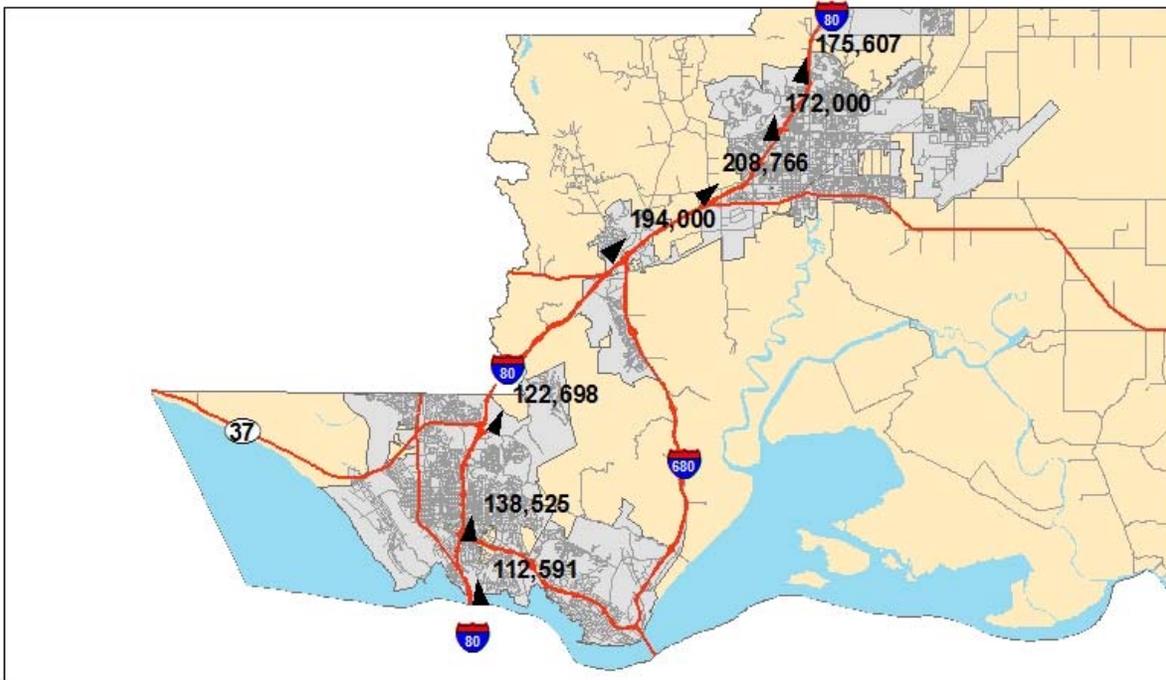
I-80 has the only High Occupancy Vehicle (HOV) lanes in Solano County. There is one lane in each direction of travel. They extend from Red Top Road to half-way between Airbase Parkway and North Texas Street, and operate during the morning and evening week-day peak hours.

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

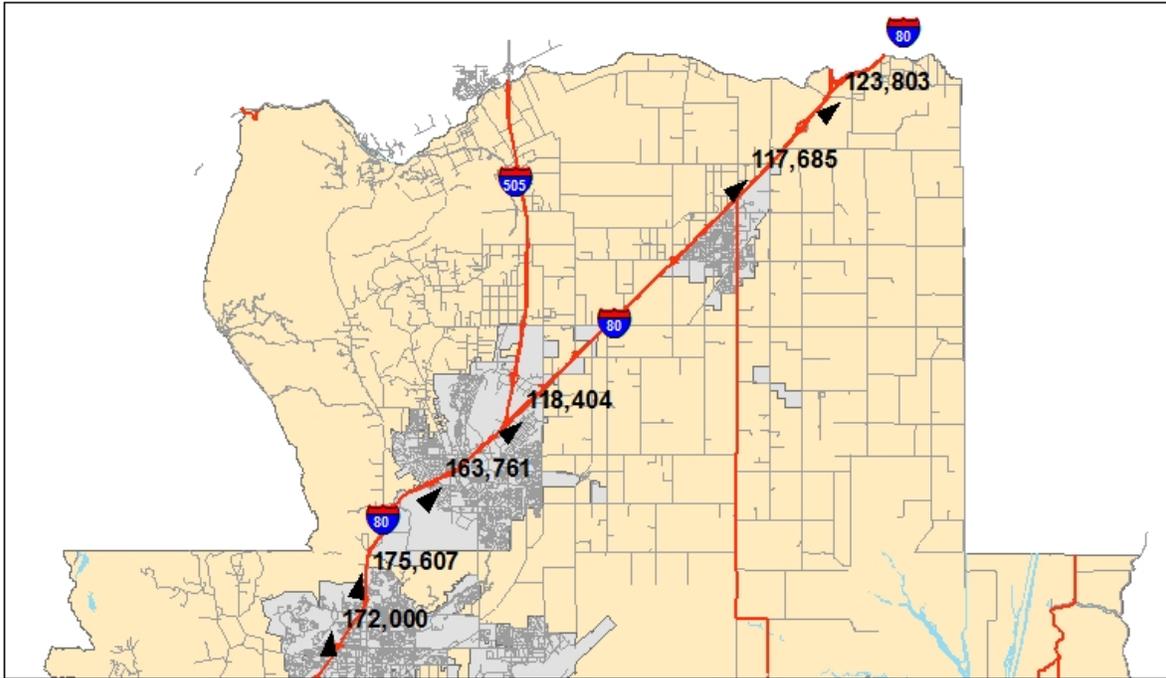
above the statewide average for similar roadways; the remaining portions have accident rates below the average.

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.

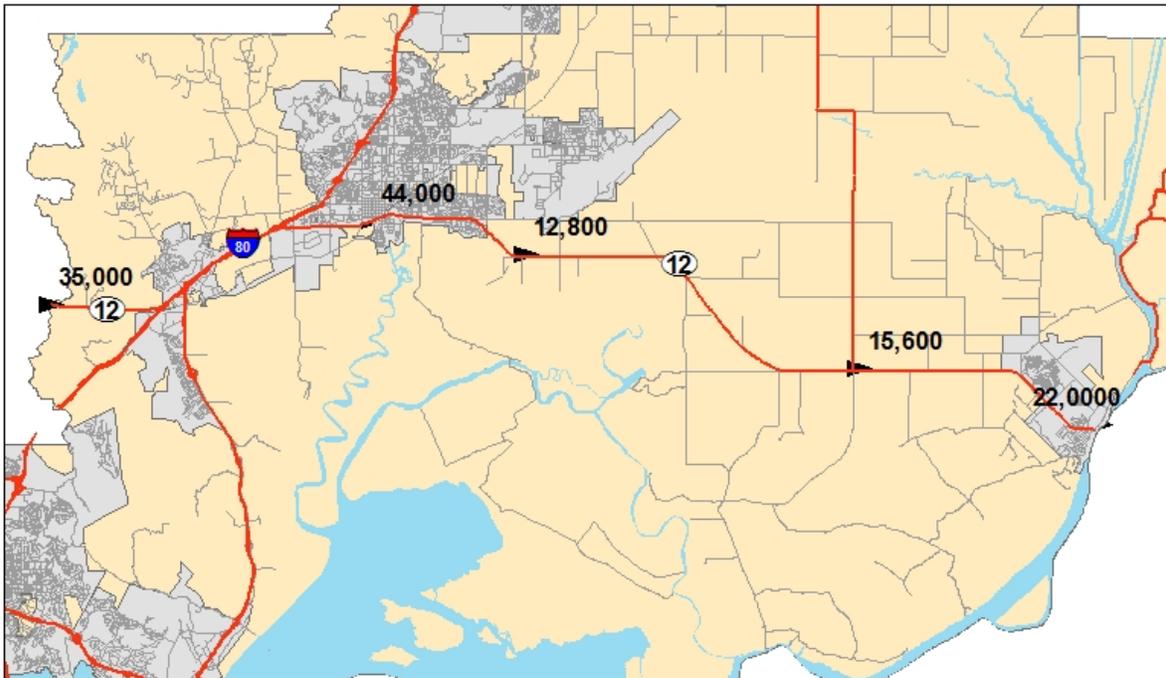
#### Weekend Congestion

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.

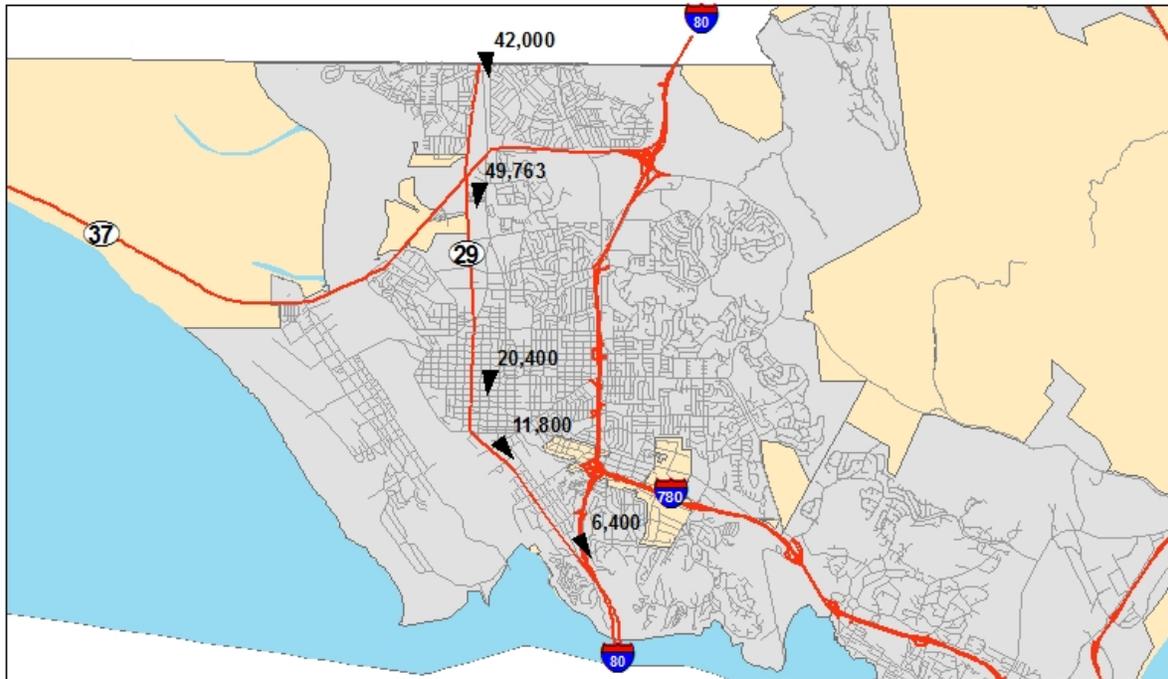
Caltrans has not published recent safety data on SR 29 in Solano County.

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)

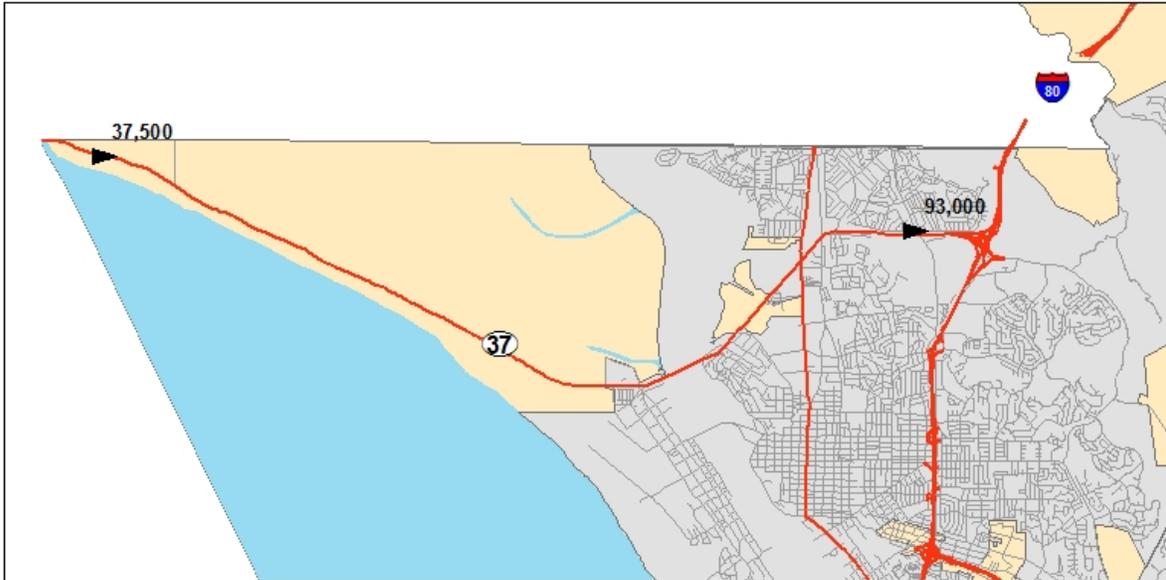


**SR 37** is located in the City of Vallejo and unincorporated Solano County, and runs from I-80 across the Napa River Bridge, and then along the northern edge of San Pablo Bay to the Solano/Sonoma County line. SR 37 is a 4-lane highway with grade separated interchanges from I-80 to just west of the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

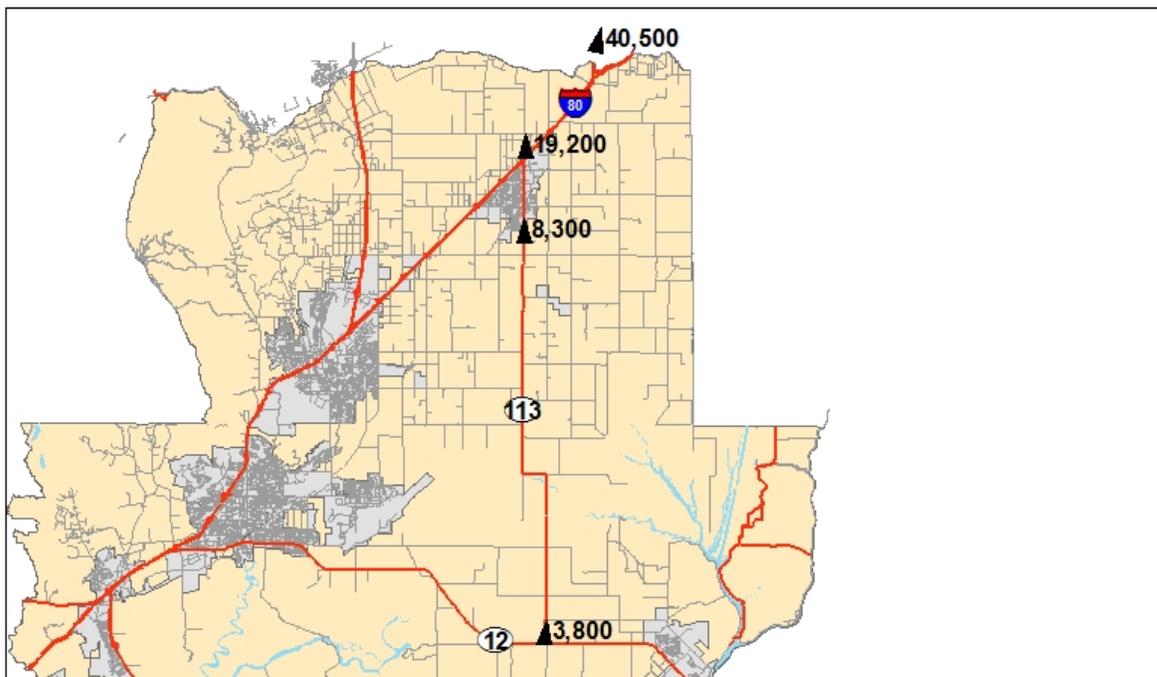


**SR 113** runs from SR 12 in rural Solano County north to I-80 in the City of Dixon. A second, short segment runs from I-80 north to the Yolo County Line in the northeast corner of the county. Most of SR 113 operates without congestion at any time of the day or week due to low V:C ratio. The accident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

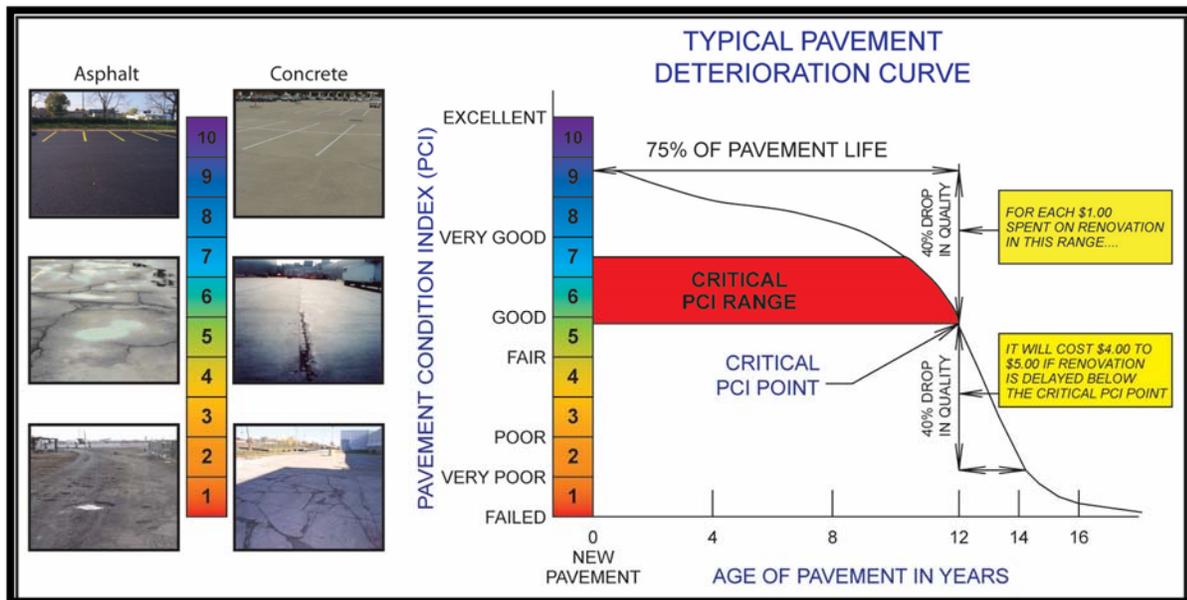
<b>Very Good-Excellent</b> (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of deterioration.
<b>Good</b> (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or peeling or flaking off of the top layer of asphalt as a result of water permeation.
<b>Fair</b> (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.
<b>At Risk</b> (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior better pavement categories.
<b>Poor</b> (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.
<b>Failed</b> (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	<b>66</b>	<b>66</b>	<b>65</b>

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.

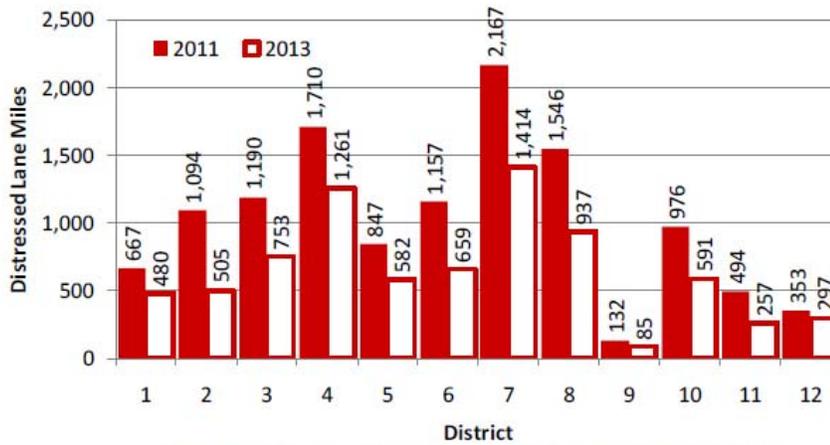


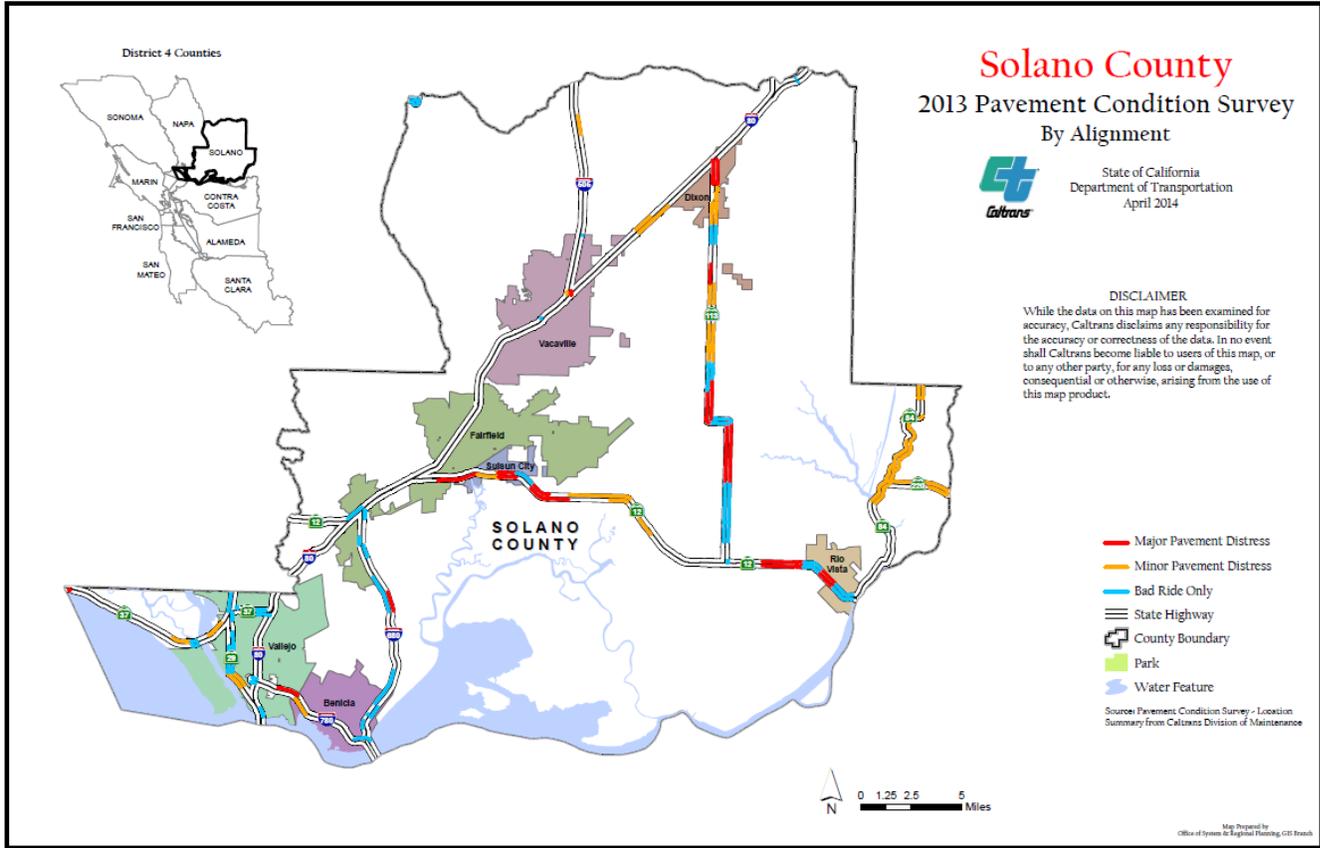
Figure 2. Distressed Lane Miles by District and Survey Year



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: October 5, 2015  
TO: STA Board  
FROM: Daryl K. Halls, Executive Director  
RE: Solano Transportation Improvement Authority (STIA) Board  
Recommendation: Local Transportation Funding

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**Background:**

The Solano Transportation Improvement Authority (STIA) was established by the Solano County Board of Supervisors back in 2001/2002 to evaluate local transportation funding options and provide recommendations regarding local transportation funding. Each of the seven cities and the County of Solano are represented on the STIA Board.

Currently, Solano County cities and the County rely heavily on state funding to fund the repair and maintenance of its local streets and roads with 79% of Solano's local street and road funding coming from state gas tax. Federal (7%) and local (14%) sources provide much smaller percentages. In February of 2015, in response to lower gas prices, the Board of Equalization voted to reduce the gas tax swap by the equivalent of 6 cents (from 18 cents to 12 cents) resulting in a 25% cut in state gas revenues being returned to local cities and counties for streets and roads. For Solano County, this is an estimated \$5 million less in state gas tax to be allocated for Fiscal Year 2015-16. This loss of state gas tax funding only exacerbates the funding shortfalls for Solano County's streets and roads.

Following the action by the Board of Equalization, the STIA Board reconvened to discuss options for addressing both the near-term reduction in state gas tax funding for local streets and roads and the projected longer term funding shortfall. The STIA Board has held three meetings on this subject and is scheduled to meet for a fourth time on October 14<sup>th</sup> at 4:30pm.

**Discussion:**

The STIA Board is scheduled to meet on October 14<sup>th</sup> at 4:30 pm to consider a series of recommendations from the Solano City Manager's Group pertaining to funding for maintenance and repair of local streets and roads and road safety, senior/disabled mobility, and public accountability and oversight. The STIA Board has requested the STA agendaize a forthcoming recommendation from the STIA pertaining to addressing the significant current, near-term and long-term shortfall in funding for local streets and roads and road safety, senior/disabled mobility, and public accountability and oversight.

**Recommendation:**

Consider a recommendation from the STIA Board authorizing the STA Board Chair and Board Members to forward a letter to the Solano County Board of Supervisors requesting their consideration of a local funding source to address the following:

1. Maintenance and Repair of Local Streets and Roads and Road Safety Projects
2. Senior/Disabled Mobility
3. Oversight and Accountability

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DATE: October 5, 2015  
TO: STA Board  
FROM: Philip Kamhi, Transit Program Manager  
Jim McElroy, Project Manager  
RE: Transit Corridor Study Public Outreach

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**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 been developed over the last few months and will include at least three public workshop sessions in late October and early November. This agenda item is to provide an update and to inform the STA Board 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

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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: October 5, 2015  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: SolanoExpress 2015 Marketing Update

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**Background:**

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the SolanoExpress 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 a 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](http://www.solanoexpress.com)  
[solanoexpress@sta.ca.gov](mailto:solanoexpress@sta.ca.gov)  
**707-424-6075**



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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 Board  
 FROM: Drew Hart, Associate Planner  
 RE: Summary of Funding Opportunities

**Discussion:**

Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE	APPLICATION DEADLINE
<b>Regional</b>			
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately <b>\$15 million</b>	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately <b>\$10 million</b>	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to <b>\$2,500</b> rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately <b>\$10,000 to \$45,000</b> per qualified request	Due On First-Come, First-Served Basis
5.	TDA Article 3	<b>\$443,000</b>	No Deadline
<b>State</b>			
1.	Affordable Housing Sustainable Communities Program*	<b>TBD</b>	Anticipated Beginning of Summer 2016
<b>Federal</b>			

\*New funding opportunity

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

- A. Detailed Funding Opportunities Summary

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The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)</b>	Anthony Fournier Bay Area Air Quality Management District (415) 749-4961 <a href="mailto:afournier@baaqmd.gov">afournier@baaqmd.gov</a>	Ongoing. Application Due On First-Come, First Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$15 million</b>	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	N/A	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines <a href="http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx">http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx</a>
<b>Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)</b>	Gary A. Bailey Sacramento Metropolitan Air Quality Management District (916) 874-4893 <a href="mailto:gbailey@airquality.org">gbailey@airquality.org</a>	Ongoing. Application Due On First-Come, First-Served Basis  Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. <b>\$10 million</b> , maximum per project is \$4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment <a href="http://www.airquality.org/mobile/moyererp/index.shtml">http://www.airquality.org/mobile/moyererp/index.shtml</a>
<b>Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*</b>	Graciela Garcia ARB (916) 323-2781 <a href="mailto:ggarcia@arb.ca.gov">ggarcia@arb.ca.gov</a>	Application Due On First-Come, First-Served Basis (Currently applicants are put on waitlist)	Up to <b>\$5,000</b> rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles <a href="http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm">http://www.arb.ca.gov/mspr/og/aqip/cvrp.htm</a>

<sup>1</sup> Regional includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
<b>Regional Grants<sup>1</sup></b>						
<b>Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*</b>	To learn more about how to request a voucher, contact: <b>888-457-HVIP</b> <a href="mailto:info@californiahvip.org">info@californiahvip.org</a>	Application Due On First-Come, First-Served Basis	Approx. <b>\$10,000 to \$45,000</b> per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses <a href="http://www.californiahvip.org/">http://www.californiahvip.org/</a>
<b>TDA Article 3</b>	Cheryl Chi Metropolitan Planning Commission <b>(510) 817-5939</b> cchi@mtc.ca.gov	No deadline	Approx. <b>\$110,000</b>	The Metropolitan Transportation Commission (MTC) administers TDA Article funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (e.g. STA). The STA works with the Pedestrian Advisory Committee (PAC), Bicycle Advisory Committee (BAC) and staff from the seven cities and the County to prioritize projects for potential TDA Article 3 funding.	N/A	

\*New Funding Opportunity

\*\*STA staff, Drew Hart, can be contacted directly at (707) 399-3214 or [dhart@sta.ca.gov](mailto: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
<b>State Grants</b>						
<b>Affordable Housing Sustainable Communities Program</b>	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	<a href="http://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf">http://www.sgc.ca.gov/docs/Draft_2015-16_Affordable_Housing_and_Sustainable_Communities_Program_Guidelines.pdf</a>



DATE: September 21, 2015  
TO: STA Board  
FROM: Johanna Masclat, Clerk of the Board  
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2015 and 2016

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**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 Board.

**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**

<b>SUMMARY:</b>	
STA Board:	Meets 2 <sup>nd</sup> 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 <sup>st</sup> Thursday of every <i>Odd</i> Month
PAC:	Meets 3 <sup>rd</sup> Thursday of every <i>Even</i> Month
PCC:	Meets 3 <sup>rd</sup> Thursday of every <i>Odd</i> Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
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 25 <sup>th</sup> Anniversary Awards	Benicia Clock Tower	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 2<sup>nd</sup> Wednesday of Every Month  
 Consortium : Meets Last Tuesday of Every Month  
 TAC: Meets Last Wednesday of Every Month  
 BAC: Meets 1<sup>st</sup> Thursday of every Odd Month  
 PAC: Meets 3<sup>rd</sup> Thursday of every Even Month  
 PCC: Meets 3<sup>rd</sup> Thursday of every Odd Month

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., 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 19 <sup>th</sup> 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