



MEETING AGENDA

**6:00 p.m., STA Board Regular
 Wednesday, February 12, 2020
 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 projects to ensure mobility, travel safety, and economic vitality for all.

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 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.**

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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 **Supplemental Reports:** Any reports or other materials that are issued after the agenda has been distributed may be reviewed by contacting the STA Clerk of the Board and copies of any such supplemental materials will be available on the table at the entry to the meeting room.

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

ITEM

BOARD/STAFF PERSON

- | | |
|---|----------------------|
| <p>1. CALL TO ORDER/ PLEDGE OF ALLEGIANCE
(6:00 p.m.)</p> <p>2. SWEARING-IN OF NEW ALTERNATE STA BOARD MEMBERS</p> <ul style="list-style-type: none"> • Vice Mayor Hope Cohn
Alternate Board Member representing the City of Rio Vista • Vice Mayor Raymond Beaty
Alternate Board Member representing the City of Vacaville | <p>Chair Rowlett</p> |
|---|----------------------|

<u>STA BOARD MEMBERS</u>							
Jim Spering	Lori Wilson	Elizabeth Patterson	Thom Bogue	Harry Price	Ronald Kott	Ron Rowlett (Chair)	Bob Sampayan (Vice Chair)
County of Solano	City of Suisun City	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Vacaville	City of Vallejo
<u>STA BOARD ALTERNATES</u>							
Erin Hannigan	Mike Segala	Lionel Largaespada	Steve Bird	Chuck Timm	Hope Cohn (Pending)	Raymond Beaty (Pending)	Robert McConnell

- 3. CONFIRM QUORUM/ STATEMENT OF CONFLICT** Chair Rowlett
 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.
- 4. APPROVAL OF AGENDA**
- 5. OPPORTUNITY FOR PUBLIC COMMENT**
 (6:10 – 6:15 p.m.)
- 6. EXECUTIVE DIRECTOR'S REPORT** Daryl Halls
 (6:15 – 6:20 p.m.)
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- 7. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)** Supervisor Jim Spring
 (6:20 – 6:25 p.m.)
- 8. REPORT FROM CALTRANS**
 (6:25 – 6:30 p.m.)
- 9. STA PRESENTATIONS**
 (6:30 – 6:40 p.m.)
- A. Priority Freeway, Highway and Interchange y Projects and Corridor Plans Update** Janet Adams
- B. Parking Demand Study/Mode of Transition Plan Update** Erika McLitus
1. Fairfield-Vacaville Hannigan Station
2. Dixon Park and Ride
3. Fairfield Transportation Center
- C. Directors Reports:**
1. Projects
2. Programs – Safe Routes to School Annual Report Lloyd Nadal/Karin Bloesch
3. Planning
- 10. CONSENT CALENDAR**
- Recommendation:
 Approve the following consent items in one motion.
 (Note: Items under consent calendar may be removed for separate discussion.)
 (6:40 – 6:45 p.m.)
- A. Meeting Minutes of the STA Board Meeting of January 8, 2020** Johanna Masiclat
Recommendation:
 Approve the Minutes of the STA Board Meeting of January 8, 2020.
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- B. Draft Minutes of the STA TAC Meeting of January 29, 2020** Johanna Masiclat
Recommendation:
 Approve the Draft Minutes of the STA TAC Meeting of January 29, 2020.
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- C. **2020 Bicycle Advisory Committee (BAC) Overall Work Plan** Brent Rosenwald
Recommendation:
 Approve the 2020 BAC Overall Work Plan.
Pg. 27
- D. **2020 Pedestrian Advisory Committee (PAC) Overall Work Plan and Appointments** Triana Crighton
Recommendation:
 Approve the following:
 1. Adopt the 2020 PAC Overall Work Plan; and
 2. Approve renewals for Sandra Newell to represent the City of Dixon and Kevin McNamara to represent the City of Rio Vista on the PAC for three-year terms to expire on December 31, 2022.
Pg. 31
- E. **Solano Safe Routes to School (SR2S) Program Annual Report for FY 2018-19** Karin Bloesch
Recommendation:
 Approve the Solano Safe Routes to School Annual Report for FY 2018-19 as shown in Attachment A.
Pg. 43
- F. **Paratransit Coordinating Council (PCC) Membership Appointments** Debbie McQuilkin
Recommendation:
 Approve the following:
 1. Appoint Heather Barlow as Social Services Provider for another 3-year term; and
 2. Re-appoint Lisa Hooks, Social Services Provider for another 3-year term.
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11. ACTION FINANCIAL ITEMS

- A. **Regional Transportation Impact Fee (RTIF) – Project Allocation for the SR 12 Complete Streets Project** Erika McLitus
Recommendation:
 Approve the following:
 1. Allocation of \$1M in RTIF funds for the SR 12 Complete Streets Project; and
 2. Authorize the Executive Director to enter into a Funding Agreement between STA, Caltrans, and the City of Rio Vista for the SR 12 Complete Streets Project components not-to-exceed \$1M of RTIF funds.
 (6:45 – 6:50 p.m.)
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**B. Bay Area Air Quality Management District (BAAQMD)
Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2020-21
County Program Manager Funds**

Triana Crighton

Recommendation:

Approve the following:

1. Adopt the FY 2020-21 expenditure criteria for the TFCA County Program Manager fund;
2. \$175,000 from FY 2020-21 TFCA Program Manager Funds for the Solano Mobility Program;
3. \$100,000 - \$125,000 for STA's Solano EV Implementation Program; and
4. Issue a Call for Projects for the remaining balance of FY 2020-21 TFCA Program Manager Funds.

(6:50 – 6:55 p.m.)

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12. ACTION NON-FINANCIAL ITEMS

A. Golden Pass Program for SolanoExpress for Solano Residents 80 Plus

Debbie McQuilkin

Recommendation:

Approve the following:

1. Expand the Golden Pass Program to SolanoExpress routes; and
2. Modify the Golden Pass Program for participants to show ID to ride for free for Solano County residents who are age 80 or older.

(6:55 – 7:00 p.m.)

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**B. Draft Solano Active Transportation Plan (ATP) of the
Comprehensive Transportation Plan (CTP)**

Anthony Adams

Recommendation:

Authorize the Executive Director to release Solano Active Transportation Plan of the Comprehensive Transportation Plan (CTP) for a 30 day public comment period reflecting the issues yet to be addressed in the Plan by each member agency.

(7:00 – 7:10 p.m.)

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**C. Solano Suburban Housing Incentive Pool (SubHIP) – Letters of
Interest**

Robert Guerrero

Recommendation:

Authorize the Executive Director to issue a request for Letters of Interest for future Solano Suburban Housing Incentive Pool (SubHIP) Program funds.

(7:10 – 7:15 p.m.)

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13. INFORMATIONAL – NO DISCUSSION

**A. Plan Bay Area 2050 – Draft County Discretionary Revenues and
Project Submittals**

Robert Guerrero

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|--|-------------------------|
| <p>B. Priority Freeway, Highway and Interchange Projects and Corridor Plans Update
Pg. 97</p> | <p>Janet Adams</p> |
| <p>C. Parking Demand Study/Mode of Transition Plan Update
 1. Fairfield-Vacaville Hannigan Station
 2. Dixon Park and Ride
 3. Fairfield Transportation Center
 Pg. 105</p> | <p>Erika McLitus</p> |
| <p>D. Legislative Update
Pg. 117</p> | <p>Vincent Ma</p> |
| <p>E. Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA) Program First Quarter Report
Pg. 151</p> | <p>Susan Furtado</p> |
| <p>F. Summary of Funding Opportunities
Pg. 153</p> | <p>Brent Rosenwald</p> |
| <p>G. 2020 STA Board and Advisory Committee Meeting Schedule
Pg. 155</p> | <p>Johanna Masielat</p> |

14. BOARD MEMBERS COMMENTS

15. ADJOURNMENT

The STA Board’s next regularly scheduled meeting is at **6:00 p.m., Wednesday, March 11, 2020**, at the Suisun Council Chambers.

STA Board Meeting Schedule for Calendar Year 2020

6:00 p.m., March 11th

6:00 p.m., April 8th

6:00 p.m., May 13th

6:00 p.m., June 10th

6:00 p.m., July 8th

No Meeting in August (Board Summer Recess)

6:00 p.m., September 9th

6:00 p.m., October 14th

No Meeting November

5:30 p.m., November 4, 2020 – STA’s 23rd Annual Awards Ceremony – City of Dixon

6:00 p.m., December 9th

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DATE: February 4, 2020
TO: STA Board
FROM: Daryl K. Halls
RE: Executive Director's Report – February 2020

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.

STA Carries I-80 Managed Lanes Project to Sacramento

On January 30th, I testified with Metropolitan Transportation Commission (MTC) staff at the California Transportation Commission's (CTC) Northern California State Transportation Improvement Program (STIP) hearing in support of STA's request to advance its Regional Transportation Improvement Program (RTIP) shares to provide the necessary match funds for the I-80 Managed Lanes Project (Solano County). STA staff is working with Caltrans District 4 and MTC to submit the project for the second round of statewide competitive Congested Corridors Program grant funding. Board Members Ron Rowlett, Harry Price, Jim Spering and STA staff continued to advocate in support of SB 1 funding for this project which has been environmentally cleared and designed, and is ready for construction funding.

Presentation on Status of Highways and Corridor Projects*

STA's Director of Projects, Janet Adams, will provide a status report on the freeway, highway, interchange and corridor improvements that STA is partnering with Caltrans District 4, MTC, adjacent county transportation agencies, and local agencies to plan, fund and deliver in the next few years.

Region Discusses Seamless Mobility, FASTER Proposal, Housing and Plan Bay Area 2050

On January 30th, I attended the MTC Workshop focused on discussing four topics:

1. Connected Transportation Network/Seamless Mobility
2. The Proposed FASTER Bay Area Mega Transportation Revenue Measure
3. A follow-up Discussion Pertaining to Linking Transportation Funding with Housing Production
4. Regional Governance

At the invitation of the MTC, I represented the Bay Area County Transportation Agencies (BACTA), along with one of my colleagues, at an evening meeting where the BACTA group highlighted the importance of MTC's partnership with all nine CTAs to help facilitate with the entities that will ultimately be responsible for implementing the projects and programs contained in Plan Bay Area 2050, the cities, counties, transit operators, Caltrans and the CTAs.

The areas of potential partnership include the following:

1. Seamless Transit and Transportation
2. Corridor Planning and Delivery
3. Housing, Jobs, Community Equity and Environmental Stewardship
4. Economic Engine
5. Megaregion Influence
6. Regional Advocacy

On January 31st, I attended the Joint MTC/Association of Bay Area (ABAG) Executive Committee Workshop that focused on Plan Bay Area 2050 and the San Francisco Bay Area Regional Housing Act (AB 1487 (Chiu)). STA's Anthony Adams also attended both workshops and has provided a summary of the topics discussed.

Regional Transportation Impact Fee (RTIF) Allocations for SR 12 and Advanced Traffic and Rail Study *

RTIF working group #2 (SR 12 Corridor) is requesting STA Board approval for the allocation of RTIF funds. This includes \$1 million in RTIF funds advanced to provide the match funding for \$102 million in State Highway Operations Protection Program (SHOPP) programmed by Caltrans in the 2020 SHOPP for SR 12 and \$400,000 in local Transportation Impact Fee (TIF) to be provided by the City of Rio Vista. This advance of RTIF funds will be paid back by future RTIF funds from working Group #2.

Fiscal Year (FY) 2020-21 Programming of Bay Area Air Quality Management District (BAAQMD) TFCA Funds *

STA planning staff is recommending the allocation of \$300,000 in FY 2020-21 Transportation Fund for Clean Air funds provided by the BAAQMD) for the Solano Mobility Program (\$175,000) and Electric Vehicle Implementation Program (\$125,000). The remaining funds, estimated at \$65,000, are to be allocated following a call for projects.

Draft Active Transportation Plan and Land Use Elements Ready for Public Review *

STA planning and projects staff, and consultants have completed two additional draft elements of the STA's Comprehensive Transportation Plan (CTP) for review and distribution for public review by the STA Board. These are the Active Transportation Plan (focused on bikes and pedestrians) and the Land Use Element (focused on Priority Development Areas, Priority Conservation Areas, and Priority Production Areas).

Letters of Interest for Solano Suburban Housing Incentive Pool (SubHIP)*

In 2019, the STA Board authorized STA to form the SolHIP to provide interested local agencies with resource assistance to pursue state and regional planning and infrastructure funding for affordable housing projects located in PDAs adjacent to regional transit services. This process has begun with the development of partnership agreements for each of the seven cities and the County to enter into. Recently, STA received a \$4 million pilot program grant from MTC/ABAG to provide infrastructure resources to assist in financing the infrastructure needed to support up to two initial affordable housing projects located in the PDAs of the cities of Fairfield and Vacaville.

Concurrently, STA staff has been working with a consultant to identify opportunities for state and/or regional housing funding to assist all eight local agencies achieve their Regional Housing Need Assessment (RHNA) target for cycle five of RHNA, particularly for low and very low affordable housing projects. In order to identify other candidate projects, staff is recommending the STA Board authorize STA to release a request for letters of intent to all eight local jurisdictions for potential future housing projects that would be eligible for the Suburban Housing Incentive Pool (SubHIP) program.

Solano Residents 80 Plus to Ride Solano Express for Free *

The Solano Express Transit Consortium is recommending the STA Board authorize the expansion of the Golden Pass Program currently available in the cities of Fairfield and Vacaville be expanded to include the four Solano Express Bus Routes (Blue, Green, Red and Yellow) operated by Fairfield and Suisun Transit and Solano County Transit (SolTrans). The Golden Pass Program provides Solano County residents with the opportunity to ride transit for free if they are aged 80 or older. The recommendation includes modifying the program to allow participation by participants (Solano County residents 80 plus) by showing a valid identification, rather than issuing a separate pass.

STA Updates - Two New Board Alternates Join STA and 2020 Executive Committee *

Two new Board Alternates, Rio Vista Vice Mayor Hope Cohn and Vacaville Vice Mayor Raymond Beaty, are scheduled to be sworn in at the STA Board meeting. 2020 STA Board Chair Ron Rowlett has appointed Vice Chair Bob Sampayan and Board Members Harry Price and Jim Spring to serve on the 2020 Executive Committee.

STA Programs Update

STA's Safe Routes to School Program staff (Lloyd Nadal and Karin Bloesch) will provide a summary of the Program's annual report for FY 2018-19. In addition, Erika McLitus will summarize the first three of six regional transit facilities evaluated as part of the STA's Parking Demand Study/Mode Shift Transition Plan.

STA Staff Update

Corester McLemore joined the STA's Safe Routes to School Program in January as a new Part-Time Program Coordinator. She is a resident of the City of Fairfield and is supervised by Karin Bloesch.

Attachment:

- A. STA Acronyms List (Updated Jan. 2020)

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A

AADT	Average Annual Daily Traffic
ABAG	Association of Bay Area Governments
ACTC	Alameda County Transportation Commission
ADA	American Disabilities Act
ADT	Average Daily Traffic
APDE	Advanced Project Development Element (STIP)
AQMD	Air Quality Management District
ARRA	American Recovery and Reinvestment Act
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AVA	Abandoned Vehicle Abatement

B

BAAQMD	Bay Area Air Quality Management District
BAC	Bicycle Advisory Committee
BACTA	Bay Area Counties Transportation Agencies
BAIFA	Bay Area Infrastructure Financing Authority
BART	Bay Area Rapid Transit
BATA	Bay Area Toll Authority
BCDC	Bay Conservation & Development Commission
BUILD	Better Utilizing Investments to Leverage Development

C

CAF	Clean Air Funds
CalSTA	California State Transportation Agency
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CCAG	City-County Association of Governments (San Mateo)
CCCC (4'Cs)	City County Coordinating Council
CCCTA (3CTA)	Central Contra Costa Transit Authority
CCJPA	Capitol Corridor Joint Powers Authority
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMIA	Corridor Mobility Improvement Account
CMAQ	Congestion Mitigation & Air Quality Program
CMGC	Construction Manager/General Contractor
CMP	Congestion Management Plan
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CTA	California Transit Agency
CTC	California Transportation Commission
CTP	Comprehensive Transportation Plan
CTSA	Consolidated Transportation Services Agency

D

DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation

E

ECMAQ	Eastern Solano Congestion Mitigation Air Quality Program
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
EV	Electric Vehicle

F

FAST	Fairfield and Suisun Transit
FAST Act	Fixing America's Surface Transportation Act
FASTER	Freedom. Affordability. Speed. Transparency. Equity. Reliability.
FASTLANE	Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies

FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FPI	Freeway Performance Initiative
FTA	Federal Transit Administration

G

GARVEE	Grant Anticipating Revenue Vehicle
GHG	Greenhouse Gas
GIS	Geographic Information System

H

HIP	Housing Incentive Program
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan

I

INFRA	Infrastructure for Rebuilding America
ISTEA	Intermodal Surface Transportation Efficiency Act
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation System

J

JARC	Jobs Access Reverse Commute Program
JPA	Joint Powers Agreement

L

LATIP	Local Area Transportation Improvement Program
LCTOP	Low Carbon Transit Operations Program (LCTOP)
LEV	Low Emission Vehicle
LIFT	Low Income Flexible Transportation Program
LOS	Level of Service
LS&R	Local Streets & Roads
LTR	Local Transportation Funds

M

MAP-21	Moving Ahead for Progress in the 21 st Century
MAZ	Micro Analysis Zone
MIS	Major Investment Study
MLIP	Managed Lanes Implementation Plan
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTAC	Model Technical Advisory Committee
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System

N

NCTPA	Napa County Transportation & Planning Agency
NEPA	National Environmental Policy Act
NHS	National Highway System
NOP	Notice of Preparation
NVTA	Napa Valley Transportation Authority

O

OBAG	One Bay Area Grant
OPR	Office of Planning and Research
OTS	Office of Traffic Safety

P

PAC	Pedestrian Advisory Committee
PCA	Priority Conservation Area
PCC	Paratransit Coordinating Council
PCI	Pavement Condition Index
PCRP	Planning & Congestion Relief Program
PDS	Project Development Support
PDA	Priority Development Area
PDT	Project Delivery Team
PDWG	Project Delivery Working Group
PMP	Pavement Management Program

PMS	Pavement Management System	STIA	Solano Transportation Improvement Authority
PNR	Park & Ride	STIP	State Transportation Improvement Program
POP	Program of Projects	STP	Federal Surface Transportation Program
PPA	Priority Production Area	T	
PPM	Planning, Programming & Monitoring	TAC	Technical Advisory Committee
PPP (P3)	Public Private Partnership	TAM	Transportation Authority of Marin
PS&E	Plans, Specifications & Estimate	TANF	Temporary Assistance for Needy Families
PSR	Project Study Report	TAZ	Transportation Analysis Zone
PTA	Public Transportation Account	TCI	Transportation Capital Improvement
PTAC	Partnership Technical Advisory Committee (MTC)	TCIF	Trade Corridor Improvement Fund
R		TCM	Transportation Control Measure
RABA	Revenue Alignment Budget Authority	TCRP	Transportation Congestion Relief Program
REPEG	Regional Environmental Public Education Group	TDA	Transportation Development Act
RFP	Request for Proposal	TDM	Transportation Demand Management
RFQ	Request for Qualification	TE	Transportation Enhancement
RM 1/2/3	Regional Measure 1/2/3 (Bridge Toll)	TEA	Transportation Enhancement Activity
RMRP	Road Maintenance and Rehabilitation Program	TEA-21	Transportation Efficiency Act for the 21 st Century
RORS	Routes of Regional Significance	TFCA	Transportation Funds for Clean Air
RPC	Regional Pedestrian Committee	TIF	Transportation Investment Fund
RRP	Regional Rideshare Program	TIGER	Transportation Investment Generating Economic Recovery
RTEP	Regional Transit Expansion Policy	TIP	Transportation Improvement Program
RTIF	Regional Transportation Impact Fee	TIRCP	Transit and Intercity Rail Capital Program
RTP	Regional Transportation Plan	TLC	Transportation for Livable Communities
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies	TMA	Transportation Management Association
RTIP	Regional Transportation Improvement Program	TMP	Transportation Management Plan
RTMC	Regional Transit Marketing Committee	TMS	Transportation Management System
RTPA	Regional Transportation Planning Agency	TMTAC	Transportation Management Technical Advisory Committee
S		TNC	Transportation Network Company
SACOG	Sacramento Area Council of Governments	TOD	Transportation Operations Systems
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equality Act-a Legacy for Users	TOD	Transit Oriented Development
SATP	Solano Active Transportation Plan	TOS	Traffic Operation System
SCS	Sustainable Community Strategy	T-Plus	Transportation Planning and Land Use Solutions
SCTA	Sonoma County Transportation Authority	TRAC	Trails Advisory Committee
SFCTA	San Francisco County Transportation Authority	TSMO	Transportation System Management and Operations
SGC	Strategic Growth Council	U, V, W	
SJCOG	San Joaquin Council of Governments	UZA	Urbanized Area
SHOPP	State Highway Operations & Protection Program	USDOT	United States Department of Transportation
SMAQMD	Sacramento Metropolitan Air Quality Management District	VHD	Vehicle Hours of Delay
SMART	Sonoma Marin Area Rapid Transit	VMT	Vehicle Miles Traveled
SMART	Safety, Mobility and Automated Real-time	VTA	Valley Transportation Authority (Santa Clara)
SMCCAG	San Mateo City-County Association of Governments	W2W	Welfare to Work
SNABM	Solano-Napa Activity-Based Model	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SNCI	Solano Napa Commuter Information	WETA	Water Emergency Transportation Authority
SoHip	Solano Highway Partnership	Y, Z	
SolTrans	Solano County Transit	YCTD	Yolo County Transit District
SOV	Single Occupant Vehicle	YSAQMD	Yolo/Solano Air Quality Management DistrictZ
SPOT	Solano Projects Online Tracking	ZEV	Zero Emission Vehicle
SP&R	State Planning & Research		
SPUR	San Francisco Bay Area Planning and Urban Research		
SR	State Route		
SR2S	Safe Routes to School		
SR2T	Safe Routes to Transit		
S RTP	Short Range Transit Plan		
SSARP	Systemic Safety Analysis Report Program		
SSPWD TAC	Solano Seniors & People with Disabilities Transportation Advisory Committee		
STAF	State Transit Assistance Fund		
STA	Solano Transportation Authority		
STBG	Federal Surface Transportation Block Grant Program		



SOLANO TRANSPORTATION AUTHORITY
Board Minutes for Meeting of
January 8, 2020

1. CALL TO ORDER

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

MEMBERS

PRESENT:

Harry Price, Chair	City of Fairfield
Thom Bogue, Vice Chair	City of Dixon
Elizabeth Patterson	City of Benicia
Ron Kott	City of Rio Vista
Lori Wilson	City of Suisun City
Ron Rowlett	City of Vacaville
Bob Sampayan	City of Vallejo
Jim Sperring	County of Solano

MEMBERS

ABSENT: None.

STAFF

PRESENT: (In alphabetical order by last name.)

Anthony Adams	Project Manager
Janet Adams	Deputy Executive Director/Director of Projects
Bernadette Curry	Legal Counsel
Triana Crighton	Assistant Planner
Susan Furtado	Accounting & Administrative Services Mgr.
Ron Grassi	Director of Programs
Robert Guerrero	Director of Planning
Daryl Halls	Executive Director
Debora Harris	Accountant I
Vincent Ma	Marketing & Legislative Program Manager
Johanna Masiclat	Office Manager/Clerk of the Board
Lloyd Nadal	Program Svcs. Division Manager
Brent Rosenwald	Planning Assistant
Brandon Thomson	Transit Mobility Coordinator

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

Jack Batchelor	District Rep. for Congressman John Garamendi
Stefan Chatwin	City Manager, City of Fairfield
Hope Cohn	Vice Mayor, City of Rio Vista
Bill Emlen	Solano County
Diane Feinstein	Fairfield and Suisun Transit
Greg Folsom	City Manager, City of Suisun City
Jim Frazier	State Assembly Member, District 11
Matt Gleason	City of Vallejo
George Gwynn	Suisun City Resident
Todd Hansen	Daily Republic
Andrea Howard	Placeworks
Susan Lent	Akin Gump
Therese McMillan	MTC Executive Director
Matt Medill	City of Suisun City
Kyle Ochendusko	City of Benicia
Jen Quallick	District Director, Assembly Member Jim Frazier
Dan Sequeira	City of Benicia
William Tarbox	City of Benicia
Matt Tuggle	Solano County
Chris Wilson	Gilbane

2. CONFIRM QUORUM/STATEMENT OF CONFLICT

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

3. APPROVAL OF AGENDA

On a motion by Board Member Patterson, and a second by Board Member Rowlett, the STA Board approved the agenda to include a request from Solano County staff to table Agenda Item 9.E, Regional Transportation Impact Fee (RTIF) – Project Allocation Recommendation until a future meeting. (8 Ayes)

4. OPPORTUNITY FOR PUBLIC COMMENT

Assembly Member Jim Frazier expressed his disappointment to the STA Board regarding the STA’s plans to construct a new office building and not being aware of it. He commented that the \$16.1 million that is being approved for the construction and design would be better spent on road projects throughout the county referring to the poor condition rating in the pavement index need in many of the cities.

Board Member Spering commented that discussion of owning versus renting has been under careful consideration by the STA Board for many years. He indicated that the STA Board has always been cautious and sensitive to the criticism about the use of public funds. He emphasized that not only will the new building be an asset to the community and STA, but it will also bring economic vitality and financial stimulus to the City of Suisun City which is what is exactly needed.

Chair Price referenced an analogy about the American dream of owning a home. He stated that he, along with his siblings and other seniors, is fortunate to own his own home today, and he finds comfort in knowing that he can rely on the equity that would sustain his remaining years.

Board Member Wilson expressed her appreciation to Mr. Frazier for coming forward to address his concerns. She echoed comments made by Board Member Spering and Chair Price and she also wanted Mr. Frazier to know that the entire Suisun City Council is in support of the new building and the economic boost it will bring to the City of Suisun City.

Jack Batchelor, District Representative for Congressman John Garamendi and former Dixon Mayor and STA Board Member, expressed his support for the agency's plan to own and construct a new office building. He commented that discussions of owning versus renting an office have been under consideration as far back as 2008 when he was in office and was part of the STA Board.

5. EXECUTIVE DIRECTOR'S REPORT

Daryl Halls provided an update on the following items:

- New MTC/ABAG Executive Director to Visit STA Board
- Legislative Update
- Selection of STA Chair and Vice-Chair for 2020
- Presentation on Land Use and Opportunities to Coordinate with Transportation
- Amendment of STA Mission Statement
- Caltrans Districts 3 and 4 Initiate I-80 Multi Modal Corridor Study
- Solano Housing Investment Partnership (SolHIP) Gets Underway
- STA Staff Update

6. REPORT FROM THE METROPOLITAN TRANSPORTATION COMMISSION (MTC)

MTC/ABAG Executive Director Therese McMillan presented an overview of the Plan Bay Area 2050.

7. REPORT FROM CALTRANS

None presented.

8. STA PRESENTATIONS

A. Federal Legislative Update *presented by Susan Lent, Akin Gump*

B. STA's Year-End Report

C. Directors Reports:

- 1. Projects**
- 2. Programs**
- 3. Planning**

9. CONSENT CALENDAR

Recommendation:

Approve the following consent items in one motion.

On a motion by Board Member Wilson, and a second by Board Member Rowlett, the STA Board approved Items A through D and F, and to include a request from Solano County staff to table Agenda Item 9.F, Regional Transportation Impact Fee (RTIF) – Project Allocation Recommendation as shown below in ***bold italics***. (8 Ayes)

A. Meeting Minutes of the STA Board Meeting of December 11, 2019

Recommendation:

Approve the Minutes of the STA Board Meeting of December 11, 2019.

B. Fiscal Year (FY) 2019-20 First Quarter Budget Report

Recommendation:

Receive and file.

C. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2020

Recommendation:

Approve the renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Premier Member "Chairman's Circle Investor" level of \$15,000 for Calendar Year 2020.

D. 2020 Paratransit Coordinating Council (PCC) Work Plan

Recommendation:

Approve the 2020 PCC Work Plan as shown in Attachment A.

E. *This item was tabled until a future meeting.*

Regional Transportation Impact Fee (RTIF) – Project Allocation Recommendation for Dixon Area Advanced Traffic and Rail Safety Study

F. Comprehensive Transportation Plan Contract Amendment – Alta Planning + Design

Recommendation:

Authorize the STA Executive Director to:

1. Extend the contract with Alta Planning + Design until the end of the fiscal year (June 30, 2020); and
2. Amend the contract budget to add \$5,000 for Alta Planning + Design to complete the CTP.

10. ACTION FINANCIAL ITEMS

A. STA Office Building Updated Budget

At this time, the STA Board requested to discuss staff's responses to the questions the Board raised at their last Board meeting in December 2019.

Chris Wilson, STA Project Manager from Gilbane Building Company, outlined each question and response explaining each one in full detail which was also summarized in a memo provided to the Board members under separate cover. The questions and issues raised included energy efficiency, using electric to eliminate usage of natural gas, and retaining square footage for potential lease revenue and further expansion.

Recommendation:

Authorize the Executive Director to:

1. Enter into all agreements as necessary, utilizing a Design Build construction procurement approach, for the design and the construction of a new STA Office Building for an amount not-to-exceed \$16.01 million; and
2. Enter into short term financing as necessary to fund the new office building payable with future Project Contingency Funds.

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

B. STA’s Fiscal Year (FY) 2019-20 Proposed Mid-Year Budget

Susan Furtado presented the STA’s Fiscal Year (FY) 2019-20 Proposed Mid-Year Budget Revisions and FY 2019-20 Proposed Budget Revisions. She noted that with the recent completion of the STA’s Annual Audit for Fiscal Year (FY) 2018-19, staff has updated the budgets for FYs 2019-20 and 2020-21 to reflect updated programs and projects carryover amounts and projected expenditures and revenues for planning, project development, and programs.

Board/Public Comments:

None presented.

Recommendation:

Approve the STA’s FY 2019-20 Proposed Budget Revisions as shown in Attachment A.

On a motion by Board Member Wilson, and a second by Board Member Patterson, the STA Board approved the recommendation. (8 Ayes)

C. Approval to submit Transit and Intercity Rail Capital Program (TIRCP) Application for Solano Regional Transit Improvements Phase 2

Anthony Adams explained the application process of the Solano Regional Transit Improvements Phase 2 and proposed State Transit Assistance Funds (STAF) local match, which has yet to be presented to the SolanoExpress Intercity Transit Consortium at their meeting on January 28, 2020. He noted that the proposed application elements seek to leverage STA partnerships with BART, WETA, and Capitol Corridor with a total application amount of \$18M with \$11M being requested for TIRCP funding. He cited the proposed Application Elements are Network Integration Planning for Bus Rapid Transit Lite Implementation, In-Line Inductive Charging Infrastructure for SolanoExpress, SolanoExpress Operational, Capital, and Access Improvements, and Parking and Access Improvements at the Fairfield-Vacaville Hannigan Station.

Board/Public Comments:

Board Member Patterson asked when would funding be available for some of the water transit projects. Daryl Halls responded that the first priority is to lock in a funding plan one project at a time with the initial focus on funding the Vallejo Station Phase 2 project. Board Member Patterson suggested adopting the funding plan on a first step, second step, etc. basis.

Recommendation:

Approve the following:

1. The Solano Regional Transit Improvement Phase 2 project list and funding plan as shown in Attachment B;
2. Authorize the Executive Director to submit a TIRCP 2020 application for Solano Regional Transit Improvements Phase 2 for an amount not-to-exceed \$11M in partnership with Fairfield and Suisun Transit (FAST), Solano County Transit (SolTrans), City of Fairfield, City of Suisun City, and City of Vallejo; and
3. Program STAF matching funds for an amount up to \$1.1M.

On a motion by Vice Chair Bogue, and a second by Board Member Patterson, the STA Board approved the recommendation. (8 Ayes)

11. ACTION – NON FINANCIAL ITEMS

A. **Modification to the Solano Transportation Authority’s Mission Statement**

Robert Guerrero reviewed the proposed recommendation made by the Equity Task Force which is to amend the STA’s Mission Statement adding “...for all” to the Mission Statement to capture the inclusive intent of the Equity Chapter.

Board/Public Comments:

Board Member Sperring suggested to incorporate the words “land use” into the mission statement, however after further discussion, Board Member Wilson made a motion and seconded by Board Member Patterson to approve the mission statement as presented and recommended by the Equity Task Force and for the incoming chair to create a committee to further review the mission statement.

B. **Selection of 2019 STA Chair and Vice Chair**

Consistent with STA’s Joint Powers Authority (JPA), the STA Board selects its Board Chair and Vice-Chair for 2020. Following the selection, the newly appointed Board Chair is then requested to designate members of the Board to serve on the 2020 Executive Committee.

Recommendation:

Approve the following:

1. Selection of the STA Chair for 2020 commencing with the STA Board Meeting of February 12, 2020;

On a motion by Board Member Wilson, and a second by Board Member Sperring, the STA Board unanimously approved the selection of Ron Rowlett (City of Vacaville) the Chair for 2020.

2. Selection of the STA Vice-Chair for 2020 commencing with the STA Board Meeting of February 12, 2020;

On a motion by Board Member Wilson, and a second by Board Member Patterson, the STA Board unanimously approved the selection of Bob Sampayan (City of Vallejo) as the Vice Chair for 2020.

3. Request the new Chair designate the STA Executive Committee for 2020.

Incoming Chair Rowlett was requested to designate the STA Executive Committee for 2020 prior to the next Board meeting scheduled on February 12, 2020

12. INFORMATIONAL

A. **Solano Housing Investment Partnership (SolHIP) Update**

Andrea Howard, Placeworks, provided an update presentation and summary of anticipated activities in the next coming months. She noted that meetings are being scheduled with each city that have joined the SolHIP partnership to focus on their housing production needs and grant programs. She cited that they will continue to provide technical assistance in tracking housing programs and grant writing assistance for members of the SolHIP.

B. Solano Priority Conservation Areas (PCAs) Update

Bill Emlen reviewed the two additional PCAs submitted by the County and requested an adjustment to expand the Tri City and County Cooperative Planning Area. It was also mentioned that the City of Vallejo also indicated they were going to submit three new PCA designations for a portion of Mare Island, the White Slough Area and the Napa Sonoma Marshes Wildlife Area. STA staff is anticipating additional PCA funding to be available as part of the next One Bay Area Grant (OBAG) federal funding cycle in FY 2022-23 and that the newly designated PCAs, along with the previously designated PCAs would be eligible for future PCA funding.

C. Status of 2019 Priority Development Areas (PDAs) Designations

Triana Crighton reviewed submissions for four modified PDAs and six new PDAs. The cities of Benicia, Dixon, and Suisun City did not submit any new or modified PDAs. City of Fairfield submitted modifications to their Fairfield-Vacaville Train Station PDA and the Downtown South/West Texas Gateway/North Texas Street Core PDAs. Rio Vista submitted for a new Airport/Church Road PDA. Vacaville submitted a request to expand the boundaries of their Allison Area PDA. Vallejo submitted for five new PDAs and modifications to the Sonoma Blvd PDA. These submittals are currently being reviewed by ABAG/MTC staff. On January 15, 2020, City Council or County Board of Supervisors resolutions for new PDAs, PCAs and PPAs, as well as PDA VMT-reduction letters of confirmation (for Cities and counties with PDAs that meet "Connected Community" transit criteria), are due.

D. Solano Priority Production Areas (PPAs)

Robert Guerrero reported that Letters of Interest for 11 PPAs were submitted by all seven Solano County cities with each city submitting at least one PPA to ABAG. He presented the requested Solano County PPA Designations for 2019.

NO DISCUSSION

E. Update on Vallejo's Community Based Transportation Plan (CBTP)

F. Legislative Update

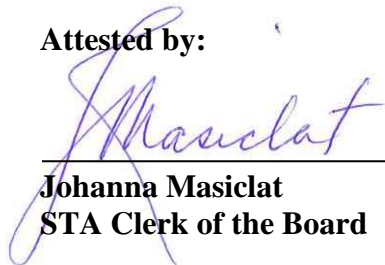
G. 2020 STA Board and Advisory Committee Meeting Schedule

13. BOARD MEMBER COMMENTS

14. ADJOURNMENT

The meeting was adjourned at 8:00 p.m. The next STA Board meeting is scheduled at **6:00 p.m., Wednesday, February 12, 2020**, Suisun Council Chambers.

Attested by:



Johanna Masielat
STA Clerk of the Board

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Solano Transportation Authority

**TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of
January 29, 2020**

1. CALL TO ORDER

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

TAC Members

Present:

William Tarbox	City of Benicia
Joe Leach	City of Dixon
Paul Kaushal	City of Fairfield
Robin Borre	City of Rio Vista
Matt Medill	City of Suisun City
Shawn Cunningham	City of Vacaville
Matt Gleason for Terrance Davis	City of Vallejo
Matt Tuggle	County of Solano

TAC Members

Absent:

Terrance Davis	City of Vallejo
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STA Staff and

Others Present:

(In Alphabetical Order by Last Name)

Anthony Adams	STA
Janet Adams	STA
Ada Chan	ABAG
Triana Crighton	STA
Patrick Gilster	Toole Design
Ron Grassi	STA
Robert Guerrero	STA
Daryl Halls	STA
Vincent Ma	STA
Johanna Masiclat	STA
John McKenzie	Caltrans District 4
Erika McLitus	STA
Brent Rosenwald	STA
Nouae Vue	City of Benicia

2. APPROVAL OF THE AGENDA

On a motion by Joe Leach, and a second by Robin Borre, the STA TAC unanimously approved the agenda to include amendments to Agenda Items 6.B and 7.B as shown in ~~strikethrough~~ **bold italics**. (8 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

Update on Corridor TDM Strategies for SR 37, I-80 and I-680 *presented by Lloyd Nadal*

5. CONSENT CALENDAR

On a motion Matt Tuggle, and a second by Shawn Cunningham, the STA TAC approved Items A through D. (8 Ayes)

A. Minutes of the TAC Meeting of November 20, 2019

Recommendation:

Approve TAC Meeting Minutes of November 20, 2019.

B. 2020 Bicycle Advisory Committee (BAC) Overall Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the 2020 BAC Overall Work Plan

C. 2020 Pedestrian Advisory Committee (PAC) Work Plan

Recommendation:

Forward a recommendation to the STA Board to adopt the 2020 PAC Overall Work Plan.

D. Golden Pass Program for SolanoExpress for Solano Residents 80 Plus

Recommendation:

Forward a recommendation to STA Board to approve the following:

1. Expand the Golden Pass Program to SolanoExpress routes; and
2. Modify the Golden Pass Program for participants to show ID to ride for free for Solano County residents who are age 80 or older.

6. ACTION FINANCIAL ITEMS

A. Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2020-21 County Program Manager Funds

Triana Crighton reported that the TFCA County Program Manager Funds allocated for Solano County in FY 2019-20 was \$345,995, and that STA staff is projecting a similar amount to be available for FY 2020-21. She added that the exact funding amount will be released by BAAQMD in late January or early February of 2020, and that TFCA funds are one of three primary funding sources for Solano Mobility Programs (the other are One Bay Area Grant and State Assistance funds).

Recommendation:

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

1. Adopt the FY 2020-21 expenditure criteria for the TFCA County Program Manager fund;
2. \$175,000 from FY 2020-21 TFCA Program Manager Funds for the Solano Mobility Program;
3. \$100,000 - \$125,000 for STA's Solano EV Implementation Program; and
4. Issue a Call for Projects for the remaining balance of FY 2020-21 TFCA Program Manager Funds.

On a motion by Matt Tuggle, and a second by William Tarbox, the STA TAC unanimously approved the recommendation. (8 Ayes)

B. Regional Transportation Impact Fee (RTIF) – Project Allocations for the Dixon Area Advanced Traffic and Rail Safety Study and the SR 12 Complete Streets Project

Erika McLitus reviewed the new project allocation and reprogramming recommendations for District 5’s Solano County/City of Dixon Railroad Safety Corridor Study and District 2’s SR 12 Complete Streets Project. She noted that a funding agreement is being drafted between STA, Caltrans, and the City of Rio Vista, subject to STA Board approval to dedicate the \$1 million in RTIF.

Recommendation:

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

1. Allocation of \$150,000 in RTIF funds for the Solano County/City of Dixon Railroad Safety Corridor Study, with 73% coming from District 5 and 27% coming from District 7;
2. Allocation of \$1M in RTIF funds for the SR 12 Complete Streets Project;
3. Authorize the Executive Director to enter into a Funding Agreement between the STA, Solano County and the City of Dixon for a Dixon Area Advanced Traffic and Rail Safety Study not-to-exceed \$150,000 of RTIF funds; and
4. Authorize the Executive Director to enter into a Funding Agreement between STA, Caltrans, and the City of Rio Vista for the SR 12 Complete Streets Project components not-to-exceed ~~\$1M,000,000,000~~ of RTIF funds.
- 5.

On a motion by Matt Tuggle, and a second by Joe Leach, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics**. (8 Ayes)

7. ACTION NON FINANCIAL ITEMS

A. Legislative Update

Daryl Halls reviewed MTC’s draft bill language which would authorize the Bay Area Toll Authority (BATA) to toll a portion of State Route 37 (SR 37) from SR 37/121 in Sonoma to SR 37 Mare Island Interchange in Solano thereby creating the 8th bridge in the Bay Area. He also commented that STA staff consulted with members of STA’s SR 37 Policy Committee and recommended several amendments pertaining to development of an equity program for lower income user of SR 37 and location of the toll facility west of Mare Island Interchange on SR 37.

Recommendation:

Forward a recommendation to the STA Board to support the Bay Area Toll Authority’s legislation which proposes converting State Route 37 (SR 37) to a toll bridge, with the following STA recommended amendments:

1. Developmental of means based Equity Program; and
2. The toll gantries being located west of the Mare Island Interchange.

After further discussion, a motion was made by Matt Tuggle, seconded by Shawn Cunningham, to table this time until a future meeting since the SR 37 Policy Committee has not taken a position on legislation which proposes converting State Route 37 (SR 37) to a toll bridge. (8 Ayes)

B. Solano Active Transportation Plan Draft

Patrick Gilster, Toole Design, presented and reviewed the administrative draft of the Solano ATP. He noted that contained within the draft is a comprehensive look at the project's timeline and illustration of how the plan has achieved. He commented that the Solano Active Transportation Plan is funded primarily through a Caltrans Sustainable Communities Grant that is set to expire as of February 20, 2020. He also reviewed the finalization schedule being proposed so that the plan can be considered for approval, subsequent to incorporating public comment, at the February 12, 2020 STA Board meeting

During discussion of this item, TAC members indicated a desire to include a disclaimer that certain active transportation projects will be listed as needing further study. TAC members also commented that the plan should include language that more clearly defines the characteristics of short and long term projects. Following this discussion, the TAC amended the recommendation, as shown underlined, to the STA Board to release the draft of the Solano Active Transportation Plan for a 30 day public comment period reflecting the issues yet to be addressed in the Plan by each member agency.

Recommendation:

Forward a recommendation to the STA Board to ~~approve~~ **release** the draft of the Solano Active Transportation Plan **for a 30-day public comment period** reflecting the issues yet to be addressed in the Plan by each member agency.

On a motion by Shawn Cunningham, and a second by Joe Leach, the STA TAC unanimously approved the recommendation as amended shown above in ~~strikethrough~~ **bold italics and underlined**. (8 Ayes)

C. Comprehensive Transportation Plan (CTP) Draft Land Use Chapter

Triana Crighton reported that the draft Land Use Chapter has been completed and reviewed. She commented that the chapter focuses particularly on housing legislation, such as the Regional Housing Needs Assessment (RHNA), and how Solano is poised to build more housing and affordable housing to help house the Bay Area. She highlighted the collaborative efforts between STA and its member agencies such as the Solano Housing Inceptive Partnership (SolHIP) and through the work of the Planning Directors for the Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 process

Recommendation:

Forward a recommendation to the STA Board to approve releasing the Draft Land Use for a 30-day public comment period.

On a motion by William Tarbox, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (8 Ayes)

D. Solano Suburban Housing Incentive Pool (SubHIP)

Robert Guerrero reviewed the submittal process of eligible project proposals due to MTC by May 1, 2020. He commented that STA staff is working with the cities of Fairfield and Vacaville in order to meet MTC’s program deadline. He added that STA staff is recommending the STA issue a request for letters of interest for future SubHIP funds to help assess and gauge the level of future interest in the pilot program.

Recommendation:

Forward a recommendation to the STA Board to issue a request for letters of interest for future Solano Suburban Housing Incentive Pool (SubHIP) Program funds.

On a motion by Shawn Cunningham, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (8 Ayes)

8. INFORMATIONAL ITEMS – DISCUSSION

A. Priority Projects and Corridor Plans Update

Janet Adams outlined the status of STA’s priority projects, by corridor. She commented that the STA continues to work on Major Projects throughout Solano County with our project partners. She cited the current status and potential funding strategy for these priority projects which are derived from the STA’s Overall Work Plan.

B. Plan Bay Area 2050 – Draft County Discretionary Revenues and Project Submittal

Robert Guerrero reviewed the development process of the RTP and noting MTC’s request for the STA to submit Solano County’s draft fiscally constrained list of transportation investments by March 27, 2020. He added that STA met with MTC staff to clarify the methodology for determining the new County share. He requested the STA TAC review the projects list and options on how the project list should be further analyzed. He concluded by noting that STA staff plans to develop a final list of projects for the TAC to consider at their February 26th meeting in time for the March 11th Board meeting.

C. Solano County Comprehensive Transportation Plan (CTP): Arterials, Highways and Freeways Element

Robert Guerrero reviewed the process to update the Arterial Element of the Solano County CTP. He commented that update is primarily concentrated on changes in policies and fund programs, project descriptions and data on safety and congestion where needed, and updates to the project description and costs. He concluded by stating that the list will then be categorized in priority tiers for further discussion at the February 26th TAC meeting.

D. Parking Demand Study/Mode of Transition Plan Update

- 1. Fairfield-Vacaville Hannigan Station**
- 2. Dixon Park and Ride**
- 3. Fairfield Transportation Center**

Erika McLitus provided an update to the Parking Demand Study/Mode of Transition Plan. She reviewed the STA prioritized data analysis and initial findings at three transit sites: Fairfield-Vacaville Hannigan Station, Dixon Park and Ride, and Fairfield Transportation Center (FTC).

NO DISCUSSION

- E. Solano County Comprehensive Transportation Plan: Transit Element**
- F. Transit and Intercity Rail Capital Program (TIRCP) Application for Solano Regional Transit Improvements Phase 2**
- G. Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA) Program First Quarter Report**
- H. Summary of Funding Opportunities**
- I. Draft Meeting Minutes of STA Board & Advisory Committees**
- J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2020**

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

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

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m., Wednesday, February 26, 2020** at the STA.



DATE: January 27, 2020
TO: STA Board
FROM: Brent Rosenwald, Planning Assistant
RE: 2020 Bicycle Advisory Committee (BAC) Overall Work Plan

Background:

The BAC is responsible for updating and monitoring the progress of the Solano Countywide Bicycle Transportation Plan. Additionally, the Committee also makes funding recommendations for countywide bicycle-related projects to the STA TAC and Board.

Each calendar year, STA staff works with the BAC to create a work plan to guide the agendas and work products of BAC meetings for the upcoming year.

In 2019, the BAC helped to prioritize projects for the 2018-19 fiscal year, recommended allocation of \$603,920 in Transportation Development Act (TDA) Article 3 funding, and provided input and direction for the Solano Active Transportation Plan and Clean Air Funding. They also contributed to a series of community bike rides for the annual Bike Month held in May in addition to supporting Bike to Work and School Day efforts.

Discussion:

On November 7, 2019 the BAC unanimously approved forwarding a recommendation to the TAC and STA Board to adopt the 2020 BAC Overall Work Plan (Attachment A).

For 2020, the BAC is recommending a BAC Work Plan which includes the following tasks:

- Continuing to assist with the development of the Solano Active Transportation Plan, which includes assisting with outreach, reviewing policies, serving on the Plan Development Team, and providing input and direction where needed.
- Review TDA-3 funding requests for Fiscal Year (FY) 2020-21.
- Develop a Bike and Pedestrian Count program in conjunction with the Pedestrian Advisory Committee.
- Monitor and provide input on priority bicycle projects and bicycle way finding signage.

The TAC reviewed the item and recommended approval at its January 29th meeting.

Fiscal Impact:

None.

Recommendation:

Approve the 2020 BAC Overall Work Plan.

Attachment:

- A. 2020 BAC Work Plan

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2020 Bicycle Advisory Committee (BAC) Work Plan

The BAC’s 2020 overall work plan will address the following areas:

1. Review bicycle projects and set priorities for funding; including requests for Transportation Development Act Article 3 (TDA-3) funds
2. Participate in the completion of the Solano Active Transportation Plan
3. Collaborate with STA Staff to plan events for 2020 May is Bike Month / Bike Week / Bike to Work Day
4. Collect bicycle count data – including reviewing current or previous methods of data collection
5. Hear and/or request presentations on a variety of bicycle related topics and issues
6. Advise STA staff on bicycle related policies and concerns, with an emphasis on wayfinding
7. Discuss and plan on how to utilize, integrate, and approach emerging transportation technologies.

AREA	ACTIVITY	TIMELINE
Administrative / Public Outreach	Approve FY 2020 BAC Overall Work Plan	November 7, 2020
	Elect 2020 Chair and Vice Chair	November 7, 2020
	Develop 2021 Work Plan	October - November 2020
	Implement MTC Complete Streets/Routine Accommodations Policy	As Needed
	Prioritize Public Outreach Mediums and Plan for Future Outreach	Early 2020
	Participate in Bike Week Events	May 2020
Funding	Review TDA-3 funding requests in conjunction with the PAC	May 2020
	Review and monitor funded priority bicycle projects	On-going
Planning	Participate in the completion of the Solano Active Transportation Plan (ATP)	Early 2020
	Participate in the development of a Wayfinding Strategy for STA	Early 2020
	Develop a Bike and Pedestrian Count Program (in conjunction with the PAC)	Summer 2020
Other	Presentations to the BAC: <ul style="list-style-type: none"> • Bicycle Amenities and Priority Development Areas/Priority Conservation Areas • Active Transportation Plan Updates & Ongoing Feedback • Solano County Priority Bicycle Projects & Planning Efforts (various project sponsors) • Solano County Parks District (Solano County) 	On-going

<ul style="list-style-type: none"> Others (E-Bikes / E-Scooters, Bay Area Ridge Trail Council, Bay Trail, Vine Trail, Land Trust, etc.) 	
Provide feedback to STA staff on bicycle issues:	
<ul style="list-style-type: none"> Review opportunities to fit bicyclist interests into STA's existing programs (e.g. Seniors and People with Disabilities) Provide resources to implement projects that address bicycle needs (e.g. connections to organizations) 	On-going
BAC Field Trip	Fall 2020
Other tasks to be determined	TBD

2020 BAC Meeting Dates

- January 2nd 2020
- March 5th 2020
- May 7th 2020
- July 2nd 2020
- September 3rd 2020
- November 5th 2020

DRAFT



DATE: January 30, 2020
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: 2020 Pedestrian Advisory Committee (PAC) Overall Work Plan and Appointments

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) acts to advise the STA Board on planning, funding and implementation of countywide significant pedestrian facilities and programs.

Each calendar year, STA staff works with the PAC to create a work plan to guide the agendas and work products of PAC meetings for the upcoming year. In 2019, the PAC assisted in allocating \$635,000 in Transportation Development Act Article 3 (TDA-3) funds, producing the popular Top 10 Walks and Hikes in Solano County promotional brochure, and providing input and direction for the Solano Active Transportation Plan.

Membership consists of representatives from the seven cities, the County, Solano Community College, and one member-at-large. The representatives are nominated either by their respective city council, or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board. Appointments are for up to a 3-year term. These positions are voluntary. Preference is given to non-elected citizens and who are not employed by member agencies.

Discussion:

For 2020, the PAC is recommending an overall work plan which includes the following tasks (Attachment A):

- Continuing to assist with the development of the Solano Active Transportation Plan, which includes assisting with outreach, reviewing policies, serving on the Plan Development Team, and providing input and direction where needed.
- Review TDA-3 funding requests for Fiscal Year (FY) 2019-20.
- Participate in Safe Routes to School programs and events as needed.
- Develop a Bike and Pedestrian Count program in conjunction with the Bicycle Advisory Committee.
- Monitor and provide input on priority pedestrian projects and pedestrian wayfinding.
- Begin development and planning for a Solano Trails Brochure.

The PAC Overall Work Plan was approved by the PAC at their December 5, 2019 meeting and was approved by the TAC at their January 29th meeting.

The PAC will generally meet on a bi-monthly basis; however, meetings may occur more frequently. This may be necessary given the project or planning deadlines as they arise.

In regards to membership, the City of Dixon approved the renewal of their representative Sandra Newell in September. Sandra has been a passionate and active member of the PAC since 2016 and was eager to renew her term for another three years (Attachment B). Additionally, the City of Rio Vista approved the renewal of their representative Kevin McNamara in December (Attachment C). Kevin has been serving the PAC and proudly representing Rio Vista since 2013. Like Sandra, Kevin was eager to renew his term for an additional three years.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Adopt the 2020 PAC Overall Work Plan; and
2. Approve renewals for Sandra Newell to represent the City of Dixon and Kevin McNamara to represent the City of Rio Vista on the PAC for three-year terms to expire on December 31, 2022.

Attachments:

- A. 2020 PAC Overall Work Plan
- B. Letter of Appointment Confirmation from City of Dixon
- C. Letter of Appointment Confirmation from City of Rio Vista
- D. PAC Membership Matrix

2020 Pedestrian Advisory Committee (PAC) Work Plan

The PAC's 2020 overall work plan will address the following areas:

1. Review pedestrian projects and set priorities for funding; including requests for Transportation Development Act Article 3 (TDA-3) funds
2. Participate in the completion of the Solano Active Transportation Plan
3. Expand the use of STA's pedestrian counters by helping to develop a count program and continuously collect counts on major pedestrian routes.
4. Assist in upcoming Pedestrian Safety Workshops with STA and the Safe Routes to School Program
5. Hear and/or request presentations on a variety of pedestrian related topics and issues
6. Advise STA staff on pedestrian related policies and concerns, with an emphasis on wayfinding
7. Discuss and plan on how to utilize, integrate, and approach emerging transportation technologies.

AREA	ACTIVITY	TIMELINE
Administrative / Public Outreach	Approve CY 2020 PAC Overall Work Plan	December 5, 2020
	Elect 2020 Chair and Vice Chair	December 5, 2020
	Develop 2021 Work Plan	November – December 2020
	Implement MTC Complete Streets/Routine Accommodations Policy	As Needed
	Prioritize Public Outreach Mediums and Plan for Future Outreach	Early 2020
	Participate in Pedestrian Safety events and symposiums	As Needed
	Plan and Implement a PAC Field Trip and/or Walking Tour	Spring 2020
Funding	Review TDA-3 funding requests in conjunction with the BAC	Spring 2020
	Review and monitor funded priority pedestrian projects	On-going
Planning	Participate in the completion of the Solano Active Transportation Plan (ATP)	Early 2020
	Participate in the development of a Wayfinding Strategy for STA	Early 2020
	Develop a Bike and Pedestrian Count Program (in conjunction with the BAC)	Summer 2020
	Begin development and planning for a Solano Trails Brochure	Spring - Summer 2020
Other	Presentations to the BAC: <ul style="list-style-type: none"> • Pedestrian Amenities and Priority Development Areas/Priority Conservation Areas • Active Transportation Plan Updates & Ongoing Feedback • Solano County Priority Pedestrian Projects (various project sponsors) • Pedestrian Planning Efforts (Parks Districts, etc.) • Others (Bay Area Ridge Trail Council, Bay Trail, Vine Trail, Land Trust, etc.) 	On-going

Provide feedback to STA staff on pedestrian issues: <ul style="list-style-type: none"> • Review opportunities to fit pedestrian interests into STA’s existing programs (e.g. Seniors and People with Disabilities) • Provide resources to implement projects that address pedestrian needs (e.g. connections to organizations) 	On-going
Other tasks to be determined	TBD

In 2020, the PAC is scheduled to meet on the following dates:

- February 6, 2020
- April 2, 2020
- June 4, 2020
- August 6, 2020
- October 1, 2020
- December 3, 2020

DRAFT

MAYOR THOM BOGUE
VICE MAYOR SCOTT PEDERSON
COUNCILMEMBER STEVE BIRD



COUNCILMEMBER JIM ERNEST
COUNCILMEMBER DEVON MINNEMA
CITY TREASURER WESLEY ATKINSON

September 3, 2019

Triana Crighton
Planning Assistant
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

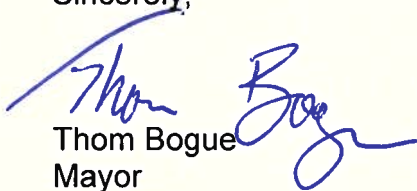
Subject: Dixon Appointee to the Pedestrian Advisory Committee

Dear Ms. Crighton:

I am pleased to recommend the appointment of Sandra Newell to fill the vacancy from Dixon for the Pedestrian Advisory Committee. A copy of her application is attached.

Ms. Newell has been very active on Dixon Commissions, previously serving on the Parks & Recreation Commission and currently on the Transportation Advisory Commission. As noted in her application, she believes it is important to develop areas for people to safely commute, and to walk or bike to destinations in their free time. She would be an excellent addition to the Pedestrian Advisory Committee.

Sincerely,


Thom Bogue
Mayor
City of Dixon

Enclosure

City of Dixon

600 East A Street • Dixon, California • 95620-3697
(707) 678-7000 • FAX (707) 678-0960 • TTY (707) 678-1489

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RECEIVED

JAN 17 2019

CITY OF DIXON



CITY OF DIXON

APPLICATION FOR APPOINTMENT
TO
CITY BOARDS AND COMMISSIONS

NOTE: Boardmembers/Commissioners may be required to file Statements of Economic Interest disclosing investments, interest in real property, income, loans, etc., as well as mailing address and telephone number.

This information is a public record.

Name of Applicant (please print) Sandra Newell

I hereby apply for appointment to Pedestrian Advisory Committee / STA
(Name of Board / Commission)

1. General Employment Experience:

Taught high school for 4 years
Retired as Agricultural Supervisor II for
State of California - Was responsible for
7 offices around California - Worked
closely with F&IS. Was a member of
various National Grain Organizations.

2. Organization and Community Activity Experience:

Parks & Rec Commission

Traffic Advisory Commission

Women of the Moose - Senior Regent

Had various offices in multiple bike organizations

3. Other experience which you feel would be helpful to bring to the attention of the City Council in making this appointment.

BA in Recreation Administration - Chico State U.

Teaching Credential - Missouri Southern

MA in Public Administration - Golden Gate U.

Incumbent for the position.

On Safe Routes to School Committee for county.

4. Statement of philosophy relating to the responsibilities of this board / commission: (Attach additional sheets if necessary)

I have a use it or lose it philosophy. In keeping with this it is important to develop areas for people to safely commute or free time walk or bike to destinations.

5. Please answer the following questions:

- Do you reside within the city limits? YES NO
- Are you a United States citizen? YES NO
- Have you ever been convicted of a felony? YES NO

- Do you have business connections and/or investments which may result in a possible conflict of interest?
 YES NO

If YES, please explain: _____

I hereby certify that all statements made in this application are true and understand that any misstatement or omission of material fact will cause forfeiture on my part of all rights of employment with the City of Dixon.

Signature of Applicant: Sandra Newell
Date: 1/15/2019

EQUAL OPPORTUNITY/ AFFIRMATIVE ACTION EMPLOYER
Women, minorities and bilingual persons are encouraged to apply.

Reasonable Accommodation Clause:
The City of Dixon will make reasonable efforts to accommodate persons with disabilities.
Please advise the City of Dixon of any special needs in advance by calling:
(707) 678-7000

CITY OF DIXON
PUBLIC CONTACT FORM
FOR
BOARD AND COMMISSION APPLICANTS

Name of Board or Commission: STA / Pedestrian Advisory Committee

Name of Applicant / Appointee: Sandra Newell

Address of Applicant / Appointee: 955 Mayfair Dr, Dixon

Home Telephone Number: 530 219 6500

Work Telephone Number: _____

Cell Telephone Number: _____

Email Address: snewell9635@wavecable.com

Mark at least one (1) public phone number:

My home telephone number(s) may be released for public contact:
 YES NO

My work phone number(s) may be released for public contact:
 YES NO

My cell phone number(s) may be released for public contact:
 YES NO

My e-mail address may be released for public contact:
 YES NO

My address above may be released to the public: YES NO



City of Rio Vista

One Main Street, Rio Vista, California 94571
Phone (707) 374-6451 Fax: (707) 374-6763

December 24, 2019

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




Re: Nomination for Appointment to Solano Transportation Authority for Rio Vista
Pedestrian Advisory Committee.

Dear Ms. Masielat;

This letter confirms that my appointment for the City of Rio Vista's representative to the
STA Pedestrian Advisory Committee is Mr. Kevin McNamara.

If you have any questions regarding this nomination, please contact me directly.

Sincerely,


Ronald A. Kott
Mayor Rio-Vista, CA

Cc: Kevin McNamara
Marni Rittburg



**STA Pedestrian Advisory Committee (PAC)
Membership Status
2020**

Member	Jurisdiction	Appointed	Term Expires	Chair/Vice-Chair Appointment
Diane Dooley	Benicia	March 2018	December 31, 2020	
Sandra Newell	Dixon	January 2016	December 31, 2022	
Tamer Totah	Fairfield	September 2013	December 31, 2019	2014, 2015, 2018, 2019
Kevin McNamara	Rio Vista	August 2013	December 31, 2019	2016, 2017, 2020
Steve Olry	Suisun City	September 2019	December 31, 2021	
Aaron Trudeau	Vacaville	February 2019	December 31, 2021	2020
Teresa Booth	Vallejo	June 2014	December 31, 2020	2017, 2018, 2019
Joseph Joyce	Solano County	December 2015	December 31, 2020	
VACANT	Member-At-Large			
Bob Berman	Bay Area Ridge Trail (Member-At- Large)	January 2018	December 31, 2021	
VACANT	Solano Community College (Member-At- Large)			



DATE: November 21, 2019
TO: STA Board
FROM: Lloyd Nadal, Program Services Division Manager
Karin Bloesch, Senior Program Coordinator
RE: Solano Safe Routes to School (SR2S) Program Annual Report for
Fiscal Year (FY) 2018-19

Background:

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun and healthy. Using a comprehensive approach, the program includes 6 “E’s”: education, encouragement, enforcement, engineering, engagement and evaluation. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013 and the SR2S Program has continued to grow increasing participation of schools each year. STA Staff, along with its partner agency, Solano Public Health, are currently engaging the Safe Routes to School Community Task Forces in each city including the school district to update the Plan and engage them on the Program’s 5-year vision which includes evaluating the effectiveness of the Program. One of the Program’s primary goals is to work with pilot schools to invest in changing the culture to a more walkable and bikeable school.

Discussion:

The Solano SR2S Program had another proactive and productive 2018-2019 school year with 359 events, reaching 21,731 students through programs and events. This included several new pilot activities at schools in several districts. At this time, staff is submitting to the STA Board for approval the Safe Routes to School Annual Report for FY 2018-19 (Attachment A).

Highlights of this Annual Report include:

SR2S Evaluation Project

During the 2018-2019 FY, the Solano SR2S Program began working with a consultant to perform walkability assessments and audits at 12 Solano County schools and researching best methods for evaluating the program’s overall effectiveness especially in relation to how it ties to Safe Routes to School infrastructure projects. The walk audits were provided to the cities in Solano County for comments on the potential project suggestions. These audits will be shared

and discussed at city/school district community task force meetings to help identify and prioritize projects that will be included in an update of the SR2S Plan. The Evaluation Project also includes piloting new program elements at targeted schools and evaluating the effectiveness of these new programs. The Project will conclude at the end of 2019 with the written evaluation and potential improvements intended to increase program effectiveness.

2018-2020 Law Enforcement Education and Enforcement Grant

In June 2018, the SR2S Program with STA Board approval, awarded the Benicia Police Department \$150,000 for FY2018-2020, to duplicate the model piloted by the Suisun City Police Department in FY2016-2018. The Benicia Police Department hired a non-sworn staff person to partner with the SR2S Program at Benicia schools. In addition to working with Benicia PD, the SR2S program extended the work with the Suisun City Police Department using an excess of funds from a vacancy created in early 2018, when the School Safety Traffic Officer (SSTO) left the department. In October 2018, Suisun City PD hired a part-time non-sworn officer to work with the SR2S Program at Suisun City Schools, this new SSTO will provide parking enforcement and encouragement for walking and biking programs. In September 2018, finishing the FY 2016-2018 Grant with Rio Vista Police Department, the SR2S Program staff worked with Rio Vista Police officers to host a Youth Safety Fair in the City of Rio Vista. This safety fair included a SR2S Bike Rodeo, Helmet Fitting, and walking and biking safety information.

2018-2019 Office of Traffic Safety (OTS) Grant

The SR2S Program received a 2nd OTS grant for \$85,000 to collaborate with Solano Public Health (SPH), the Solano Pedestrian Advisory Committee, Schools and School Districts, City Police and Public Works Departments, California Highway Patrol (CHP) and other relevant stakeholders to host five Community Pedestrian Safety Workshops including a Solano County Pedestrian Symposium in 2018-2019. At each of these events in varying cities, the SR2S Program engaged the community around pedestrian safety education, distracted walking, distracted driving and addressed student travel safety in nearby schools. At these local meetings, staff also provided a safety analysis of the area (based on the Safety Plan data) and shared potential infrastructure projects in these areas to increase pedestrian safety. During FY2018-19, STA's SR2S Program held Community Task Force Meetings and Pedestrian Workshops in the cities of Vallejo, Suisun City and Vacaville. The Program staff will continue to meet with these cities as a follow up to discussions started, and to develop a prioritized list of potential projects. SR2S staff will also reach out to other cities that have not had a recent community task force meeting to discuss pedestrian safety for the youth in each city and potential SR2S Projects.

Fiscal Impact:

None.

Recommendation:

Approve the Solano Safe Routes to School Annual Report for FY 2018-19 as shown in Attachment A.

Attachment:

- A. Solano Safe Routes to School Annual Report for FY 2018-19



SOLANO SAFE ROUTES TO SCHOOL ANNUAL REPORT

2018-2019 SCHOOL YEAR



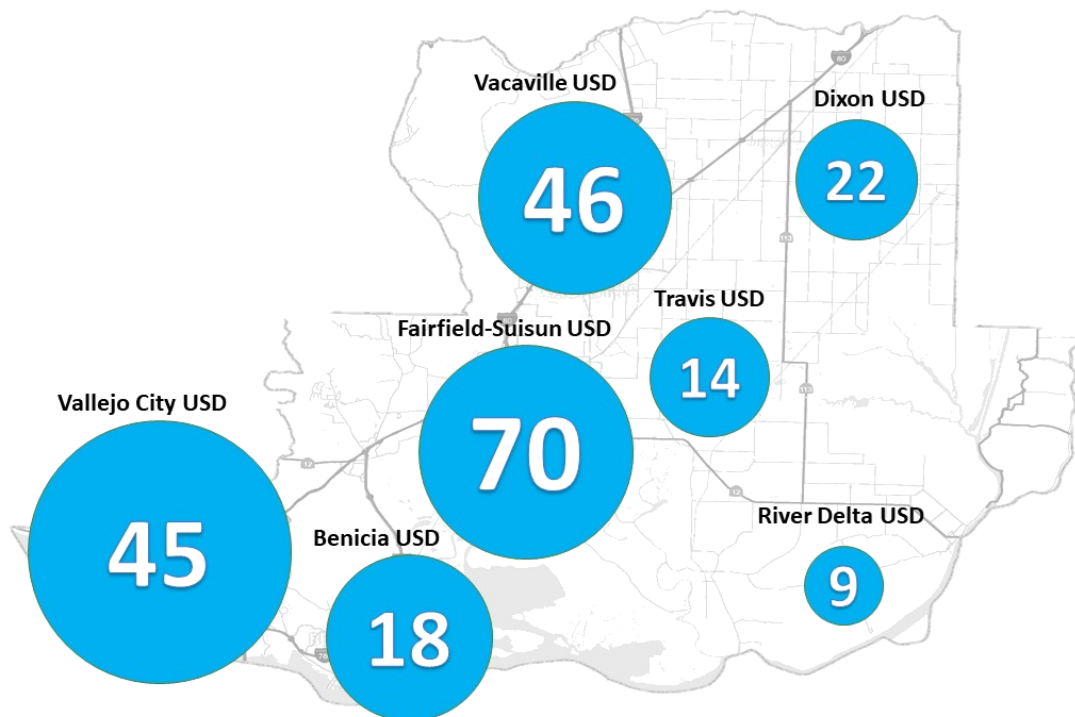
SOLANO TRANSPORTATION AUTHORITY One Harbor Center, Suite 130, Suisun City

Solano Safe Routes to School

The Solano Safe Routes to School (SR2S) Program works to increase the number of students walking and bicycling to school by helping to make the journey safe, fun and healthy. Using a comprehensive approach, the program includes 6 "E's": **Education, Encouragement, Enforcement, Engineering, Engagement and Evaluation**. The program is available to all schools countywide and focuses on activities and programs that educate students on safety, health awareness and identifying improvements within communities countywide to enhance active student travel safety.

In 2008, the STA Board adopted Solano's first Safe Routes to School Plan (Plan) and authorized STA staff to create a Safe Routes to School Program in Solano County. This Plan provided the direction for the SR2S Program through 2012 when the STA and the various SR2S Advisory Committees began the process of updating the 2008 Plan. The updated Plan was adopted by the STA Board in October 2013 and the SR2S Program has continued to grow increasing participation of schools each year. STA Staff, along with its partner agency, Solano Public Health, are currently engaging the Safe Routes to School Community Task Forces in each city including the school district to update the 2013 Plan and engage with them on the Program's 5-year vision which includes evaluating the effectiveness of the Program. One of the Program's primary goals is to work with pilot schools to invest in changing the culture to a more walkable and bikeable school.

The Solano SR2S Program had another successful school year in 2018-2019, with 359 total events reaching 21,731 students through education and encouragement programs, school and community events. This included several new pilot activities and programs in several school districts.



Map shows number of school events per district

Safe Routes to School 2018-2019 Highlights

EDUCATION AND ENCOURAGEMENT

Walking and Biking Events and Programs

On October 10, 2018, 48 schools (8,654 students) across Solano County participated in **International Walk to School Day**.

Suisun Elementary hosted a ½ mile walk with several hundred students. Participating students were escorted by an officer from the Suisun City Police Department and were greeted as they arrived at the school by cheering parents and staff members.

Students at Suisun Elementary (Suisun City-FSUSD) arrive to school on Walk to School Day 2018.



Students at Nelda Mundy Elementary (Fairfield-FSUSD) arrive to school on Bike to School Day 2019.

On May 8, 2019, 28 schools (1,786 students) biked to school to participate in **National Bike to School Day**.

In Vacaville, Fairmont Charter, Foxboro and Callison Elementary schools expanded the yearly one-day event into a weeklong challenge, encouraging their students to skip the car and ride to school each day.

In Suisun City, Crystal Middle School organized a "Bike Mob" event to encourage middle school students to

participate in Bike to School Day festivities. In April, the school also held a Bike Mobile event for students. The Bay Area Bike Mobile and Solano Public Health along with SR2S staff attended the event and provided bike repair and helmets for students.

Several Solano County Schools continued their existing regular walking and Walk or Wheel (WOW) Programs. Mary Farmar Elementary (Benicia USD), Dixon Montessori Charter School (Dixon-Private), and Rolling Hills Elementary (Fairfield-Suisun USD) each launched a weekly walking or Walk or Wheel (WOW) Program during the school year. These programs encourage students to walk and bike to school, reinforcing walking and biking safety lessons. Callison Elementary (Vacaville USD) continued their daily staff led Walking School Bus in January 2019, with 2 designated routes that serve students in the morning and afternoon with funding from the SR2S Program.

The SR2S Program also continued the partnership with the Bay Area Bike Mobile to provide free bike repair at schools and community events. Schools in Suisun City, Vallejo, and Vacaville held Bike Mobile events. Attendees at Vacaville's "Night out on the Rocky Hill Trail", Vallejo Police Department's "Carnival with the Cops", and the Fairfield Civic Center Library were provided free bike repair at these community wide events.

Educational Programs and Events



Bay Area Children's Theatre "Rock the Block" at Hemlock Elementary (Vacaville-VUSD)

of wearing a helmet and how to wear it properly while riding a scooter, skateboard, or bike.

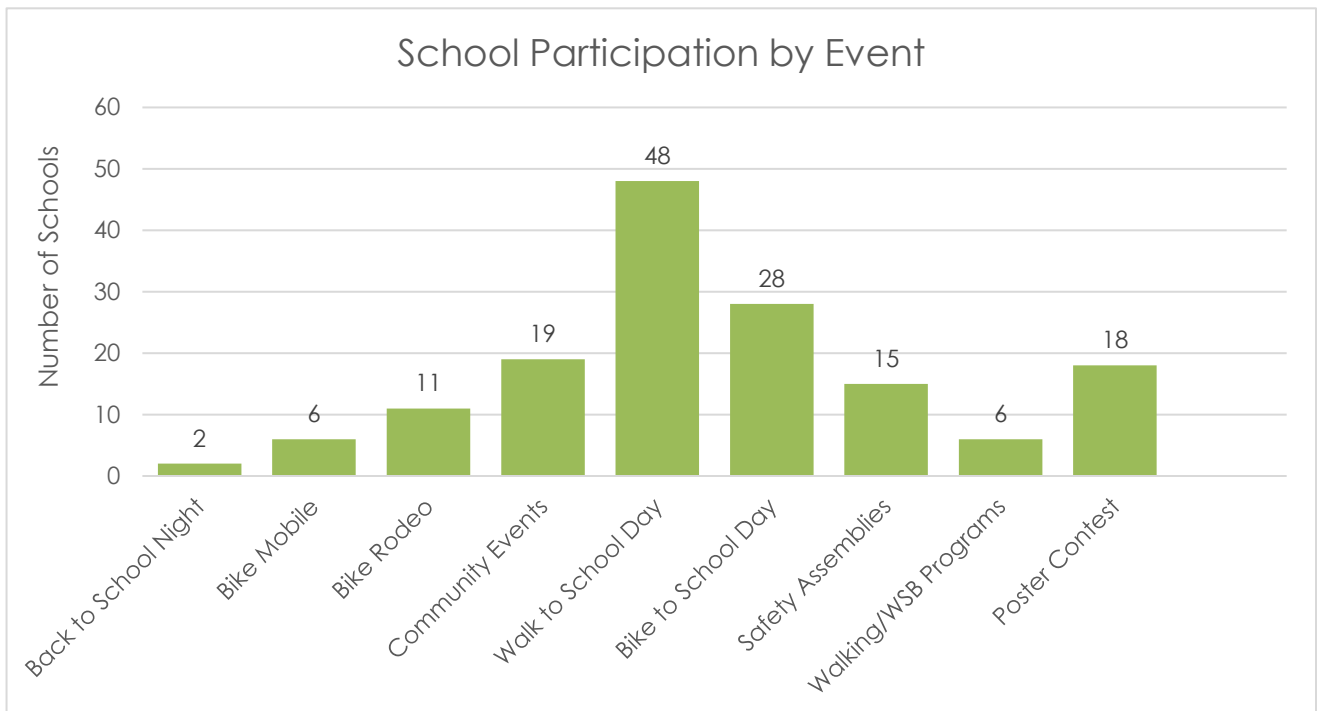
The SR2S Program continued the partnership with the Bay Area Children's Theatre to provide Walk and Bike Safety Assemblies to schools across Solano County. The "Rock the Block" school safety assemblies reached more than 8,000 elementary school students.

Solano Public Health staff along with SR2S staff provided helmet fitting and education events to students at school and at community outreach events. Students were provided a free helmet and learned the importance

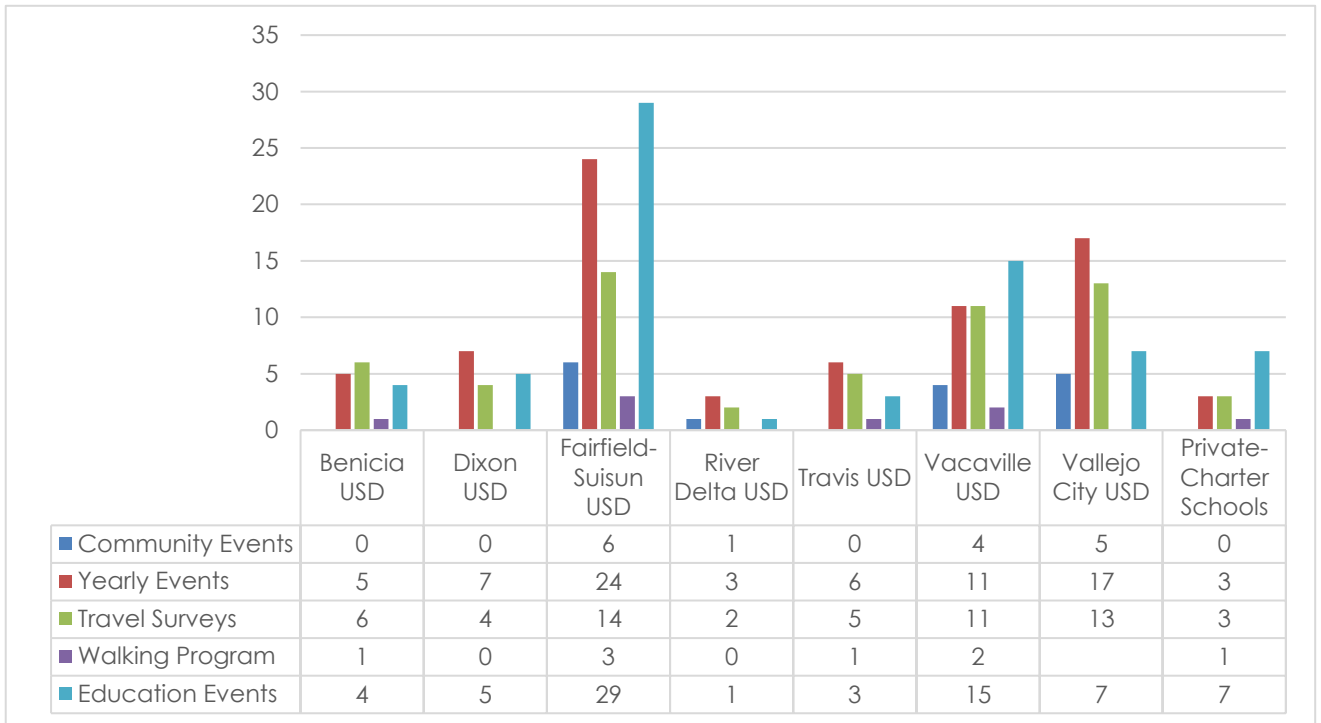
The 5th Annual Safe Routes to School Poster Contest was held in spring of 2019. This year the SR2S program focused on pedestrian safety and students were asked to incorporate one or more bike/ped safety tips in their illustration. A total of 198 students from 18 schools submitted artwork in each of the 4 grade categories. Winners were chosen from 1st through 4th place and the artwork of each winner will be printed in a 2020 Safe Routes to School Calendar. Each winner will receive a framed poster featuring their artwork and the first-place winner in each category, will also receive a gift certificate to a local bike shop.



Poster Contest artwork submitted by Lyla S. (Foxboro Elementary-Travis USD)



EDUCATION AND ENCOURAGEMENT EVENTS



ENFORCEMENT

2018-2020 Law Enforcement Education and Enforcement Grant (Cycle 4)

In June 2018, the SR2S Program awarded the Benicia Police Department \$150,000 for FYs 2018-2020, to hire a non-sworn Community Service Officer to partner with the SR2S Program at Benicia schools.

In addition to working with Benicia PD, the SR2S program extended the work with the Suisun City Police Department supporting a part-time non-sworn School Safety Traffic Officer (SSTO). The SSTO will work with the SR2S Program at Suisun City schools, continue to provide parking enforcement, and encouragement for walking and biking programs.

The City of Rio Vista Police Department's 2-year Enforcement and Education Grant (FYs 2016/18) ended in December 2018. During the grant period, the police department provided directed enforcement around the schools to encourage safe driver behavior at peak times for student travel. In September 2018, the Rio Vista Police Department, hosted a Safety Fair, providing support for a bike rodeo, helmet fitting, and SR2S information outreach, reaching 77 youth in attendance.



A young rider practicing hand signals during the bike rodeo at the Rio Vista Safety Fair (Sept. 2018)

ENGINEERING

Since 2008, the Solano SR2S Program, working with city public works departments, has completed 29 pedestrian infrastructure projects across the county (see attachment A).

As part of the SR2S Program and Evaluation Project, walkability assessment audits were held at 12 schools in Solano County (see chart below) and more walk assessments are planned for the next year. Potential project recommendations were developed and provided to cities for possible inclusion in the update of the 2013 Safe Routes to School Master Plan. The list of potential projects is shared with cities and schools for discussion at SR2S Community Task Force meetings in each city jurisdiction.

Benicia USD	Dixon USD	Fairfield-Suisun USD	River Delta USD	Vacaville USD	Vallejo City USD
Mary Farmer Elementary	Anderson Elementary	Armijo High School	Riverview Middle School	Callison Elementary	Cooper Elementary
		Cleo Gordon Elementary		Padan Elementary	Lincoln Elementary
		Dan O Root Health & Wellness Academy			Pennycook Elementary
		Fairview Elementary			

ENGAGEMENT

2018-2019 California Office of Traffic Safety Grant

The SR2S Program received a 2nd OTS grant for \$85,000 to collaborate with Solano Public Health (SPH), the Solano Pedestrian Advisory Committee, Schools and School Districts, City Police and Public Works Departments, California Highway Patrol (CHP) and additional stakeholders to host five Community Pedestrian Safety Workshops in 2018-2019. At each of these events in varying cities, the SR2S Program engaged the community around pedestrian safety education, distracted walking, distracted driving and addressed student travel safety in nearby schools. At the local meetings, STA also provided a safety analysis of the area (based on data from STA's 2018 Safety Plan) and shared potential infrastructure projects in these areas to increase pedestrian safety.

During FY2018-19, the SR2S Program and STA held Community Task Force Meetings and Pedestrian Workshops in the cities of Vallejo, Suisun City and Vacaville. The Program will continue to meet with these cities and develop a prioritized list of potential SR2S infrastructure projects. SR2S staff will also reach out to the other cities' community task forces will be organized to discuss pedestrian safety and potential SR2S Projects.



Participants at the Countywide Pedestrian Symposium listen to speaker Jennifer Green, Feb. 2019

Safe Routes to School Advisory Committee (SR2S-AC)

The Solano Safe Routes to School program is guided by the SR2S Advisory Committee comprised of community members from cities and disciplines within Solano County. The committee meets quarterly and gives recommendations for funding projects and programs to the Solano Transportation Authority (STA) Board. This school year, the SR2S Advisory Committee held quarterly meetings and provided direction for development of a Micro Grant Program scheduled to launch in January 2020. The SR2S Advisory Committee recommended the continuation of providing safety assemblies in which 15 schools participated during the 2018-2019 School Year. The SR2S-AC also recommended funding for the Benicia Police Department and the Suisun City Police Department for the 4th round of the SR2S Law Enforcement Education and Enforcement Grant (FYs 2018-2020).

Evaluation

SR2S Program Evaluation and Intervention Project

The Solano SR2S Program worked with a consultant to evaluate the program's overall effectiveness especially in relation to how it ties to Safe Routes to School infrastructure projects. The work also included 12 walk audits at Solano County schools. These audits will also be shared and discussed at SR2S Community Task Force meetings attended by city engineering staff, school district representatives, transit providers, school administrators, community stakeholders, and SR2S staff to help identify and prioritize projects that will be included in an update of the SR2S Plan with the goal of engaging the community on pedestrian and bike safety, SR2S activities, and mitigating traffic around schools.

The Evaluation Project also included piloting new program elements at targeted schools and evaluating the effectiveness of these new programs. The Project will conclude at the end of 2019 with the written evaluation and potential improvements intended to increase program effectiveness.



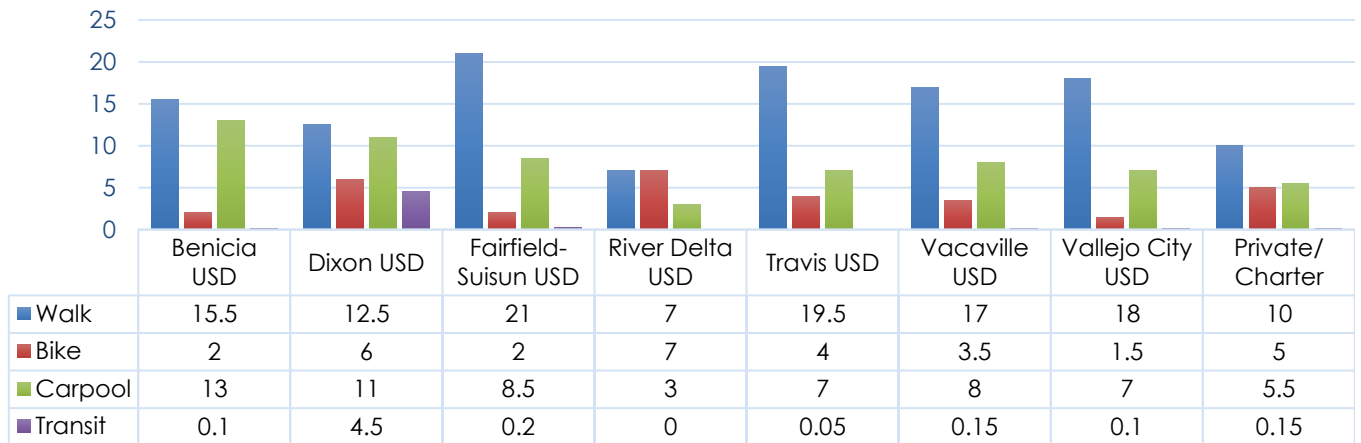
Students participate in the Resource Fair Pilot, Dan O Root Health & Wellness Academy (Suisun City, FSUSD)

Student Travel Tally Surveys

Each year in October and May, the SR2S Program works with school to collect travel data from students. Students are asked how they travel to and from school over a two-day period. These surveys are held in the classroom and provide travel options such as: walk, bike, carpool, public transit, and single-family vehicle. This data is used to help identify potential education and encouragement programs that will benefit students at each school, as well as any mode shift in school travel. Travel tally survey data shows Solano County schools average 20% walking and 2% biking. These numbers have been consistent over the years and are higher than the national average of 13% of students walking and biking combined.

In the Fall 2018 and Spring 2019 data collection periods, 58 Solano County schools participated and provided survey data from 689 classrooms.

2018-2019 Student Travel Tally Survey Results



**Solano Safe Routes to School Projects
as of 6-30-2019**

	Plan/Year	City	School/Project	Project Description
1	2008	Benicia	Benicia High School	Sidewalk gap closure at W 10th and W 11th Streets
2	2014	Benicia	Benicia Middle School	Flashing Beacons at Southampton/Turner
3		Benicia	St. Dominic's	Curb Extensions and High Visibility Crosswalk
4		Benicia	Matthew Turner	Sidewalk Bulbouts, Landings, High Visibility Crosswalks (Dempsey Dr.)
5		Benicia	Robert Semple	Sidewalk along El Bonito Way/Linda Vista
6	2014	Dixon	West B St. Undercrossing	Pedestrian crossing tunnel under the railroad tracks
7	2018	Dixon	Green Bike Lanes	Green Bike Lanes along Rehrmann Drive between CA Jacobs MS and Tremont Elementary
8		Dixon	Anderson Elementary	Curb Extensions
9		Dixon	Tremont Elementary	4 Way stop and Rehrmann Dr/Pitt School Rd
10		Fairfield	David Weir	
11		Fairfield	Laurel Creek	
12		Fairfield	Nelda Mundy	
13		Fairfield	Vanden High	
14	2013	Rio Vista	DH White	School Zone Signage
15	2014	Rio Vista	HWY 12 at Gardiner Way Pedestrian Crossing	
16	2013	Suisun City	Grizzly Island Trail	Class 1 path along South side of HWY 12 connecting Marina Blvd/Grizzly Island Rd
17	2018	Suisun City	Crystal Middle School	Driftwood Drive Sidewalk
18		Suisun City	Dan O Root	Crosswalks
19	2013	Vacaville	Will C Wood	Hume Way fencing discouraging mid-block student crossing
20	2014	Vacaville	Will C Wood	Pedestrian landing/crossing at Peabody/Marshall Rd
21	2015	Vacaville	Rocky Hill Trail	Class 1 path between Rocky Hill Rd/Markham Ave
22	2016	Vacaville	Vacaville High School	Road Diet along E. Monte Vista
23		Vacaville	Vacaville High School	Striping and Overhead Pedestrian Crossing Signage
24		Vacaville	Foxboro Elementary	Crosswalks
25		Vacaville	Padan Elementary	Padan Road extension to Vacaville Christian HS
26	2013	Vallejo	Hogan MS	Curbramps, Crosswalks, Signage, Pedestrian Countdowns @ Georgia/Oakwood and Springs St./Oakwood, painted intersection with school mascot
27	2015	Vallejo	Wardlaw Road Diet	
28		Vallejo	Steffan Manor	Sidewalk Extension, Repainting Loading Zones, Speed Feedback Signage
29		Vallejo	Elsa Widenmann	Striping for Loading Zones

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DATE: January 31, 2020
TO: STA Board
FROM: Debbie McQuilkin, Mobility Transit Coordinator
RE: Paratransit Coordinating Council (PCC) Membership Appointments

Background:

The Paratransit Coordinating Council (PCC) is a citizen's advisory committee of the Solano Transportation Authority (STA) that represents the older adults, people with disabilities and low-income residents of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The term of service on the PCC shall be three years. A member may continue to serve through reappointment by the STA Board.

The PCC's By-Laws stipulate that there are eleven members of the PCC. Members of the PCC include up to three (3) transit users, two (2) members-at-large, two (2) public agency representatives, three (3) social service providers and one (1) representative from the Metropolitan Transportation Commission (MTC) Policy Advisor Council.

Discussion:

The term for Lisa Hooks, Social Services Provider, expired in December, 2019. STA staff corresponded with Ms. Hooks on January 7, 2020 and confirmed that she is interested in reappointment to her position on the PCC for another 3-year term.

On December 26, 2019, STA staff received an Advisory Committee Interest Form from Heather Barlow for the vacant position of Social Services Provider (Attachment A). Ms. Barlow attended a recent PCC meeting to confirm her interest in joining the Committee. If recommended for Board approval by members of the PCC, Heather Barlow would fill the last PCC vacancy of Social Services Provider.

On January 16, 2020, by unanimous vote, the PCC Committee supported forwarding a recommendation to the STA Board to Appoint Heather Barlow as Social Services Provider and re-appoint Lisa Hooks, Social Services Provider.

Fiscal Impact:

None.

Recommendation:

Approve the following:

1. Appoint Heather Barlow as Social Services Provider for another 3-year term; and
2. Re-appoint Lisa Hooks, Social Services Provider for another 3-year term.

Attachments:

- A. Heather Barlow Membership Interest Form
- B. PCC Membership Status

Solano Transportation Authority Citizen Advisory

Committees: These committees provide funding, project, and policy recommendations to the STA Board.

Bicycle Advisory Committee (BAC)

The BAC updates and monitors the progress of the Solano Countywide Bicycle Plan and make funding recommendations for countywide bicycle priority projects to the STA Board of Directors, the seven cities and the County.

Consolidated Transportation Services Agency (CTSA) Advisory Committee

The CTSA provides countywide coordination to pursue Mobility funding, and works to identify and facilitate implementation of various Mobility Programs and Services to support Mobility for Solano County Seniors, People with Disabilities and Low Income.

Paratransit Coordinating Council (PCC)

The PCC represents the seniors and people with disabilities of Solano County. The members of the PCC are volunteers from the local community and local social service agencies. The PCC provides input and guidance on the development and implementation of transportation programs serving the community of seniors and people with disabilities.

Pedestrian Advisory Committee (PAC)

The PAC updates and monitors the progress of the Solano Countywide Pedestrian Plan and making funding recommendations for countywide pedestrian related projects to the STA Board of Directors, the seven cities and the County.

Safe Routes to School (SR2S) Advisory Committee

The SR2S Advisory Committee guides the STA's Solano Safe Routes to School Program by identifying projects and funding options available for the program.

Senior and People with Disabilities Transportation Advisory Committee (SPDTAC)

Established in 2009, the SPDTAC provides a countywide forum for coordination and funding of seniors and people with disabilities transportation mobility services.

For document translation please call:
 Para la llamada de traducción de documentos:
 Para sa mga dokumento tawag sa pagsasalit:
 Đối với tài liệu gọi dịch:
 對於文檔翻譯電話
 707-399-3239



ADVISORY COMMITTEE INTEREST FORM

CONTACT INFORMATION

Name Heather Barlow
 Street Address 975 Severino Dr
 City, State, Zip Vallejo CA 94589
 Phone 707-51-57380 Home Cell work X
 Email Address heather.x.barlow@kp.org

I would like to be considered to fill a position on the following committee:
 BAC CTSA PCC PAC SR2S SPD-TAC

I am applying for the open position of: (Check one)
 Citizen Member Member-at-Large Public Agency Social Service Provider Transit User

Letter of intent/interest to serve on an STA Citizen Advisory Committee
 Summarize the reason you would like to participate in one of the STA's Citizen Advisory Committees. Include what experience (work or otherwise) qualifies you:

I have been in the social work field for 20 years. In the past 13 years, I have worked with the elderly & disabled. I work full time with their needs.

Agreement and Signature

By submitting this application, I affirm that the facts set forth in it are true and complete. I understand that if I am accepted as a volunteer, any false statements, omissions, or other misrepresentations made by me on this application may result in my immediate dismissal.

Name (printed) Heather Barlow, MSW
 Signature [Signature] Date 12/15/19

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**Solano County
Paratransit Coordinating Council
Membership Status
January 2020**

Member	Jurisdiction	Agency	Appointed	Term Expires	Chair/Vice-Chair Appointment
James Williams	Member at Large		December 2012	December 2021	
Brian McLaughlin	Member at Large		December 2019	December 2022	
Richard Burnett	MTC PAC Representative		December 2012	December 2021	
Judy Nash	Public Agency - Education	Solano Community College	April 2016	December 2022	
Teri Ruggiero	Public Agency – Health and Social Services	ODAS	September 2018	September 2021	
Cindy Hayes	Social Service Provider	Independent Living Resources	October 2017	January 2020	January 2018
VACANT	Social Service Provider				
Lisa Hooks Vice Chair	Social Service Provider	State Council on Developmental Disabilities	December 2016	December 2019	December 2019
Cynthia Tanksley	Transit User		September 2018	September 2021	
Ernest Rogers Chair	Transit User		June 2014	September 2020	December 2019
Katherine Richter	Transit User		September 2018	September 2021	

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DATE: February 5, 2020
TO: STA Board
FROM: Erika McLitus, Project Assistant
RE: Regional Transportation Impact Fee (RTIF) – Project Allocation for SR 12 Complete Streets Project

Background:

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a transportation component of the County’s Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent dedicated to the RTIF program as part of the PFF at on December 3, 2013. The RTIF collection formally began on February 3, 2014 with nearly \$7.2 million collected as of the end of the 4th Quarter of Fiscal Year (FY) 2018-19, the fifth year of the program.

At the October 9th STA Board meeting the following projects were approved for 2020 STIP funding:

- \$5M: 2018 STIP funds SR37 Fairgrounds Dr. Interchange Improvements - FY 2021-22 (STA Project Sponsor)
- \$3M: 2020 new STIP funds Jepson Pkwy, 4-lane widen, Canon Rd to south of Leisure Town Rd – FY 2024-25 (City of Fairfield Project Sponsor)
 - City of Fairfield would commit to funding any remaining shortfall
- \$1M: SR 12 Rio Vista Downtown Complete Street – FY 2023-24 (Caltrans Project Sponsor) – to match Caltrans SHOPP funding and local funds provided by Rio Vista.
- \$152K Planning, Programming, and Monitoring (FYs 2023-24 and 2024-25)
- \$98K Vine Trail – Calistoga to St. Helena

However, these funds were later reprogrammed to accommodate providing local match funding for SB1 competitive program requirements. The upcoming call for projects for the Solutions for Congested Corridors (SCC) and Trade Corridor Enhancements (TCEP) programs will take place in April 2020, with applications due in June, 2020. The STA has been coordinating with California State Transportation Agency (CalSTA), Caltrans, and Metropolitan Transportation Commission (MTC) to submit the Solano I-80 Managed Lanes project for the Solutions for Congested Corridors program. MTC recently informed STA staff that they are requiring a funding commitment from the applicant’s current STIP cycle, as well as future STIP cycles, for MTC to support the application for SCC funding. To comply with MTC’s STIP requirement for the new funding available in the 2020 STIP, \$4M was programmed by the STA Board to the Solano I-80 Managed Lanes project. MTC is also requiring STA’s future STIP cycles be committed to this project in the amount of \$30M. With an average STIP cycle availability of \$10M, this \$30M future commitment would roughly equate to three STIP cycles worth of funding for Solano.

Therefore, the STA Board approved revised 2020 STIP staff recommendations at their meeting on November 6, 2019, based on SB1 program criteria and MTC's regional STIP requirements:

- \$5M: SR37 Fairgrounds Dr. Interchange Improvements - FY 2021-22 (STA Project Sponsor)
- \$4M: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$30M in Advanced STIP Shares: Solano I-80 Managed Lanes Project in Fairfield and Vacaville – FY 2021-22 (Caltrans Project Sponsor)
- \$152K Planning, Programming, and Monitoring (FYs 2023-24 and 2024-25)
- \$98K Vine Trail – Calistoga to St. Helena

In the event that the Solano I-80 Managed Lane Project is not selected for SB1 competitive funding, the \$4M that is recommended to be programmed to that project will be redirected back to Jepson Parkway and SR12 Rio Vista Downtown complete projects. Because of this issue, staff is proposing RTIF revenue from District 2 in the amount of \$1M for the SR 12 Rio Vista Downtown complete streets project.

Discussion:

New Project Allocation Recommendation – District 2

The Cities of Rio Vista and Suisun City and Solano County met with STA staff in August 2019 to discuss potential uses of the current available revenue (\$590k as of the end of 2019 Q4). At the time, the City of Rio Vista expressed interest in reaching an agreement to commit funding to the McCormick Road project, which is currently being constructed by Solano County, to be repaid with the City of Rio Vista's SB 1 funding.

At a subsequent meeting in January 2020, Working Group District 2 met with STA staff and discussed the SR 12 Complete Streets Project and how the reprogramming of STIP funds in October created a \$1M shortfall for treatments not eligible for funding through the SHOPP Program (such as landscaping and lighting). The staff for the Cities of Rio Vista and Suisun City, and Solano County agreed to commit the current total balance for District 2 (\$590k) and the anticipated \$179k annual RTIF revenue for the next three years to provide the \$1M necessary to complete the unfunded components of the SR 12 Complete Streets project. This project is expected to begin construction in Fiscal Year (FY) 2022-23. The McCormick Rd. Project will likely be funded through Rio Vista's contribution of Senate Bill (SB) 1 gas tax local streets funds.

If the Solano I-80 Managed Lane Project is not selected for SB1 competitive funding, the STA staff recommends \$4M that is recommended to be programmed to that project will be redirected back to Jepson Parkway and SR12 Rio Vista Downtown complete projects. If necessary, Working Group District 2 will meet again to determine the most appropriate use for the available revenue.

A SR 12 Corridor project funding agreement is being drafted between STA, Caltrans, and the City of Rio Vista, subject to STA Board approval to dedicate the \$1 million in RTIF funds.

The TAC reviewed the item at its meeting of January 29, 2020 and unanimously recommended its approval.

Fiscal Impact:

None to the STA Budget. The \$1M funding for this Study is provided through the Regional Transportation Impact Fee (RTIF).

Recommendation:

Approve the following:

1. Allocation of \$1M in RTIF funds for the SR 12 Complete Streets Project;
2. Authorize the Executive Director to enter into a Funding Agreement between STA, Caltrans, and the City of Rio Vista for the SR 12 Complete Streets Project components not-to-exceed \$1M of RTIF funds.

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DATE: January 31, 2020
TO: STA Board
FROM: Triana Crighton, Assistant Planner
RE: Bay Area Air Quality Management District (BAAQMD) Transportation Fund for Clean Air (TFCA) Fiscal Year (FY) 2020-21 County Program Manager Funds

Background:

The Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air (TFCA) is collected from a \$4 fee on all vehicle registrations within the Air District's boundaries. 60% of these funds are applied to the TFCA Regional Program, which is administered by BAAQMD. The remaining 40% is distributed to each Bay Area county Congestion Management Agency (CMA), and is called County Program Manager Funds.

The BAAQMD, in coordination with the nine Bay Area CMAs, establishes TFCA policies for both programs annually. Eligible TFCA projects are those that reduce air pollution from motor vehicles, such as clean air vehicles and infrastructure, carpools/vanpools, shuttle bus services, bicycle projects, and alternative mode promotional/educational projects. Southwestern portions of Solano County are eligible to apply for these funds. This air basin includes the cities of Benicia, Fairfield, Suisun City, and Vallejo, as well as the surrounding unincorporated areas. The Yolo-Solano Air Quality Management District provides similar funding (i.e. Clean Air Funds through a different process) for the remaining cities of Dixon, Rio Vista, Vacaville, and the surrounding unincorporated areas.

All eligible projects must meet cost effectiveness requirements related to the amount of emission reductions, and must submit monitoring reports twice a year. Project Categories for FY 2019-20 are: Alternative Fuel Light-Duty Vehicles, Alternative Fuel Heavy-Duty Vehicles and Buses, On-Road Goods Movement Truck and Bus Replacements, Alternative Fuel Infrastructure, Ridesharing Projects – Existing, Shuttle/Feed Bus Service – Existing, Shuttle/Feeder Bus Service – Pilot, Pilot Trip Reduction, Bicycle Projects, Bike Share, Arterial Management, and Smart Growth/Traffic Calming. Past projects funded through the TFCA program include Class I and II bike facilities, Solano Mobility, First/Last Mile Lyft Pilot, electric vehicle charging stations, and Safe Routes to School projects. STA staff aims to identify projects that align well with the goals of both the BAAQMD and STA Board.

Discussion:

Over the past few years, the STA Board has committed County BAAQMD TFCA funds to fund the Solano Mobility and its employer and vanpool programs. These Rideshare and Employer Incentives programs are a cost effective and successful program in terms of air emission reduction benefits as calculated through the BAAQMD's TFCA program. It also remains a priority program for the STA Board to reduce congestion, improve air quality, reduce greenhouse gas emissions, and to promote the use of travel alternatives, including Active Transportation (Bike and Ped) in Solano County. Benefits of the program include marketing and promotion of commute alternatives through transit brochure distribution, vanpool formations, bicycle and pedestrian education, employer programs, marketing events, and incentive campaigns.

In addition to dedicating funds to the Solano Mobility Program, STA staff recommends to the STA Board authorize submitting a Letter of Support for Marin Clean Energy (MCE) to submit a grant application to the California Electric Vehicle Infrastructure Project (CALeVIP) – the grant would result in a potential \$1 million in funding for EV infrastructure over four years. CALeVIP is funded by the California Clean Energy Commission and implemented by the Center for Sustainable Energy, a non-profit energy program administration and advisory services organization that has partnered with the California Air Resources Board, California Energy Commission, California Public Utilities Commission, and more in the past. Submitting the application on behalf of Solano County, Contra Costa County, Marin County, and Napa County is Marin Clean Energy -- a public agency and not-for-profit electricity provider that gives customers the choice of having 50% to 100% of their electricity supplied from clean, renewable sources such as solar, wind, bioenergy, and hydroelectric at competitive rates. They serve customers in Benicia, Vallejo, and Unincorporated Solano; Fairfield also recently voted to request membership. If the grant is awarded, STA staff is recommending to allocate \$125,000 of TFCA funds per year for EV infrastructure projects which will be matched by CALeVIP funds – resulting in \$250,000 per year for EV infrastructure in Solano County.

Regardless of the obtaining of CALeVIP funds, STA staff recommends to allocate \$100,000 in TFCA funds per year for EV projects as part of the STA’s EV Implementation Program.

Additionally, there have been changes made to the BAAQMD Expenditure Plan Guidance for the FY 2020-21 year; the changes from the FY 2019-20 year are as follows:

- Increased cost-effectiveness limit for Alternative Fuel Light-Duty and Heavy-Duty Vehicles and Buses
- Created a new category to separate bikeways and bicycle parking projects. The project requirements for both have not changed.
 - Bikeways now have their own category with a C-E Limit of 500,000
 - Bicycle Parking now has its own category with a C-E Limit of 250,000
- Changed the Gross Vehicle Weight Rating Limit categories for Light and Heavy duty: Light is now any vehicle with a GVWR of 8,500 lbs and below and Heavy is now any vehicle with a GVWR of above 8,500 lbs
- Changed vehicles eligible for funding for on-road goods movement truck replacements to accommodate for diesel-to-diesel replacements that are not currently able to transition to zero-emission technology (resulting in more eligible vehicles that do not have a zero-emission equivalent)

None of the changes included in the FY 2020-21 Expenditure Plan Guidance will jeopardize STA and its member agencies’ eligibility to utilize the funds for current projects and programs. The new changes to the Guidance document will allow for greater flexibility in project selection. STA staff is recommending the STA Board adopt the BAAQMD FY 2020-21 Expenditure Plan Guidance for FY 2020-21 TFCA County Program Manager fund allocation. As the TFCA County Program Manager for Solano County, STA will also require project leads to submit dated work plans and/or timelines to ensure better project delivery accountability.

The STA TAC approved the guidelines, allocation for Solano Mobility, and the Call for Projects at their January 29th meeting.

For the full FY 2020-21 TFCA County Program Manager Guidance [click here](#).

Fiscal Impact:

The TFCA County Program Manager Funds allocated for Solano County in FY 2019-20 was \$345,995. STA staff is projecting a similar amount to be available for FY 2020-21. The exact funding amount will be released by BAAQMD in late January or early February of 2020. TFCA funds are one of three primary funding sources for Solano Mobility Programs (the other are One Bay Area Grant and State Assistance funds).

Recommendation:

Approve the following:

1. Adopt the FY 2020-21 expenditure criteria for the TFCA County Program Manager fund;
2. \$175,000 from FY 2020-21 TFCA Program Manager Funds for the Solano Mobility Program;
3. \$100,000 - \$125,000 for STA's Solano EV Implementation Program; and
4. Issue a Call for Projects for the remaining balance of FY 2020-21 TFCA Program Manager Funds.

Attachments:

- A. Tentative TFCA Funding Schedule
- B. Letter of Support for MCE's CALeVIP Application

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Program Schedule

Program Schedule for the FYE 2021 Cycle (*County Program Manager deadlines are italicized*)

Date	Activity
December 2019	Expenditure Plan Application Guidance issued by Air District
January 13, 2020	Expenditure Plan Application funding estimates issued by Air District
<i>March 3, 2020</i>	<p><i>Deadline for County Program Manager to email and postmark Expenditure Plan Application, which includes:</i></p> <ul style="list-style-type: none"> • Summary Information Form, signed and dated by County Program Manager's Executive Director • Summary Information Addendum Form (if applicable)
April 23, 2020 (tentative)	Proposed Expenditure Plan funding allocations reviewed by Air District's Mobile Source Committee
May 6, 2020 (tentative)	Expenditure Plan funding allocations considered for approval by Air District's Board of Directors
May 13, 2020 (tentative)	Air District provides Funding Agreements for funding allocations to County Program Managers for signature
<i>May 31, 2020</i>	<p><i>Deadline for County Program Manager to email or postmark reports for projects from FYE 2020 and prior years:</i></p> <ul style="list-style-type: none"> • Funding Status Report – Include all open projects and projects closed since July 1. • Final Report – For projects closed July 1-December 31 (and optionally those closing later), submit both a Final Report Form and a final Cost-Effectiveness Worksheet
<i>August 6, 2020 (tentative)</i>	<p><i>Within three months of Air District Board approval, deadline for County Program Manager to email request for Board approval of any projects that do not conform to TFCAs policies:</i></p> <ul style="list-style-type: none"> • Project Information Form (sample can be found in Appendix G) • Cost-Effectiveness Worksheet (instructions can be found in Appendix H)
<i>October 31, 2020</i>	<p><i>Deadline for County Program Manager to email or postmark reports for projects from FYE 2020 and prior years:</i></p> <ul style="list-style-type: none"> • Interim Project Report – Submit this form for every open project. • Funding Status Report – Include all open projects and projects closed since January 1. • Final Report – For projects closed January 1-June 30 (and optionally those closing later), submit both a Final Report Form and a final Cost-Effectiveness Worksheet.
<i>November 6, 2020 (tentative)</i>	<p><i>Within six months of Air District Board approval, deadline for County Program Manager to email reports for each new FYE 2021 project:</i></p> <ul style="list-style-type: none"> • Project Information Form (sample can be found in Appendix G)

	<ul style="list-style-type: none"> • Cost-Effectiveness Worksheet (instructions can be found in Appendix H)
<p>May 31, 2021</p>	<p>Deadline for County Program Manager to email or postmark reports for projects from FYE 2021 and prior years:</p> <ul style="list-style-type: none"> • Funding Status Report – Include all open projects and projects closed since July 1. • Final Report – For projects closed July 1-December 31 (and optionally those closing later), submit both a Final Report Form and a final Cost-effectiveness Worksheet

Note: Items due on dates that fall on weekends or on State/Federal holidays are due on the next following business day.

January 31, 2019

Brian Fauble
California Energy Commission
1516 Ninth Street
Sacramento, CA 95814

Subject: California Electric Vehicle Infrastructure Project (CALeVIP)

Mr. Fauble,

MCE in partnership with the following agencies are pleased to submit this non-binding Letter of Intent, which the partnership will in good faith, work with the California Energy Commission (CEC) and the CALeVIP implementer, Center for Sustainable Energy (CSE), throughout February 2020 – June 2020 to develop the framework for a regional electric vehicle infrastructure incentive project under the CALeVIP program for the counties of Contra Costa, Marin, Solano, and Napa starting in 2021:

- Contra Costa County
- Contra Costa Transit Authority (CCTA)
- Marin County
- Transportation Authority of Marin (TAM)
- Solano County
- Solano Transportation Authority (STA)
- Napa County
- Napa Valley Transit Authority (NVTA)
- Bay Area Air Quality Management District (BAAQMD)
- Metropolitan Transportation Commission (MTC)

Specifically, MCE and partner representatives will collaborate with the CEC, CSE, and regional stakeholders on the development of a funding agreement consistent with each organizations' governing board direction and approval. Staff plans to target the following components as part of a funding agreement:

- \$1,300,000 per year funding commitment from MCE, subject to Board approval;
- \$X per year funding commitment from Y, subject to Board approval;
- Layering of Transportation Funds for Clean Air managed by BAAQMD for projects installed across their jurisdiction;
- Technical support from the Y;

- Establishment of roles and responsibilities of the parties involved across the partners, CSE, and CEC;
- Funding commitment from the CEC for EV charging infrastructure to meet EVI-Pro projected estimates of EV charging infrastructure needs for 2025; and
- Timing and purpose of funds.

Should MCE and our partners be selected for a CALeVIP project for Contra Costa, Marin, Solano, and Napa Counties, MCE will target its March 19, 2020 governing board meeting (or the next regularly scheduled meeting should the March meeting be cancelled) for consideration of the aforementioned funding agreement, so that CEC may rely upon the MCE commitment in finalizing the 2021 CALeVIP project roadmap.

Project Abstract:

The CALeVIP offers incentives for the purchase and installation of electric vehicle charging infrastructure at publicly accessible sites throughout California. CALeVIP works with local partners to develop and implement EV charger incentive projects that meet regional needs for Level 2 and DC fast chargers. The goal of the 4-year project proposed by MCE and its partners is to develop a regional EV charger incentive project for the residents of Contra Costa, Marin, Solano, and Napa Counties.

Our proposal includes a secondary option for the CEC to consider a project only in Contra Costa, Solano, and Napa Counties for Program Year 2021. In this option, MCE would self-fund a smaller portion of the anticipated need in Marin County for 2021 and re-apply for CALeVIP in Program Year 2022.

Historical Electric Vehicle Deployment Efforts:

Contra Costa, Marin, Solano, and Napa Counties are prime locations to implement a regional CALeVIP project. More than X% of this region's greenhouse gas emissions come from transportation, and, thanks to highly successful EV & charging incentive programs initiated by MCE and its partners, the region also has a disproportionate number of EVs registered – especially in Contra Costa and Marin Counties - compared to the publicly available infrastructure. The CEC's EV Infrastructure Projection Tool (EVI-Pro) shows a significant need of charging infrastructure in the region by 2025 to meet the Governor's goal of 5 million EVs on California roads by 2030.

For the past three years, MCE has offered transportation electrification programs and engagement campaigns resulting in 46 customers on a demand response smart charging pilot, 252 Level 2 ports installed for workplaces and multi-family housing with an additional 538 Level 2 ports under planning or construction, 100 EV rebates dedicated for income qualified customers, and a multi-agency behavior change

marketing campaign (*Drive Clean Bay Area*) that launched in September. MCE is also working with all of its member communities to comply with AB1236, engage their citizens on transportation electrification, install EV charging, and identify unique ways we can add value without duplicating efforts. One recent example was creating *MCEv Car Share* after hearing from multi-family property owners, managers, and tenants. This EV car sharing pilot will focus on multi-family and low-income communities to create access where it's been especially tough given market barriers.

Project Success Support:

To help projects succeed and overcome the permitting barrier, MCE staff has conducted outreach to city/county permitting offices and elected official across the region to help update permit streamlining and inspection processes. MCE is sharing best practices across jurisdictions in the region, as well as connecting them to the Governor's Office of Business and Economic Development that's now coordinating these efforts state-wide.

To further support charger installation, MCE will leverage access to several grid mapping tools to help participants and developers identify eligible charging sites. PG&E's Interactive DC Fast Charger Siting Map identified DCFC sites where PG&E expects an unmet need for fast charging locations by 2025, while the Solar Photovoltaic and Renewable Auction Mechanism (PV RAM) project map shows the capacity size of transmission and distribution lines (feeders) and substations. The Grid Assessor tool, which builds off the PV RAM map, will help estimate any potential interconnection cost.

MCE and partners have demonstrated commitment to the deployment of EVs throughout our communities in meeting our mission of reducing energy related greenhouse gas emissions and other pollutants. We have a successful track record of running EV infrastructure programs and planning, and, collectively, our agencies have years of experience in grant administration, both with EV infrastructure and with other types of grants. Additionally, our agencies have a history of collaboration with each other, and we are confident that we would efficiently and effectively develop, initiate, and manage our regional CALeVIP project. However, despite these efforts and the funding commitment from the collective agencies, it will be difficult to meet the Governor's goal of 5 million EVs on California roads without additional incentives from CALeVIP. Should we receive this additional funding support, we are prepared to act immediately to initiate the project. Thank you for your time and consideration of this project.

Sincerely,

INSERT NAME AND TITLE OF EACH PARTNER; READY FOR SIGNATURE

Dawn Weisz
MCE, CEO

Contra Costa County

CCTA

Marin County

TAM

Solano County, Birgitta E. Corsello, County Administrator

STA, Daryl Halls, Executive Director

Napa County

NVTA

BAAQMD

MTC



DATE: January 29, 2020
TO: STA Board
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Golden Pass Program for SolanoExpress for Solano Residents 80 Plus

Background:

Both Vacaville City Coach and Fairfield and Suisun Transit (FAST) began Golden Pass Programs in their respective cities in 2014. The Golden Pass Program is offered to the local residents of Vacaville, Fairfield and Suisun City who are age 80 or older. The pass holders may ride FAST and Vacaville City Coach local buses free of charge. Additionally, each transit operator will accept the others Golden Passes for the added convenience to the rider.

To date, approximately 700 passes have been issued between FAST and City Coach. The Golden Pass is tracked as a free ride for City Coach and therefore, there is no specific data as to how often it is actually being used. FAST has been able to track the use of the pass since July, 2018, and has reported it is used an average of 400 times a month.

At an Intercity Funding Working Group Meeting on October 7, 2019, it was proposed by City Coach and FAST staff that the Golden Pass be made available for use on SolanoExpress Intercity routes. It was suggested that the Golden Pass Program encourages more people to try transit, increases mobility and access to the services to meet the needs for older adults who may have limited incomes and ability to drive. And, that while no revenue would be generated by the pass holders themselves, future TDA funding could be increased based on total ridership.

SolTrans staff, the other operator of SolanoExpress service, indicated they have no objection to offering the program. However, they recommended the drivers prefer not to print additional media or track usage. SolTrans' preference is for the transit driver to request identification for eligible 80 plus riders upon boarding the bus.

Discussion:

At the November 25, 2019 Intercity Transit Funding Working Group meeting, the following options for implementation were discussed:

1. All operators adopt the existing Golden Pass (attachment A) to include each logo
2. All operators adopt checking IDs, vs. a paper media Golden Pass.
3. STA staff processes applications and issues Golden Pass media for SolTrans jurisdiction eligible riders.

After a brief discussion, the three transit operators and STA were in agreement with moving forward to add the program to all four SolanoExpress routes and recommended the option for bus operators to check IDs vs. issuing paper media. In January 2020, the STA took this item to the Paratransit Coordinating Council, the Consolidated Transportation Services Agency Advisory Committee, the Solano Intercity Transit Consortium and the Technical Advisory Committee meeting for discussion. All four committees recommended forwarding this to the STA Board for approval.

Fiscal Impact:

The actual fiscal impact is uncertain. Based on FAST's data of 400 rides per month at \$5 per ride times 12 months, the cost is \$24,000, a percentage of which was SolanoExpress.

Recommendation:

Approve the following:

1. Expand the Golden Pass Program to SolanoExpress routes; and
2. Modify the Golden Pass Program for participants to show ID to ride for free for Solano County residents who are age 80 or older.



DATE: January 31, 2020
TO: STA Board
FROM: Anthony Adams, Project Manager
RE: Draft Solano Active Transportation Plan (ATP) of the Comprehensive Transportation Plan (CTP)

Background:

The CTP serves as STA’s primary long range planning document that guides and prioritizes the STA’s investments in transportation. STA staff is currently in process of finalizing the Draft Solano Active Transportation Plan (ATP), which is a combination of the previous Countywide Bicycle Plan, Countywide Pedestrian Plan, and Safe Routes to Transit Plan. This Plan, funded by a combination of Transportation Development Act Article 3 (TDA-3) funds and a Caltrans Sustainable Communities grant, is being developed in conjunction with STA’s hired consultants, Toole Design Group and DKS Associates. Work kicked off in July of 2018, and is expected to be completed by February of 2020.

The Solano Active Transportation Plan is meant to be viewed as a guiding document and will be used as the basis from which future bike/ped projects are selected and prioritized. The Countywide Transportation Plan’s Active Transportation Element, which is undergoing an update, is expected to borrow heavily from the goals, policies, and projects presented in the Solano ATP. The Solano ATP will be a living document that can be amended annually with new projects and priorities based on the requests of our member agencies.

Discussion:

An administrative draft of the Solano County Active Transportation Plan (ATP) was sent to STA staff in December of 2019. Contained within the draft was a comprehensive look at the project’s timeline and illustration of how the plan has achieved the following:

- Held two public outreach events in each jurisdiction
- Collected data on active transportation facilities that will be imported into GIS and shared amongst the member agencies.
- Conducted a needs and gaps analysis, safety data analysis, and attractor/generator analysis for each jurisdiction to identify projects.
- Provided each jurisdiction with a tailor made Active Transportation Plan that can be adopted by each City and the County of Solano, if desired.

The proposed Draft Solano Active Transportation Plan is a culmination of substantial coordination and outreach with our member agencies and the public (Attachment A). A total of

seven Project Development Team (PDT) meetings were held, with members representing each City and several citizen-based committees. Numerous “check-in” meetings were held with each jurisdiction to provide updates and request input on progress. STA staff have met twice with the Bicycle Advisory Committee and Pedestrian Advisory Committees have met with twice to keep them abreast of progress.

When completed, the Solano Active Transportation Plan will result in prioritized bicycle and pedestrian projects on both a countywide and local jurisdictional scale. These project priority lists come as a result of a model that was developed by DKS Associates. The model weighs local outreach feedback on active transportation priorities and thus creates a jurisdictionally relevant projects list.

At the January 29th TAC meeting, STA staff presented the Draft Solano Active Transportation Plan to member agency representatives, requesting their approval to subsequently send the project to the STA Board for a 30 day public comment period. During discussion of this item, several TAC members indicated a desire to include a disclaimer that certain active transportation projects will be listed as needing further study. TAC members also commented that the Plan should include language that more clearly defines the characteristics of short and long term projects. Following this discussion, the TAC approved forwarding a recommendation to the STA board to release the draft of the Solano Active Transportation Plan for a 30 day public comment period reflecting the issues yet to be addressed in the Plan by each member agency. STA staff is following up with local jurisdictions regarding their project lists and will have an amended prioritized list available at the upcoming STA Board Meeting.

Looking forward, the Solano Active Transportation Plan is funded primarily through a Caltrans Sustainable Communities Grant that is set to expire as of February 20, 2020. At this time, STA staff is requesting feedback and a recommendation from the STA Board to release the draft of the Solano Active Transportation Plan for a 30 day public comment period reflecting the issues yet to be addressed in the Plan by each member agency. The seven cities and the County will have the opportunity to make modifications to the bike and pedestrian project lists being updated with the ATP.

Fiscal Impact:

None at this time, however, this Plan once complete will guide STA’s future investments in bike and pedestrian infrastructure in Solano County.

Recommendation:

Authorize the Executive Director to release Solano Active Transportation Plan of the Comprehensive Transportation Plan (CTP) for a 30 day public comment period reflecting the issues yet to be addressed in the Plan by each member agency.

Attachment:

- A. Draft Solano Active Transportation Plan: [Link](#)



DATE: January 31, 2020
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Solano Suburban Housing Incentive Pool (SubHIP) – Letters of Interest

Background:

The SubHIP is a portion of a larger Housing Incentive Pool (HIP) program that MTC adopted in October 2018. The MTC HIP program originally had a total of \$76 million set aside for Bay Area cities to compete based on the number of housing permits or housing units built by 2022.

Several urban Bay Area Cities would've received the greater portion of the \$76 million under the criteria, with Solano County being substantially disadvantaged. This prompted Solano County MTC Representative, Supervisor Jim Sperring to work with STA staff and three Solano cities with the most housing development potential around PDAs to offer an alternative criteria to reflect the suburban challenges in developing affordable housing projects. The attached MTC memo provides additional details on the program including their guidelines on project eligibility.

In October 2019, the Metropolitan Transportation Commission (MTC) approved Resolution 4348 that directed \$5 million in Suburban Housing Incentive Pool (SubHIP) funding to the four North Bay Counties (Napa, Marin, Solano and Sonoma). The purpose of the fund program is to assist in expediting affordable housing projects. Out of the \$5 million, \$4 million is dedicated to Solano County for eligible transportation infrastructure projects that support affordable housing projects in Priority Development Areas (PDA) or Transit Priority Areas (TPA) (Attachment A). The STA is required to submit eligible project proposals to MTC by May 1, 2020.

Discussion:

STA staff is working with the cities of Fairfield and Vacaville in order to meet MTC's program deadline. In addition, STA staff is recommending the STA Board authorize the issuance of a request for letters of interest to the seven cities and the County for future SubHIP funds to help assess and gauge the level of future interest in the pilot program. The STA TAC supported the recommendation to the STA Board to issue a request for letters of interest at their January 29th meeting.

Fiscal Impact:

A total of \$4 million is available for the STA to program for transportation eligible projects that support affordable housing development projects in a Priority Development Area adjacent to regional transit services.

Recommendation:

Authorize the Executive Director to issue a request for Letters of Interest for future Solano Suburban Housing Incentive Pool (SubHIP) Program funds.

Attachment:

- A. MTC Sub-HIP Project Proposal - North Bay Counties dated November 7, 2019

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November 7, 2019

Scott Haggerty, Chair
Alameda County

Alfredo Pedroza, Vice Chair
Napa County and Cities

Jeannie Bruins
Cities of Santa Clara County

Damon Connolly
Marin County and Cities

Dave Cortese
Santa Clara County

Carol Dutra-Vernaci
Cities of Alameda County

Dorene M. Giacopini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Nick Josefowitz
San Francisco Mayor's Appointee

Sam Liccardo
San Jose Mayor's Appointee

Jake Mackenzie
Sonoma County and Cities

Gina Papan
Cities of San Mateo County

David Rabbitt
Association of Bay Area Governments

Hillary Ronen
City and County of San Francisco

Libby Schaaf
Oakland Mayor's Appointee

Warren Slocum
San Mateo County

James P. Spering
Solano County and Cities

James Stracner
U.S. Department of Housing
and Urban Development

Tony Tavares
California State
Transportation Agency

Amy R. Worth
Cities of Contra Costa County

Therese W. McMillan
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Brad Paul
Deputy Executive Director,
Local Government Services

RE: Sub-HIP Project Proposals – North Bay Counties

To: Bay Area County Transportation Agencies

On October 23, 2019, the Commission approved revisions to the Housing Incentive Pool (HIP) framework (MTC Resolution No. 4348), including project and eligibility guidelines for the \$5 million Sub-HIP set-aside.

In adopting the program guidelines for the \$76 million HIP program in October 2018, the Commission carved out \$5 million for a pilot competitive program and directed staff to develop guidelines. The pilot program, now referred to as Sub-HIP is intended to fund eligible transportation infrastructure to support affordable housing projects in Priority Development Areas (PDAs) or Transit Priority Areas (TPAs).

Resolution 4348 directs \$4 million in Sub-HIP funds for eligible projects in Solano County. The remaining \$1 million in Sub-HIP funds are available to projects in Marin, Napa, and Sonoma counties. Consistent with the overall One Bay Area Grant (OBAG 2) County Program, grants must be a minimum of \$250,000 and Surface Transportation Block Grant Program/Congestion Mitigation Air Quality Improvement Program (STP/CMAQ) eligible. The full program guidelines are attached to this letter.

County Transportation Agencies (CTAs) in the four North Bay counties are expected to submit project proposals that conform to the Sub-HIP program guidelines to MTC staff by **May 1, 2020**. CTAs are also required to develop county-specific guidelines and manage a call for projects. Given the relatively small amount of funding available for Marin, Napa, and Sonoma counties, MTC staff encourages CTA coordination prior to submitting project proposals to MTC.

Please reach out to Mallory Atkinson at matkinson@bayareametro.gov or (415) 778-6793 with any questions or concerns related to this program.

Sincerely,

Ross McKeown
Acting Director,
Programming & Allocations

Attachment – Sub-HIP Project and Eligibility Guidelines

OBAG 2 SUB-HIP Program
\$5 Million Set-Aside Eligibility and Programming Guidelines
(per MTC Resolution No. 4348)

The following framework will guide the distribution of the \$5 million set-aside from the HIP program. The set-aside is intended to help finance eligible infrastructure that will support affordable housing projects in Priority Development Areas (PDAs) and Transit Priority Areas (TPAs).

Funding Distribution:

1. Funds will be apportioned \$4 million to the Solano Transportation Authority (STA) and \$1 million for the other North Bay counties (Marin, Napa, and Sonoma) to be distributed after evaluation of proposals from the County Transportation Agencies (CTAs) in those counties for eligible projects, due to MTC by May 1, 2020.
2. Eligible counties will be responsible for developing county-specific guidelines, managing a call for projects, and submitting project recommendations to MTC that are consistent with these guidelines.

Project Eligibility:

1. Project must be a transportation investment directed within or connected directly to a PDA or TPA.
2. Project must meet the eligibility guidelines for the OBAG 2 County Program.
3. Project must be able to obligate funds by the end of FY2022, consistent with OBAG 2.
4. Project must be eligible for Federal Surface Transportation Block Grant/ Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding.
5. The minimum grant size to be awarded is \$250,000.

Jurisdiction Eligibility:

Project sponsors for selected transportation projects must be compliant with OBAG 2 County Program policies (such as Housing Element annual reporting, Surplus Lands Act, Complete Streets Requirements.)



DATE: January 31, 2020
TO: STA Board
FROM: Robert Guerrero, Director of Planning
RE: Plan Bay Area 2050 – Draft County Discretionary Revenues and Project Submittals

Background:

The Solano Transportation Authority is responsible for coordinating with the Metropolitan Transportation Commission (MTC) and Caltrans to develop the Regional Transportation Plan (RTP) for the Bay Area every four years. The RTP is a long range transportation plan that forecasts future transportation needs. As required by California Senate Bill 375, the RTP also includes a component that promotes sustainable communities and provides policies to reduce greenhouse gas emissions. Another important aspect of the RTP is that it is the required regional planning document for programming federal funds.

MTC and ABAG staff are now entering the 2nd phase of the RTP development process which identifies the final list of county transportation projects to include in the draft RTP. As part of this phase, each county was provided a sum of forecasted transportation revenue over the Plan's 30 year horizon. Solano County's share of forecasted discretionary revenue is \$344 million. This amount represents the amount of funds forecasted to be available to Solano County to invest in transportation projects and programs over the RTP's 30 year planning horizon to 2050. STA's prior RTP final county budget for a 20 year horizon to 2040 was \$800 million.

MTC requested that the STA submit Solano County's draft fiscally-constrained list of transportation investments by March 27, 2020.

Discussion:

MTC originally provided a forecasted revenue budget of \$2.4 billion dollars in April 2019 as part of the initial phase of the RTP development process. MTC was working to get an initial list of priority transportation projects from each county to begin assessing the project's performance against a series of future scenarios developed as part of their Horizon's Initiative process. The STA Board approved a list of RTP candidate projects and programs list on June 12, 2019 (Attachment A).

As noted in the Background section of this report, MTC dramatically reduced Solano County's anticipated revenue budget share to \$344 million, a difference of \$2.05 billion. Solano County is not unique in this aspect, with other county budget shares reduced substantially as well. According to MTC staff, the primary reason for the estimated county share drop is due to some of Solano's priority RTP projects having being accounted for in other RTP revenue assumptions. The remaining estimated balance is for additional transportation projects not already accounted

for. STA staff is analyzing the estimate and continuing to work with MTC staff to determine the most accurate revenue assumptions to include other funding sources such as Regional Transportation Impact Fee and Yolo Solano Air Quality Management Funds. Solano's budget will likely increase a little more; however, STA staff will need to work with the STA TAC to identify eligible RTP projects within the new County budget share.

The starting point for identifying Solano's RTP project submittal will be the original project list approved by the STA Board in June 2019. STA staff anticipated a reduction in county budgets back then, and originally divided the project list in two tiers. The 2nd tier projects, as highlighted in Attachment A, were ideal candidates for new transportation revenue and would've been recommended for inclusion in the final RTP Project submittal list if Solano's budget capacity was increased. However, given the new reduced county budget, STA staff may have to recommend that these projects not be recommended for Solano's final list of RTP projects at this time.

The projects from the Tier 1 list will be the subject of discussion with the TAC at their February 26th meeting. STA staff will make an RTP Project Submittal recommendation to the STA Board at their March 11th meeting based on this list and further input from the TAC.

Fiscal Impact.

None at this time.

Recommendation:

Informational.

Attachment:

- A. June 12, 2019 Approved Solano Plan Bay Area 2050 Projects Submittal

Overall RTP Project List by Subcategory

Jurisdiction	Project Type	Project Title	Project Description	Requested Regional Funds (MTC Calculated Year of Expenditure)	Committed Funds	Local Funds	Total Cost	Year of Expenditure	Plan
Dixon	Overcrossing	Parkway Blvd Overcrossing	Parkway Blvd from Valley Glen Dr. to Pitt School Rd: Construct new 4 lane roadway and overcrossing of UPRR & Porter Rd; Pitt School Rd from south of Hillview Drive to Porter Rd: widen shoulders and reconstruct roadway	\$ 8,000,000	\$ 1,060,000	\$ 4,000,000	\$ 12,000,000	2024	RTP 2040
Fairfield	Parking	Fairfield-Vacaville Train Station Building, Access, and Parking	Construction of a station building to provide shelter and seating for transit passengers. Construction of an access road into the station to improve route efficiency, and safe ingress and egress for buses, pedestrians, and bicyclists. Parking lot expansion and enhancements including safety features, lighting, parking lot solar array, and additional amenities.	\$ 10,000,000	\$ 75,000,000	\$ 5,000,000	\$ 90,000,000	2022	RTP 2040
Fairfield	Road Diet	West Texas Rd Diet	Reconfigure West Texas Street from Beck Ave to Pennsylvania Ave from 5-lanes to 2-lanes with raised center median, Class-II bike lanes, upgraded signals and enhanced pedestrian crossings.	\$ 9,000,000		\$ 2,000,000	\$ 11,000,000	2022	RTP 2040
Solano County	Highway	SR-113 Re-Alignment Study and Implementation	Re-align SR-113 from Hastings Road to I-80 to accommodate increased traffic and serve as an I-80 Reliever Route (extension of Jepson Parkway between Vacaville and Dixon using Fry Road and SR113)	\$ 5,000,000		\$ 45,000,000	\$ 50,000,000	2040	SR 113 MIS
Solano Transportation Authority	Interchange	I-80/I-680/SR 12 Interchange Packages 2 - 7	Features include a realignment of I-680, an improved direct connector route between I-80 and Highway 12, construction of new interchange overcrossings, new entrance/exit ramps, bike and pedestrian safety improvements, and the extension of some local streets leading to I-80 and Highway 12.	\$ 480,000,000	\$ 150,000,000	\$ 20,000,000	\$ 650,000,000	2040	RTP 2040
Vacaville	Highway	I-505/Vaca-Valley	On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements	\$ 7,500,000	\$ 1,907,000	\$ 6,075,000	\$ 15,482,000	2022	RTP 2040
Vacaville	Interchange	Lagoon Valley Interchange	Widen Lagoon Valley Bridge for additional left turn capacity. Sidewalk, intersection signal improvements at ramp intersections, approach roadway work. TIF funded.			\$ 10,000,000	\$ 10,000,000	2020	RTP 2040

Included in Previous RTP
New Project
More Information Required
Tier II Project
Not Recommended

Vallejo	Interchange	Redwood Pkwy Interchange & Fairgrounds Dr Phase 2	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	\$ 2,000,000	\$ 20,000,000	\$ 5,000,000	\$ 27,000,000	2030	RTP 2040
Vallejo	Overcrossing	American Canyon Overcrossing		\$ 1,000,000		\$ 9,000,000	\$ 10,000,000	2022	RTP 2040
N/A	Road Widening	Construct 4-lane Jepson Parkway from	Constructs phase B in Vacaville and Phase 1B and 1C in Fairfield. Also includes Walters Rd Extension. Road costs only - bike and other special enhancements assumed from other programs (i.e. Regional Bicycle Program).	\$ 7,500,000	\$ 50,000,000	\$ 10,000,000	\$ 67,500,000	2024	RTP 2040
N/A	Truck Scales	I-80 WB Truck Scales	Project upgrades existing truck scales on WB I-80 in Solano County. Existing westbound truck scales are located on the most congested freeway segment of I-80 in Solano County. Scales are outdated and cannot process the current and future truck volumes on WB I-80. Trucks are slow to enter and leave the scales because of short ramps, adding to existing traffic congestion and safety issues on I-80.	\$ 145,000,000	\$ 105,000,000		\$ 250,000,000	2024	RTP 2040
N/A	Parking	Vallejo Station Parking Structure Phase B	Vallejo: Baylink Ferry Terminal; Construct two phased parking structure to consolidate surface parking for ferry patrons; create a pedestrian link between bus transit facility and existing ferry terminal building adjacent to ferry parking structure.	\$ 2,000,000	\$ 20,000,000	\$ 5,000,000	\$ 32,000,000	2024	RTP 2040
Benicia	Interchange	Benicia Industrial Interchange	Improve the interchange of Industrial Way and I-680	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2040	None
Benicia	Road Widening	Columbus Parkway Widening Project	Complete the widening of Columbus Parkway between Rose Drive and Benicia Road which shall include two through lanes of traffic in each direction plus a left-turn pockets, acceleration/deceleration lanes, curb, gutter, storm drain, sidewalk, and bike lanes or paths	\$ 400,000		\$ 3,600,000	\$ 4,000,000	2030	RTIF
Benicia	Road Diet	Military West Road Diet and Streetscape	Road diet on Military West from Derolette Way to West 2nd Street including traffic calming, pedestrian walkways, and bike lanes/path	\$ 3,000,000		\$ 12,000,000	\$ 15,000,000	2030	?
Dixon	Grade Separation	West A Street Grade Separation	Construct an undercrossing for traffic/pedestrians to safely pass UPRR railroad	\$ 20,000,000		\$ 20,000,000	\$ 40,000,000	2035	?
Dixon	Grade Separation	Midway Rd and UPRR Railroad Grade Separation (in Solano County)	Encompass Midway Rd to be included in City of Dixon jurisdiction limits.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024	?

Dixon	Road Diet	Hwy 113 from East Chestnut St to Valley Glen Dr Green Street and Road Diet Design	Upgrade Hwy 113 by relocating storm drain underground, installing traffic lights at Hwy 113 and Chestnut St or Cherry St intersections, installing new street lights, improve walkability by updating sidewalk and improving landscaping, upgrade bicycle lane, and create parking on the west side of Hwy 113.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024	SR 113 MIS
Dixon	Interchange	Pitt School Rd and I-80 Interchange Upgrade	Improvements include widening the overcrossing structures to four lanes and on- and off- ramp improvements particularly on the eastside of Pitt School Road. Project may be implemented in phases over the next 10 years. Improvements to the areas roadways.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2025	?
Dixon	Interchange	Pedrick Rd Undercrossing at UPRR Railroad Tracks and Vaughn Rd Realignment	Construction of realigned portion of Vaughn Road north along UPRR to connect to Pedrick Rd. Existing road alignment is part of the Dixon to Davis Bike Route. Consideration will be given to maintain this route in the new alignment. New alignment will improve vehicle safety by eliminating the at-grade railroad crossing.	\$ 20,000,000		\$ 30,000,000	\$ 50,000,000		?
Dixon	Parking	SolanoExpress Blue Line Park and Ride Facility	Relocate existing Park and Ride on Hwy 113 from downtown Dixon to the north side of I-80 in the vicinity of the on and off ramps.	\$ 5,000,000		\$ 1,000,000	\$ 6,000,000	2022	Parking Demand & Mode Transition Plan (Future)
Fairfield	Parking	Fairfield Transportation Center - Phase 3	Construct additional parking spaces, access improvements, and transit improvements in and around FTC	\$ 30,000,000		\$ 30,000,000	\$ 60,000,000	2030	
Solano County	Road Diet	Benicia Rd. Road Diet	Reduce Benicia Rd from 4-lanes to 2-lanes from Beach Street (Vallejo C/L) to I-80, add bike lanes and street parking, widen sidewalks.	\$ 2,000,000		\$ 5,000,000	\$ 7,000,000	2022	?
Solano County	Roundabout	SR113/Midway Road Roundabout	Intersection operational improvement with roundabout	\$ 4,000,000		\$ 500,000	\$ 4,500,000	2025	?
Solano County	Road Widening	Peabody Road Expansion	Widen Peabody Road between Vacaville CL & Fairfield CL	\$ 1,000,000		\$ 5,000,000	\$ 6,000,000	2023	?
Solano County	Grade Separation	Porter Road/Midway Road Improvements	Porter Road realignment/roundabout at Midway to accommodate additional I-80 by-pass traffic; Midway Road Railroad Grade Separation	\$ 2,000,000		\$ 23,000,000	\$ 25,000,000	2030	?
Solano Transportation Authority	BRT	Solano Express Bus to BRT-lite Transition: Capital Improvements and Implementation	Transition from Express Bus and build out a functioning BRT-lite system in Solano County. Implement improvements including TSP, adaptive signal timing, and ramp metering	\$ 18,000,000	\$ 6,000,000	\$ 2,000,000	\$ 26,000,000	2030	Coordinated Short-Range Transit Plans (Future)

Suisun City	Road Extension	Railroad Ave Extension	Extend Railroad Ave from Marina Blvd to Main St	\$ 7,000,000		\$ 1,000,000	\$ 8,000,000	2024	?
Vacaville	Interchange	Midway/I-505 Interchange	Construction of new interchange at Midway Road and 505, bike/ped facilities/ intersection control evaluation, approach roadway improvements	\$ 25,000,000		\$ 10,000,000	\$ 35,000,000	2030	?
Vacaville	Road Widening	East Monte Vista Widening	Widen to 4 lanes	\$ 1,000,000		\$ 9,000,000	\$ 10,000,000	2028	?
Vallejo	Interchange	Mare Island Interchange	Expand the Interchange to increase capacity and improve safety	\$ 20,000,000		\$ 10,000,000	\$ 30,000,000	2030	?
Vallejo	Road Diet	SR 29 - Sonoma Blvd Road Diet	Implement road diet-reduce travel lanes from 4 to 2, add a two-way left turn lane or median, and add bike lanes on Sonoma Blvd. between York St. and Kentucky St.	\$ 4,000,000		\$ 1,000,000	\$ 5,000,000	2024	?
Vallejo	Parking	Fairgrounds Dr Park & Ride Lot	Construct a park & ride lot at Fairgrounds Dr to coordinate with SolanoExpress Service and carpool/vanpool needs.	\$ 7,000,000		\$ 1,000,000	\$ 8,000,000	2022	Parking Demand & Mode Transition Plan (Future)
Benicia	Road Widening	Widen Benicia Port Entry	Widen port entry from Bayshore Dr to Benicia Port Terminal near the Industrial Off-Ramp	\$ 4,000,000		\$ 32,000,000	\$ 36,000,000	2035	
Dixon	Interchange	West A St and I-80 Interchange Upgrade	Upgrade in phases the existing I-80 on-ramp and reconstruct the existing roadway overcrossing.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2030	
Dixon	Interchange	Pedrick Rd and I-80 Interchange Upgrade	Improvements include realignment of both on-ramps and relocation of Sparling and Sievers Roads. Project may be implemented in phases depending on the pace of development.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2035	
Dixon	Interchange	Hwy 113 and I-80 Interchange Upgrade	Improvements to the areas roadways required to improve traffic circulation within the area.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2030	SR 113 MIS
Dixon	Interchange	Milk Farm Rd and I-80 Interchange Upgrade	Interchange improvements consistent with finding of I-80/I-680/I-780 Major Investment and Corridor Study completed by Solano Transportation Authority. May include the relocation of Milk Farm Rd. Project may be implemented in phases. Increased traffic due to development (mostly the Northeast Quadrant) will require the need to improve the existing interchange.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2035	
Solano County	Road Widening	Fry Road Expansion	Expand Fry Road from Leisure Town Road to SR113 to accommodate increased traffic and serve as an I-80 Reliever Route (extension of Jepson Parkway between Vacaville and Dixon using Fry Road and SR113)	\$ 2,000,000		\$ 18,000,000	\$ 20,000,000	2040	

Solano County	Road Widening	Hawkins Road Expansion	Expand Hawkins Rd. from Leisure Town Road to SR113 to accommodate increased traffic from the new Jepson Parkway	\$ 2,000,000		\$ 18,000,000	\$ 20,000,000	2040	
Solano County	Road Widening	Suisun Valley Rd Expansion Study and Implementation	Analysis of by-pass traffic on Suisun Valley Road from I-80 to Napa County Line; Implementation of recommended improvements	\$ 5,000,000		\$ 25,000,000	\$ 30,000,000	2035	
Suisun City	Parking	Transit and Downtown Parking Structure	Construct an new parking garage to meet parking demand near the Suisun-Fairfield Amtrak Station and new housing developments	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2040	
Suisun City	Intersection Improvements	Highway 12 Intersection Improvements at Marina Blvd	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2030	
Suisun City	Grade Separation	Highway 12 Grade Separation @ Sunset Blvd	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2035	
Suisun City	Intersection Improvements	Highway 12 Intersection Improvements @ Walters Road	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2040	
Suisun City	Intersection Improvements	Highway 12 Intersection Improvements @ Emperor Drive	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2045	
Suisun City	Intersection Improvements	Highway 12 Eastbound Flyover into Downtown Suisun	Construct improvements to facilitate increased Highway 12 capacity through Suisun City. This	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2050	
Suisun City	Road Widening	Sunset Avenue Improvement at Railroad Avenue East and Railroad Avenue West near Railroad Crossing.	Road widening and improved intersections. Grade separation over railroad tracks. Consideration of roundabout(s).	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2040	
Vacaville	Overcrossing	Nut Tree Overcrossing	Widen the overcrossing to increase capacity from 4 to 6 lanes	\$ 1,000,000		\$ 44,000,000	\$ 45,000,000	2035	
Vacaville	Road Widening	Vaca Valley Parkway Widening (6 lanes)	Widen to 6 lanes between 505 and 80	\$ 2,000,000		\$ 3,000,000	\$ 5,000,000	2030	
Vacaville	Road Widening	East Monte Vista Widening	Widen to 4 lanes	\$ 1,000,000		\$ 9,000,000	\$ 10,000,000	2028	
Vacaville	Parking	Parking garage at VTC	Build multi-story parking garage if feasible to create shuttle route to FF/VV Train Station or couple with first/last mile program	\$ 18,000,000			\$ 18,000,000	2025	
Vacaville	Road Widening	Widen Orange Drive to EB I-80	Intersection and ramp widening at Orange/Lawrence with 80EB	\$ 3,000,000		\$ 2,000,000	\$ 5,000,000	2022	
Vacaville	Highway	I-505/I-80 connector	Remove/Reconstruct/Realign 80/505/EMV/Orange connections and bridges.	\$ 85,000,000			\$ 85,000,000	2040	
Vacaville	Highway	Replace Vaca Valley/I-505		\$ 45,000,000			\$ 45,000,000	2040	
	Programatic Category	Minor Highway Improvements	Minor highway extension or new lane (less than ¼ mile); Interchange modification (no additional capacity)	\$ 50,000,000			\$ 50,000,000		N/A
	Programatic Category	Minor Roadway Improvements	Minor local road extension or new lane (less than ¼ mile)	\$ 25,000,000			\$ 25,000,000		N/A

	Programatic Category	Minor Transit Improvements	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; ADA compliance; Noise mitigation; Landscaping; Associated transit improvements (including bike/pedestrian access improvements); Alternative fuel vehicles and facilities	\$ 115,000,000			\$ 115,000,000		N/A
	Programatic Category	Minor Freight Improvements	Construction of new, or improvements to existing, rest areas and truck weigh stations; Improvements to existing freight terminals (not expansion)	\$ 20,000,000			\$ 20,000,000		N/A
	Programatic Category	Bicycle & Pedestrian Facilities	New and extended bike and pedestrian facilities	\$ 30,000,000			\$ 30,000,000		N/A
	Programatic Category	Preservation/Rehabilitation	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	\$ 400,000,000			\$ 400,000,000		N/A
	Programatic Category	Routine Operations & Maintenance	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	\$ 100,000,000			\$ 100,000,000		N/A
	Programatic Category	Management Systems	Incident management; Signal coordination; ITS; TOS/CMS;	\$ 70,000,000			\$ 70,000,000		N/A

	<i>Programatic Category</i>	<i>Safety & Security</i>	<i>Railroad/highway crossings and warning devices; Hazardous location or feature; Shoulder</i>	\$ 17,000,000			\$ 17,000,000		N/A
	<i>Programatic Category</i>	<i>Travel Demand Management</i>	<i>Car and bike share; Alternative fuel vehicles and facilities; Parking programs; Carpool/vanpool, ridesharing activities; Information, marketing and outreach; Traveler information</i>	\$ 113,000,000			\$ 113,000,000		N/A
	<i>Programatic Category</i>	<i>Intersection Improvements</i>	<i>Intersection channelization; Intersection signalization at individual intersections</i>	\$ 20,000,000			\$ 20,000,000		N/A
	<i>Programatic Category</i>	<i>Multimodal Streetscape Improvements</i>	<i>Minor bicycle and/or pedestrian facility gap closure; ADA compliance; Landscaping; Lighting; Streetscape improvements; Minor road diet (less than ¼ mile)</i>	\$ 20,000,000			\$ 20,000,000		N/A
	<i>Programatic Category</i>	<i>Land Use</i>	<i>Land conservation projects; TOD housing projects</i>	\$ 40,000,000			\$ 40,000,000		N/A
	<i>Programatic Category</i>	<i>Planning</i>	<i>Planning and research that does not lead directly to construction</i>	\$ 25,000,000			\$ 25,000,000		N/A
	<i>Programatic Category</i>	<i>Emission Reduction Technologies</i>		\$ 23,000,000			\$ 23,000,000		N/A
	<i>Programatic Category</i>	<i>Conduct planning and design studies along SR-12 corridor in Solano County</i>	<i>Study and implement adaptive signal timing on various corridors within Solano County</i>	\$ 15,000,000			\$ 15,000,000		N/A

	Total			\$ 2,396,900,000			\$ 3,387,340,000		
	Total Excluding Tier II			\$ 2,011,900,000			\$ 2,778,340,000		

Project Type	Project Title	Project Description	Requested Regional Funds (MTC Calculated Year of Expenditure)	Committed Funds	Local Funds	Total Cost	Year of Expenditure
Interchange	Benicia Industrial Interchange	Improve the interchange of Industrial Way and I-680	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2040
Road Resurfacing	Park Road Improvements	Resurface Park Road between I-780 and Bayshore Road and construct Class II/IV bicycle lane facilities and storm drain improvements		\$ 2,731,000		\$ 5,858,000	2021
Road Widening	Columbus Parkway Widening Project	Complete the widening of Columbus Parkway between Rose Drive and Benicia Road which shall include two through lanes of traffic in each direction plus a left-turn pockets, acceleration/deceleration lanes, curb, gutter, storm drain, sidewalk, and bike lanes or paths	\$ 400,000		\$ 3,600,000	\$ 4,000,000	2030
Road Widening	Widen Benicia Port Entry	Widen port entry from Bayshore Dr to Benicia Port Terminal near the Industrial Off-Ramp				\$ 40,000,000	
Road Diet	Military West Road Diet and Streetscape	Road diet on Military West from Derolette Way to West 2nd Street including traffic calming, pedestrian walkways, and bike lanes/path	\$ 3,000,000		\$ 12,000,000	\$ 15,000,000	2030
Grade Separation	West A Street Grade Separation	Construct an undercrossing for traffic/pedestrians to safely pass UPRR railroad tracks while train has stopped for passenger loading/unloading.	\$ 20,000,000		\$ 20,000,000	\$ 40,000,000	2035
Overcrossing	Parkway Blvd Overcrossing	Parkway Blvd from Valley Glen Dr. to Pitt School Rd: Construct new 4 lane roadway and overcrossing of UPRR & Porter Rd; Pitt School Rd from south of Hillview Drive to Porter Rd: widen shoulders and reconstruct roadway	\$ 8,000,000	\$ 1,060,000	\$ 4,000,000	\$ 12,000,000	2024
Interchange	Pedrick Rd Undercrossing at UPRR Railroad Tracks and Vaughn Rd Realignment	Construction of realigned portion of Vaughn Road north along UPRR to connect to Pedrick Rd. Existing road alignment is part of the Dixon to Davis Bike Route. Consideration will be given to maintain this route in the new alignment. New alignment will improve vehicle safety by eliminating the at-grade railroad crossing.	\$ 20,000,000		\$ 30,000,000	\$ 50,000,000	
Parking	SolanoExpress Blue Line Park and Ride Facility	Solano County proposed project to relocate existing Park and Ride on Hwy 113 from downtown Dixon to the north side of I-80 in the vicinity of the on and off ramps.	\$ 5,000,000		\$ 1,000,000	\$ 6,000,000	2022
Interchange	West A St and I-80 Interchange Upgrade	Increased traffic due to the housing development of the Southwest area will require the need to upgrade in phases the existing I-80 on-ramp and reconstruct the existing roadway overcrossing.	\$ 12,517,500		\$ 12,517,500	\$ 25,035,000	2024

Included in Previous RTP
New Project
More Information Required
Tier II Project
Not Recommended

Interchange	Pedrick Rd and I-80 Interchange Upgrade	Improvements include realignment of both on-ramps and relocation of Sparling and Sievers Roads. Project may be implemented in phases depending on the pace of development.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024
Highway	Hwy 113 from East Chestnut St to Valley Glen Dr Green Street and Road Diet Design	Upgrade Hwy 113 by relocating storm drain underground, installing traffic lights at Hwy 113 and Chestnut St or Cherry St intersections, installing new street lights, improve walkability by updating sidewalk and improving landscaping, upgrade bicycle lane, and create parking on the west side of Hwy 113.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024
Interchange	Pitt School Rd and I-80 Interchange Upgrade	Improvements include widening the overcrossing structures to four lanes and on- and off- ramp improvements particularly on the eastside of Pitt School Road. Project may be implemented in phases over the next 10 years. Improvements to the areas roadways.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024
Interchange	Hwy 113 and I-80 Interchange Upgrade	Improvements to the areas roadways required to improve traffic circulation within the area.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024
Interchange	Milk Farm Rd and I-80 Interchange Upgrade	Interchange improvements consistent with finding of I-80/I-680/I-780 Major Investment and Corridor Study completed by Solano Transportation Authority. May include the relocation of Milk Farm Rd. Project may be implemented in phases. Increased traffic due to development (mostly the Northeast Quadrant) will require the need to improve the existing interchange.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024
Grade Separation	Midway Rd and UPRR Railroad Grade Separation (in Solano County)	Encompass Midway Rd to be included in City of Dixon jurisdiction limits.	\$ 12,500,000		\$ 12,500,000	\$ 25,000,000	2024
New Road	Jepson Parkway	Construct 4-lane Jepson Parkway from Cannon Rd to 500ft South of Leisure Town Rd	\$ 4,000,000			\$ 165,000,000	2024
Parking	Fairfield Transportation Center - Phase 3	Analyze demand and construct additional parking spaces, access improvements, and transit improvements in and around FTC	\$ 30,000,000		\$ 30,000,000	\$ 60,000,000	2030

Parking	Fairfield-Vacaville Train Station Building, Access, and Parking	Construction of a station building to provide shelter and seating for transit passengers. Construction of an access road into the station to improve route efficiency, and safe ingress and egress for buses, pedestrians, and bicyclists. Parking lot expansion and enhancements including safety features, lighting, parking lot solar array, and additional amenities.	\$ 10,149,445		\$ 3,000,000	\$ 10,149,445	2022
Road Diet	West Texas Rd Diet	Reconfigure West Texas Street from Beck Ave to Pennsylvania Ave from 5-lanes to 2-lanes with raised center median, Class-II bike lanes, upgraded signals and enhanced pedestrian crossings.	\$ 8,765,321		\$ 1,900,000	\$ 10,665,321	2022
Highway	SR-113 Re-Alignment Study and Implementation	Re-align SR-113 to serve as an I-80 Reliever Route	\$ -		\$ 50,000,000	\$ 50,000,000	2040
Road Diet	Benicia Rd. Road Diet	Reduce Benicia Rd from 4-lanes to 2-lanes, add bike lanes and street parking, widen sidewalks.	\$ 500,000		\$ 1,500,000	\$ 2,000,000	2022
Road Widening	Fry Road Expansion	Expand Fry Rd. to accommodate increased traffic from the new Jepson Parkway	\$ 2,000,000		\$ 18,000,000	\$ 20,000,000	2040
Road Widening	Lewis Road Expansion	Expand Lewis Rd. to accommodate increased traffic from the new Jepson Parkway	\$ 2,000,000		\$ 18,000,000	\$ 20,000,000	2040
Road Widening	Hawkins Road Expansion	Expand Hawkins Rd. to accommodate increased traffic from the new Jepson Parkway	\$ 2,000,000		\$ 18,000,000	\$ 20,000,000	2040
Interchange	I80/I680/SR12 Interchange Packages 2 - 7	Features include a realignment of I-680, an improved direct connector route between I-80 and Highway 12, construction of new interchange overcrossings, new entrance/exit ramps, bike and pedestrian safety improvements, and the extension of some local streets leading to I-80 and Highway 12.	\$ 380,000,000	\$ 250,000,000	\$ 20,000,000	\$ 650,000,000	2040
Express Lanes	Express Lanes From I-505 to Yolo County Line	Add Express Lanes From I-505 to Yolo County Line	\$ 210,000,000		\$ 10,000,000	\$ 220,000,000	2035
BRT	Solano Express Bus to BRT-lite Transition: Capital Improvements and Implementation	Transition from Express Bus and build out a functioning BRT-lite system in Solano County. Implement improvements including TSP, adaptive signal timing, and ramp metering	\$ 18,000,000	\$ 6,000,000	\$ 2,000,000	\$ 26,000,000	2030
Road Widening	Railroad Ave Extension	Extend Railroad Ave from Marina Blvd to Main St	\$ 7,000,000		\$ 1,000,000	\$ 8,000,000	2024
Parking	Transit and Downtown Parking Structure	Construct an new parking garage to meet parking demand near the Suisun-Fairfield Amtrak Station and new housing developments	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2040

Intersection Improvements	Highway 12 Intersection Improvements at Marina Blvd	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2030
Grade Separation	Highway 12 Grade Separation @ Sunset Blvd	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2035
Intersection Improvements	Highway 12 Intersection Improvements @ Walters Road	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2040
Intersection Improvements	Highway 12 Intersection Improvements @ Emperor Drive	Construct improvements to facilitate increased Highway 12 capacity through Suisun City.	\$ 9,000,000		\$ 1,000,000	\$ 10,000,000	2045
Intersection Improvements	Highway 12 Eastbound Flyover into Downtown Suisun	Construct improvements to facilitate increased Highway 12 capacity through Suisun City. This project will take vehicles off Highway 12 more efficiently.	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2050
Road Widening	Sunset Avenue Improvement at Railroad Avenue East and Railroad Avenue West near Railroad Crossing.	Road widening and improved intersections. Grade separation over railroad tracks. Consideration of roundabout(s).	\$ 45,000,000		\$ 5,000,000	\$ 50,000,000	2040
Highway	I-505/Vaca-Valley	On Vaca Valley Parkway at E Monte Vista Ave and I-505 ramps: Install roundabouts and construct bicycle/pedestrian facilities over I-505 connecting to existing facilities and ADA improvements	\$ 7,500,000	\$ 1,907,000	\$ 6,075,000	\$ 15,482,000	2022
Interchange	Midway/I-505 Interchange	Expand the Interchange to increase capacity and improve safety	\$ 25,000,000		\$ 25,000,000	\$ 50,000,000	2035
Interchange	Lagoon Valley Interchange	Widen Lagoon Valley Bridge for additional left turn capacity. Sidewalk, intersection signal improvements at ramp intersections, approach roadway work. TIF funded.			\$ 10,000,000	\$ 10,000,000	2020
Overcrossing	Nut Tree Overcrossing	Replace the overcrossing to increase capacity from 4 to 6 lanes			\$ 20,000,000	\$ 20,000,000	2035
Road Widening	Vaca Valley Parkway Widening (6 lanes)	Widen to 6 lanes between 505 and 80	\$ 2,000,000		\$ 3,000,000	\$ 5,000,000	2030
Road Widening	East Monte Vista Widening	Widen to 4 lanes	\$ 9,000,000			\$ 9,000,000	2040
Parking	Parking garage at VTC	Build multi-story parking garage if feasible to create shuttle route to FF/VV Train Station or couple with first/last mile program	\$ 15,000,000			\$ 15,000,000	2025
Road Widening	Widen Orange Drive to EB I-80	Intersection and ramp widening at Orange/Lawrence with 80EB	\$ 5,000,000			\$ 5,000,000	2022
Highway	I-505/I-80 connector	Remove/Reconstruct/Realign 80/505/EMV/Orange connections and bridges.					2035
Highway	Replace Vaca Valley/I-505						2035

Interchange	Redwood Pkwy Interchange & Fairgrounds Dr Phase 2	Improve interchanges and widen roadways serving Solano County Fairgrounds, including Redwood Parkway	\$ 71,000,000	\$ 20,000,000	\$ 5,000,000	\$ 96,000,000	2030
Interchange	Mare Island Interchange		\$ 20,000,000		\$ 10,000,000	\$ 30,000,000	2030
Overcrossing	American Canyon Overcrossing		\$ 1,000,000		\$ 9,000,000	\$ 10,000,000	2022
Parking	Vallejo Station Phase B	Construct new parking structure at Vallejo Station	\$ 25,000,000		\$ 5,000,000	\$ 30,000,000	2024
Road Diet	Sonoma Blvd Road Diet	Implement road diet-reduce travel lanes from 4 to 2, add a two-way left turn lane or median, and add bike lanes on Sonoma Blvd. between York St. and Kentucky St.	\$ 4,000,000		\$ 1,000,000	\$ 5,000,000	2024
Parking	Fairgrounds Dr Park & Ride Lot	Construct a park & ride lot at Fairgrounds Dr to coordinate with SolanoExpress Service and carpool/vanpool needs.	\$ 7,000,000		\$ 1,000,000	\$ 8,000,000	2022
New Road	Construct 4-lane Jepson Parkway	Constructs phase 2,3,4,6,7,8 and 10. Road costs only - bike and other special enhancements assumed from other programs (i.e. Regional Bicycle Program).	\$ 90,000,000			\$ 90,000,000	2024
Truck Scales	I-80 WB Truck Scales	Project upgrades existing truck scales on WB I-80 in Solano County. Existing westbound truck scales are located on the most congested freeway segment of I-80 in Solano County. Scales are outdated and cannot process the current and future truck volumes on WB I-80. Trucks are slow to enter and leave the scales because of short ramps, adding to existing traffic congestion and safety issues on I-80.	\$ 210,000,000			\$ 210,000,000	2026
Interchange	I-80/I-680/SR12 Interchange (Packages 2-7)	Packages 2-7 provide direct connectivity from I-680 NB to SR12 WB, widens I-680 and I-80 near the interchange, and improves connections to Red Top road off-ramp. Express lane direct connectors are included in RTPID 17-10-0061.	\$ 500,000,000			\$ 500,000,000	2040
Parking	Construct train station building and support facilities at the new Fairfield / Vacaville multimodal station	Construct train station building and expanded bicycle access for the new multimodal center serving the Capitol Corridor.	\$ 85,000,000			\$ 85,000,000	2022
Road Widening	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway	Project provides Auxiliary Lanes on I-80 in the EB & WB directions from I-680 to Airbase Parkway; and removes the I-80/Auto Mall hook ramps and C-D road slip-ramp;	\$ 60,000,000			\$ 60,000,000	2030

Parking	Vallejo Station Parking Structure Phase B	Vallejo: Baylink Ferry Terminal; Construct two phased parking structure to consolidate surface parking for ferry patrons; create a pedestrian link between bus transit facility and existing ferry terminal building adjacent to ferry parking structure.	\$ 30,000,000			\$ 30,000,000	2025
Interchange	Redwood Parkway Interchange and Fairgrounds Dr Interchange and Road Widening	Improvements to interchanges and widening of roadways serving the Solano County Fairgrounds, including Redwood Parkway.	\$ 100,000,000			\$ 100,000,000	2030
Programatic Category	Conduct planning and design studies along SR-12 corridor in Solano County	Study and implement adaptive signal timing on various corridors within Solano County	\$ 15,000,000			\$ 15,000,000	
Programatic Category	Minor Highway Improvements	Minor highway extension or new lane (less than ¼ mile); Interchange modification (no additional capacity)	\$ 50,000,000			\$ 50,000,000	
Programatic Category	Minor Roadway Improvements	Minor local road extension or new lane (less than ¼ mile)	\$ 25,000,000			\$ 25,000,000	
Programatic Category	Minor Transit Improvements	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; ADA compliance; Noise mitigation; Landscaping; Associated transit improvements (including bike/pedestrian access improvements); Alternative fuel vehicles and facilities	\$ 115,000,000			\$ 115,000,000	
Programatic Category	Minor Freight Improvements	Construction of new, or improvements to existing, rest areas and truck weigh stations; Improvements to existing freight terminals (not expansion)	\$ 20,000,000			\$ 20,000,000	
Programatic Category	New Bicycle & Pedestrian Facilities	New and extended bike and pedestrian facilities	\$ 30,000,000			\$ 30,000,000	
Programatic Category	Preservation/Rehabilitation	Pavement resurfacing and/or rehabilitation; Bike/pedestrian facilities rehabilitation; Non-	\$ 400,000,000			\$ 400,000,000	
Programatic Category	Routine Operations & Maintenance	<ul style="list-style-type: none"> • routine patching and pothole repair; • litter control, sweeping and cleaning; 	\$ 100,000,000			\$ 100,000,000	
Programatic Category	Management Systems	Incident management; Signal coordination; ITS; TOS/CMS;	\$ 70,000,000			\$ 70,000,000	

<i>Programatic Category</i>	<i>Safety & Security</i>	<i>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</i>	\$ 17,000,000			\$ 17,000,000	
<i>Programatic Category</i>	<i>Travel Demand Management</i>	<i>Car and bike share; Alternative fuel vehicles and facilities; Parking programs; Carpool/vanpool, ridesharing activities; Information, marketing and outreach; Traveler information</i>	\$ 113,000,000			\$ 113,000,000	
<i>Programatic Category</i>	<i>Intersection Improvements</i>	<i>Intersection channelization; Intersection signalization at individual intersections</i>	\$ 20,000,000			\$ 20,000,000	
<i>Programatic Category</i>	<i>Multimodal Streetscape Improvements</i>	<i>Minor bicycle and/or pedestrian facility gap closure; ADA compliance; Landscaping; Lighting; Streetscape improvements; Minor road diet (less than ¼ mile)</i>	\$ 20,000,000			\$ 20,000,000	
<i>Programatic Category</i>	<i>Land Use</i>	<i>Land conservation projects; TOD housing projects</i>	\$ 40,000,000			\$ 40,000,000	
<i>Programatic Category</i>	<i>Planning</i>	<i>Planning and research that does not lead directly to construction</i>	\$ 25,000,000			\$ 25,000,000	
<i>Programatic Category</i>	<i>Emission Reduction Technologies</i>		\$ 23,000,000			\$ 23,000,000	
Total			\$ 3,379,832,266			\$ 4,316,189,766	
Total Excluding Incomplete and Tier II			\$ 3,083,814,766			\$ 3,580,154,766	



DATE: January 13, 2020
TO: STA Board
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Priority Freeway, Highway and Interchange Projects and Corridor Plans Update

Background:

The State Legislature passed and Governor Jerry Brown signed Senate Bill 1 (SB 1) (Beall, 2017), also known as the Road Repair and Accountability Act of 2017, increasing transportation funding and instituting much-needed reforms in 2017. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. This important legislation invests \$5.4 billion annually to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. It will address a backlog of repairs and upgrades, while ensuring a cleaner and more sustainable travel network for the future. These funds will be split equally between state and local investments. Programs funded by this account include the Local Partnership Program, the Active Transportation Program, the State Highway Operation and Protection Program, the State Transportation Improvement Program, and Local Streets and Roads apportionments. Additionally, there are competitive programs which are focused on major transportation projects, such as the ones described in this staff report as potential funding grants. These are the Solutions for Congested Corridors Program and the Trade Corridor Enhancement Program.

To help solve the Bay Area's growing congestion problems, the Metropolitan Transportation Commission (MTC) worked with the state Legislature to authorize a ballot measure that would finance a comprehensive suite of highway and transit improvements through an increase tolls on the region's seven state-owned toll bridges. Senate Bill 595 (authored by Sen. Jim Beall of San Jose) was passed by the Legislature and signed into law by Gov. Brown in fall 2017. Toll revenues will be used to finance a \$4.45 billion slate of highway and transit improvements in the toll bridge corridors and their approach routes. Major projects in the RM 3 expenditure plan included new BART cars to accommodate growing ridership; extending BART's Silicon Valley service to Santa Clara; extending Caltrain to downtown San Francisco; expanding S.F. Muni's transit vehicle fleet; more frequent transbay bus service; interchange improvements in Alameda, Contra Costa and Solano counties; an expanded express lane network; expanded ferry service; a direct freeway connector from northbound U.S. 101 in Marin County to the Richmond-San Rafael Bridge; upgrades to relieve congestion in the Dumbarton Bridge corridor; improving State Route 37; extending the new SMART rail system to Windsor and Healdsburg and much more. The complete Regional Measure 3 Expenditure Plan is included at Attachment A. .

Voter approval of RM 3 raised tolls on the region's state-owned toll bridges by \$1 beginning Jan. 1, 2019. Tolls will rise by another \$1 in January 2022 with another \$1 increase in January 2025. This will mark the first toll increase on the seven state-owned bridges since 2010. In June 2018, Bay Area voters approved RM 3 by a simple majority vote.

Bay Area voters have twice previously approved toll increases for regional transportation improvements. This map details the major projects funded by those measures.

The RM 3 Expenditure Plan, has specific projects that would receive funding (\$150 M I-80/I-680/SR 12 Interchange and \$105 M I-80 Westbound Truck Scales. There are categories in which Solano County would directly participate in (as opposed to regional wide), like the SR 37 Corridor and the North Bay Transit Access Improvements. There are future opportunities for regional wide programs, such as the Ferry Enhancement Program and the Bay Area Corridor Express Lanes.

However, at this time RM 3 is subject to two lawsuits that are on appeal as one suit with a focus on where the voter threshold should have been 2/3 majority vs a simple majority. No RM 3 funds will be released for expenditure until the legal action has been resolved.

Discussion:

At this time STA staff is updating the TAC on the status of the priority projects, by corridor. STA continues to work on Major Projects throughout Solano County with our project partners. This staff report is laying the current status and potential funding strategy for these priority projects. The priority projects are derived from the STA Overall Work Plan.

I-80 Corridor

1.) I-80 Express Lanes (Red Top Rd. to I-505)

The I-80 Express Lanes priority project is the conversion of the existing High Occupancy Vehicle (HOV) Lanes and the new construction from Air Base Pkwy to I-505 in Vacaville.

Status: This \$238 M project has been environmentally cleared, and the design was completed in 2018. However, the design will require an update which will primarily include the update of the Specifications for the new October 2018 edition. The Permits were previously obtained, but will now require renewal. Staff has been working with MTC and Caltrans to package the project for the upcoming CTC Call for Projects this spring for both the Congested Corridors and Trade Corridor Enhancement Program (TCEP). With the RM3 lawsuit, staff is proposing to construct the Project in 2 phases. First will be the extension of the HOV lanes to I-505 (including the future tolling structure foundations and barrier transitions in the median) then once RM3 is made available, construct the remaining tolling infrastructure

Fund Strategy Phase 1 (HOV First):

Senate Bill 1 (SB 1)	\$100 to \$123 M (Congested Corridors or TCEP)
Bridge Tolls	\$5 to \$ 27 M (\$ based on strategy of SB 1 ask)
STIP	\$4 M (current capacity) and \$30 M (future capacity)

Fund Strategy Phase 2 (Tolling Systems):

Bridge Tolls	\$75 M
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2.) I-80/I-680/SR 12 Interchange Project – Construction Package 2A

The existing eastbound SR 12W to eastbound I-80 connector will be removed. A new two-lane highway alignment and bridge overcrossing structure for the eastbound SR 12W to eastbound I-80 will be constructed that meets the design requirements for future project phases. The project will construct the off-ramp from eastbound SR 12W to Green Valley Road. A braided ramp connection for eastbound I-80 to Green Valley Road and southbound I-680 will also be constructed.

Status: This project is \$76 M was previously environmentally cleared as part of the larger Interchange Project. This is the second construction package of the Interchange Complex. The Project obtained a SB 1 grant for construction from the TCEP program and is being delivered with the Construction Manager/General Contractor (CM/GC) delivery method. Caltrans is the lead for the design and the STA is completing the right-of-way needed for this construction package. The design work is wrapping up with final reviews underway. The STA has made offers on all properties and currently seeking Order of Possessions on the properties that are not yet acquired or under contract. Construction will start summer of 2020 in accordance with the grant obligations. Recently Caltrans has verbally indicated that the construction capital estimates have exceeded the original estimate, as such the STA, Caltrans and MTC will be meeting over the next several weeks to develop of funding strategy for the shortfall.

Fund Strategy:

STIP	\$9 M
SB 1	\$53 M (TCEP)
Bridge Tolls	\$13.8 M
Additional Funding	\$10 M

3.) I-80/I-680/SR 12 Interchange Project – Remaining Packages

Over the next year staff will be evaluating the remaining packages to determine is a re-phasing of the remaining packages makes sense based on the current funding climate. At the time, the State SB 1 grants appear to be shifting priorities to favor ports of entry (for TCEP) and high transit benefit projects for the Congested Corridors. In recognition of this shift, staff will present an option that fully delivers a package with only RM 3 funds so that public gains a near term benefit from the toll increases vs expending the bridge toll funds on getting packages designed and waiting for right-of-way and construction grants funds. Caltrans consultation of any re-phasing will also be required.

The remaining packages were environmentally cleared. Therefore, flexibility to re-phase the packages exists.

4.) I-80 Westbound Cordelia Truck Scales

The Project will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County. The existing truck scales facility were constructed in 1958 to inspect trucks entering the San Francisco Bay Area from locations nationwide, and accommodates between 500 and 700 trucks per day. The existing facility consists of two dynamic and one static scale, four inspection bays, and limited parking. The existing facility is outdated, under capacity, and does not include state of the art technology required for truck inspections today. The new truck scales facility will be relocated 0.7 mile east from its current location and will provide a new braided off-ramp connection and new entrance ramp connection to/from Westbound I-80. Direct access to the facility will also be provided from westbound State Route 12 (East).

Status: The project has CEQA clearance (as part of the I-80/I-680/SR 12 Interchange CEQA) and will complete NEPA concurrently with the design effort. The Project will begin design and NEPA clearance once RM 3 funds are allocated for this effort.

Fund Strategy:

RM 3 (PS&E, R/W and Part CON)	\$105 M
SB 1 CON	\$97 M (TCEP Competitive)

5.) I-80 Mega Corridor Plan

Caltrans Districts 3 and 4, along Solano, Yolo and Sacramento Counties/Transportation Authorities/Council of Governments kicked off a major corridor plan for I-80 from Sacramento to the Carquinez Bridge. Initial efforts will be focused on traffic analysis and multi modal opportunities in the corridor.

I-680 Corridor

1.) I-680 Multi County Corridor Coordinating

The STA, SolTrans, Contra Costa Transportation Authority (CCTA), Contra Costa County Connection, Livermore Amador Valley Transit Authority, Alameda County Transportation Authority, Valley Transportation Authority and the Metropolitan Transportation Commission have initiated a multi county mobility partnership for the I-680 corridor. On January 10, 2020 an initial workshop was held at CCTA to focus on the corridor from I-80 in Solano County to I-280 in Santa Clara County with particular focus on express lane networks, express bus service, first and last mile connection, Transportation Demand Management (TDM) and transit system management and operations.

Four Subcommittees were formed: Future Technology, Managed Lanes/Transit and TDM. The general purpose of the subcommittees are to: identify opportunities to integrate, set priorities, and in our case to study or strategize best locations for express bus in the corridor, coordinate to further expand our managed lane network within the corridor while taking into account current or planned mobility hubs within the corridor. During the workshop it was emphasized that express bus should be a part of the planning and design process and not an afterthought. All four subcommittees will be reporting back to the larger group that will next meet in the March timeframe.

State Route (SR) 37 Corridor

1.) SR/37 Fairgrounds Drive Interchange Project

This project is the easterly bookend of the SR 37 corridor improvements (called Segment C). The Project will improve Fairgrounds Dr. at the SR 37 Interchange to improve the level of service, bike and ped safety and accommodate SolanoExpress bus stops. This is a partnership project with Solano County, the City of Vallejo and Caltrans.

Status: The Design work began in 2019. Since that time, STA staff and the project consultants have been working with Caltrans to study a new alternative for improvements that meet the purpose and need of the project. This new alternative would provide a higher level of service once the E-76 has been approved and a consultant has been secured. Total construction project cost is estimated at \$23M. This estimate will be updated once the design reaches 65%.

Funding Strategy:

RM 3	\$15 M
STIP	\$5 M
Local Funds	\$3 M (need will be updated once 65% design is completed)

2.) SR 37 Segment B Interim Project

Segment B (the section from and including Mare Island Interchange and SR 37/121 Intersection). This has been determined to be the priority segment by the STA, MTC, Caltrans and the SR 37 Policy Committee. However, as the ultimate project (to address sea level rise is estimated at \$4 B, staff is pursuing an interim project concurrently for congestion relief).

Status: The Project Initiation Document (PID) was in 2018. Subsequently, the environmental phase has been initiated with funding from Bay Area Toll Authority (BATA) providing \$20 M towards the effort. BATA provided this funding to keep the project momentum as the RM 3 funds intended for this work has been held up. MTC is the lead agency for the work, with Caltrans providing oversight services. There are three alternatives being considered, in addition to the no build. A Movable Barrier (three lane option), Part Time Shoulders for peak period travel as HOV Lanes, and Constructing New HOV Lanes. Traffic and Safety Studies and in progress. Additionally, the SR 37 Policy Committee is under taking the discussions on pursuing tolling legislation this year.

Funding Strategy:

RM 3 (environmental)\$20 M

SR 12 Corridor

1.) SR 12 East Gap Closure

This State Highway Operation and Protection Program (SHOPP) funded Project will provide Resurfacing, Restoration and Rehabilitation (3R) of the roadway, providing standard shoulders and travel lanes, correcting the roadway grade profile, providing American Disabilities Act (ADA) compliant pedestrian facilities, and correcting drainage deficiencies on Route 12, in Solano County, near Rio Vista at PM 20.57/22.7 and 23.7/26.41. The Project is broken down into three segments based on the different characteristics of the existing roadway conditions:

- Segment 1 (McClosky Road to Azevedo Road): Rehabilitate Roadway.
- Segment 2 (Summerset Road to Drouin Drive): This is the last portion of corridor without shoulders; it has nonstandard travel lanes and nonstandard vertical sight distance, these will be corrected.
- Segment 3 (Drouin Drive to Rio Vista Bridge approach): There are existing drainage issues that cause flooding, and pedestrian facilities are not compliant with current ADA standards, these will be corrected. Additionally this segment will include enhancements that are compensated through local funds for items that are outside the scope of the SHOPP project. These enhancements include landscaping, hardscaping, signing, bus stop and enhanced center lane striping.

Status: Caltrans is the lead agency with coordination with the STA and the City of Rio Vista. Caltrans has completed the environmental phase and is currently in design. The construction SHOPP funds are programmed for Fiscal Year (FY) 2022-23.

Jepson Parkway Corridor

The Jepson Parkway Project will be constructed in phases. Attachment B shows the currently planned phases. The cities of Fairfield and Vacaville have/will be complete the design and construction of Phases 2A, 2B, 2C (Fairfield) Phases 1A and 1B Vacaville.

Status: Phase 2A is still under construction, Phase 2B will be completed by Developer, Phase 2C is currently unfunded. Phase 1 is completed and Phase 3 is fully funded with construction scheduled to begin in 2020-21.

Fund Strategy (Phase 2C):

Phase 2C estimate needs to be confirmed by Fairfield, however, it is estimated \$7.5M for construction. Currently the STA and City of Fairfield are proposing to apply for a Federal Lands Access Program (FLAP) grant to fund the project. The Call for Projects is expected in October 2020.

Attachments:

- A. RM 3 Expenditure Plan
- B. Status of Jepson Parkway (Map)

REGIONAL MEASURE 3 EXPENDITURE PLAN (\$ in millions)	
OPERATING PROGRAM	
All- Corridor Annual Operating Program	
All Corridors	
Transbay Terminal	5
Ferries (Funding ramps up to \$35 million over five years)	35
Regional Express Bus	20
Annual Operating Program Total	\$ 60
CAPITAL PROJECTS	
Regional Programs	
BART Expansion Cars	500
Bay Area Corridor Express Lanes	300
Ferry Enhancement Program	300
Goods Movement and Mitigation	160
San Francisco Bay Trail / Safe Routes to Transit	150
Capitol Corridor	90
Next Generation Clipper Transit Fare Payment System	50
Regional Programs Subtotal (35%)	\$ 1,550
Corridor-Specific Capital Projects	
Central (San Francisco-Oakland Bay Bridge)	
Caltrain Downtown Extension	325
Muni Fleet Expansion and Facilities	140
Core Capacity Transit Improvements	140
AC Transit Rapid Bus Corridor Improvements	100
Transbay Rail Crossing	50
Interstate 80 Transit Improvements	25
Central Subtotal (27%)	\$ 780
South (San Mateo-Hayward, Dumbarton)	
BART to San Jose Phase 2	375
Tri-Valley Transit Access Improvements	100
Eastridge to BART Regional Connector	130
San Jose Diridon Station	100
Dumbarton Corridor Improvements	130
Highway 101/State Route 92 Interchange	50
Interstate 680/SR 84 Interchange Reconstruction	85
Interstate 680/Interstate-880/Route 262 Freeway Connector	15
South Subtotal (34%)	\$ 985
North (Richmond-San Rafael, Benicia-Martinez, Carquinez, Antioch)	
Contra Costa 680/State Route 4 Interchange Improvements	210
U.S. 101 Marin-Sonoma Narrows	120
Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	150
Interstate 80/Westbound Truck Scales	105
State Route 37 Improvements	100
Sonoma-Marin Area Rail Transit District (SMART) Extension to Windsor & Healdsburg	40
San Rafael Transit Center	30
Richmond-San Rafael Bridge Access Improvements	210
North Bay Transit Access Improvements	100
SR 29 Improvements	20
East Contra Costa County Transit Intermodal Station	15
Byron Highway-Vasco Road Airport Connector	10
Vasco Road Safety Improvements	15
Interstate 680 Transit Improvements	10
North Subtotal (39%)	\$ 1,135
Corridor-Specific Capital Projects Subtotal (65%)	2,900
Capital Projects Grand Total	4,450

Status of Jepson Parkway October 2018

Jepson Parkway Phase 1C
City of Vacaville - Open

Jepson Parkway Phase 1B
City of Vacaville
Construction: FY 2020-21
Total Cost: \$21M

Potential Future Growth Area

Brighton Landing

Southtown Commons

Jepson Parkway Phase 1A
City of Vacaville
Open to the Public

Unfunded Jepson Parkway Phase 2C
City of Fairfield
CON Cost \$7M

Jepson Parkway Phase 2B
City of Fairfield
Construction: Pending
Total Cost: \$32.6M

Future Re-Aligned North Gate Road Connectors

Future Jepson Parkway Phases

Villages at Fairfield - Village 4

Villages at Fairfield - Village 3

Villages at Fairfield - Village 1

Villages at Fairfield - Village 2

Hawthorn Mill - East

FAIRFIELD Hawthorne Mill - West

Jepson Parkway Phase 2A
City of Fairfield
Under Construction

Fairfield/Vacaville Train Station Completed

North Gate Entrance

Jepson Parkway Phases

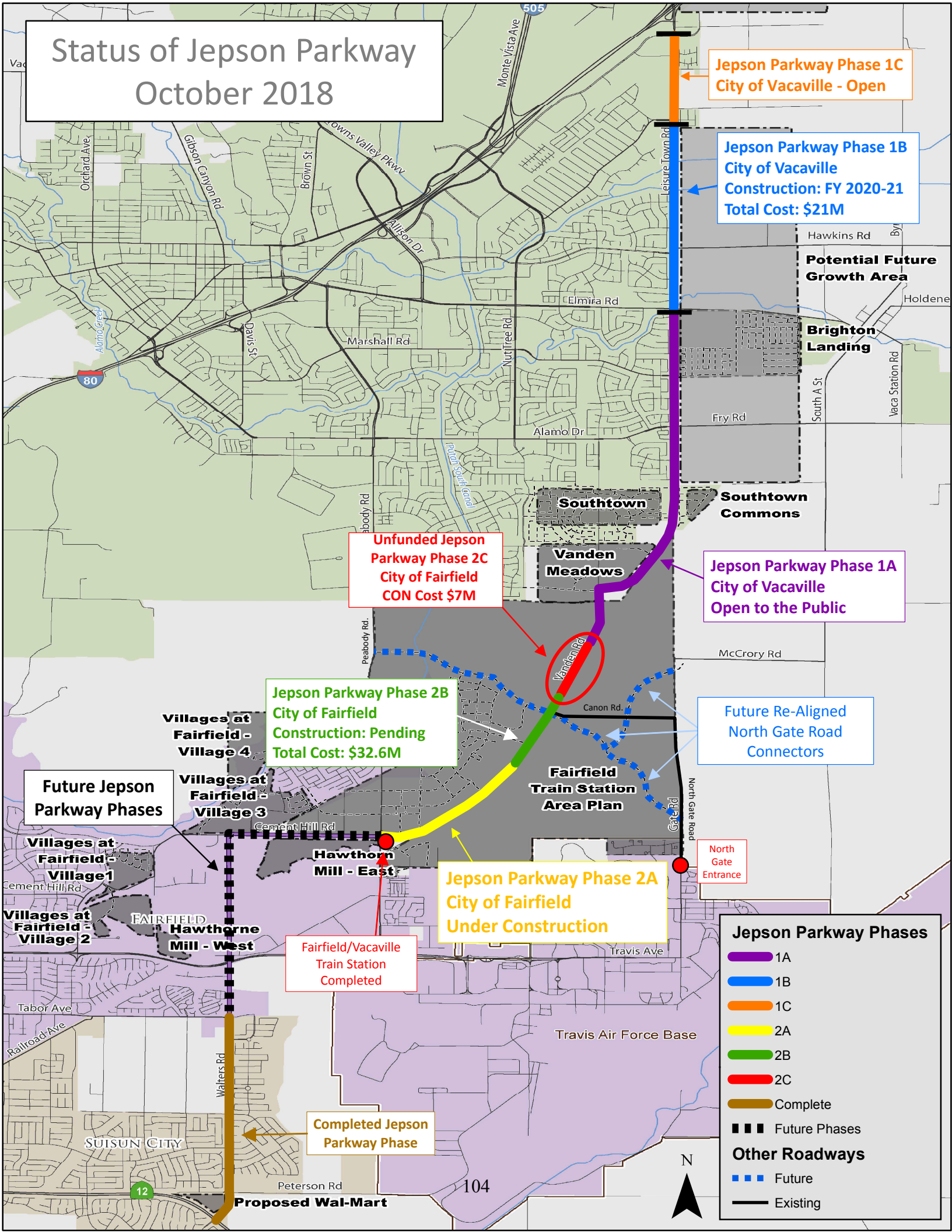
- 1A
- 1B
- 1C
- 2A
- 2B
- 2C
- Complete
- Future Phases

Other Roadways

- Future
- Existing

Completed Jepson Parkway Phase

Proposed Wal-Mart





DATE: January 29, 2020
TO: STA Board
FROM: Erika McLitus, Project Assistant
RE: Parking Demand Study/Mode of Transition Plan Update

Background:

During its Board meeting on January 9, 2019, the STA Board approved the reprogramming of \$300,000 in Fiscal Year (FY) 2018-19 State Transit Assistance Funds (STAF). These funds are a Population-Based County Block Grant and must be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects. The FY 2018-19 STAF funding was previously allocated to local match for the Safe Routes to Transit (SR2T) application to the statewide Active Transportation Program Cycle 4. This application was not successful. The STA Board reprogrammed these STAF funds to the Solano Transit Parking Demand Study and authorized the Executive Director to release a Request for Proposals (RFP) for a consultant to conduct the Solano Transit Parking Demand Study for a contract amount not-to-exceed \$300,000.

STA staff prepared and issued a Request for Proposals (RFP) in Spring 2019 and hired a consultant, DKS Associates, to assist with the Solano County Transit Parking Demand Study. The study is commenced in May 2019. The scope of the study originally included data analysis at four regionally significant transit facilities in Solano County:

- Fairfield-Vacaville Hannigan Station
- Vallejo Ferry Terminal:
- Fairfield Transportation Center
- Fairgrounds Dr. SolanoExpress Bus Stop/Solano 360

At the request of the STA TAC, staff expanded the scope of the study to include data analysis at the Dixon Park-and-Ride lot and Suisun-Fairfield Station Parking/New STA Building parking lot and an Operations and Maintenance (O&M) component which will summarize recommended treatments for each facility with projected O&M costs and potential funding strategies (grants, public-private partnerships, etc.).

Discussion:

The initial impetus behind the Parking Demand Study was a request to CCJPA to consider including the Fairfield-Vacaville Train Station Building and Parking Expansion project into its application submission to Transit and Intercity Rail Capital Program (TIRCP). However, staff ultimately decided to include these improvements as a component of our larger application that improves transit connection, supports Transit Oriented Development (TOD) Housing, and facilitates bus electrification. STA staff applied for funding through the 2020 Transit and Intercity Rail Program on January 16th. Data from the Parking Demand Study were instrumental in justifying the need for improvements at the Fairfield-Vacaville (Hannigan) Train Station as well as the Fairfield Transportation Center.

Given the need to collect data ahead of the TIRCP 2020 application deadline, STA prioritized data analysis at three sites for our consultant’s first tasks:

Task 1. Budget and Schedule
Task 2. Literature Review/State of the Practice
Task 3. Analyze Transit Parking Demand at the Fairfield-Vacaville Train Station and the SolanoExpress Park-and-Ride Lot in Dixon, and the Fairfield Transportation Center (FTC)
Task 4. Analyze Transit Parking Demand at the Vallejo Ferry Terminal and the new SolanoExpress stops on fairgrounds Drive
Task 5. Analyze Transit Parking Demand at the Suisun-Fairfield Amtrak Station
Task 6. Compile data summaries, demand analyses, and future recommendations into a Solano Transit Parking Demand Plan
Task 7. Calculate O&M Costs for each facility
Task 8. Analyze and recommend funding strategies for each facility
Task 9. Meet with Cities and Present to STA Committees

For Task 3, this study forecasted parking demand at each facility considered individually for the FFVV, DPNR, and FTC. This process involved gathering data on the facility’s catchment area, the size of the future travel market, and a reasonable estimation of the mode share that transit can achieve. STA’s consultant not only gathered in-person observational data at each facility, but also used data from Moovit and the Solano Activity Based Model (ABM).

Moovit, a Mobility-as-a-Service (MaaS) and trip planning platform, collects data on user movements from its application and processes this information to provide customized data analytics. Moovit data were acquired for the Dixon Park and Ride Lot and the FTC. To help quantify uncaptured latent demand, Moovit also provided an Origin/Destination (OD) table of all weekday journeys originating from within the FTC catchment area to destinations served by transit and accessible from the FTC (BART or express bus). This OD table was subdivided into destinations between 0.25 miles and 0.5 miles of a transit stop. Trip origins were coded to Solano ABM TAZs and destinations coded to MTC superdistricts. Moovit data was not used for FFVV, as there was no expectation of an uncaptured latent demand and the facility is operating below capacity. Additionally, the primary growth factor for the facility will be the significant planned development analyzed in the Fairfield Station Specific Plan.

Upon receiving the completed Task 3 deliverable, STA met with stakeholders to review the data collected, correct errors, refine the overall vision for the Plan, and adjust formatting to ultimately create a better final product. Specifically, STA staff worked with staff from the cities of Dixon and Fairfield, and staff from FAST, to review and revise Task 3. STA will release the memorandums for Tasks 3-5 as part of the Draft Plan, and will continue to meet with individual cities and affected partner agencies about the findings for specific facilities to guide the development of the evolving Draft Plan.

A summary of the initial findings for the first three transit sites as summarized in Attachments A, B, and C. Using analysis of the initial conditions and projected demand at each facility, the Task 3 Memorandum recommends the following capital improvements:

- **Fairfield-Vacaville (Hannigan) Station:** Capital improvements for the FFVV parking lot are suggested to be implemented in different phases to take into account the planned, approved, and ongoing improvements at this location by providing a timeline for the future expansions’ implementation. Phases 1 and 2 (near term) include the installation of

- CCTV
- Bike Racks
- Lighting for Lot B
- Designated drop-off zone
- First/last mile connectivity (e-bike, e-scooter, TNC)
- Parking lot (223 spaces)
- 24 Level 1 EV charging stations
- Facility with café, bathrooms, bike lockers, real time travel sign

Phase 3 (2032) would meet future parking demand by building a 3-story structure with 340 spaces and additional Level 1 EV chargers.

- **Dixon Park-and-Ride Lot:** At this time, it is projected that there will not be sufficient growth in the parking demand, either for transit users or carpool/vanpool, for the Lot by 2040 to warrant significant investment in capital improvements at this location. However, the existing conditions can be improved to encourage increased usage and capture a larger share of the planned development in Dixon. These amenities include mainly first/last mile connectivity improvements (such bike racks, e-bike amenities, scooter amenities), and CCTV cameras. The current plans to introduce new HOV/Managed Lanes in ten years warrants a reevaluation of the parking by 2030. If increased congestion combined with the Managed Lanes has had a larger effect than anticipated on parking demand, then the potential need for a new facility closer to freeway access points should be re-evaluated.
- **Fairfield Transportation Center:** Three phases of capital improvements and policies are proposed to meet demand at the FTC, each with a period of observation and policy support to determine the extent of improvements needed. Phase 1 includes the installation of:
 - Real-time information sign and development of public-facing app or web-portal
 - Bike racks
 - Designated drop-off zone
 - 2 Level 2 EV charging stations
 - SolanoExpress bus stop at I-80 WB on-ramp
 - First/last mile connectivity (e-bike, e-scooter, TNC)
 - Wayfinding signs

Phase 2 would support these improvements by adding a parking lot with 55 total spaces, bike lockers, and additional EV charging stations. It would also improve pedestrian access to the new lot connecting along south side of W. Texas Street and Linear Park and separate route service across lots or provide an additional stop at additional site. Phase 3 (contingent on observed demand) would replace the surface lot with a 3-story parking structure and additional EV chargers.

For more information, STA staff can provide Board Members a copy of the full Task 3 memorandum for review.

Currently, STA staff and our consultant are working simultaneous to collect data and to complete for Tasks 4 and 5. Staff has also reached out to stakeholders to obtain current O&M costs for existing facilities to better calibrate the final O&M component and recommended funding strategies. A completed draft is anticipated by March and will be presented at the April 2020 Board meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Summary of Initial Findings for Fairfield-Vacaville Hannigan Station
- B. Summary of Initial Findings for Dixon Park and Ride
- C. Summary of Initial Findings for Fairfield Transportation Center

Fairfield-Vacaville Hannigan Station:

Fifteen trains per day in both the eastbound and westbound directions stop at this station with the highest frequency of trains occurring in the westbound direction during the AM commute period and in the eastbound direction during the PM commute period. In addition to the Capitol Corridor commuter rail service, the facility also serves FAST Line 2 which travels to the Solano Town Center in Fairfield 22 times per day.

The existing demand was quantified by field observation data collected on Thursday, May 2, 2019. By midmorning, the lots were assumed to be at maximum occupancy as most commuters arrived at the station by this time. In Lot A 110 out of 137 spaces (80%) and in Lot B 32 out of 50 spaces (64%) were occupied at the time of observation, providing for a combined 76% parking utilization.

Most rail passengers boarding at this station access the station by driving. Therefore, the standard ITE Parking Generation Manual rate was used to forecast demand. This rate assumes that about 85% of train riders arrive and park a vehicle at the station and implies that the other 15% are dropped off, share a ride, walk, or bicycle to the station.

The 2015 Solano Transportation Authority Rail Facilities Plan includes station level forecasts for ridership in 2024. These forecasts were prepared using the California Statewide Travel Demand Model. This source cites an average weekday ridership of 491 to 631. The range of reported ridership forecasts results from two sources of the population forecasts used as inputs. Using these inputs and applying the ITE parking generation factor, peak parking demand would range from 180 to 269 spaces

Near Term Parking Demand – FFVV

Measure	Low Estimate	High Estimate
Average Weekday Ridership (2024)	419	631
Daily Boardings	210	316
Assumed Parking Demand	180	269

Looking to the future, the population inputs used in the 2040 scenario from the Solano ABM were used as the basis for the long-term forecast of rail ridership. Total population, employed residents, and households in catchment area TAZs were summed to get a baseline forecast. These numbers were then compared to the number of households planned by 2040 in the Fairfield Station Specific Plan, which predicts a higher number of households by 2040 compared to the Solano ABM. Ultimately, the parking demand forecast was based on population forecasts (employed residents) from the Solano ABM but scaled by the ratio of households in the Specific Plan to households from the Solano ABM.

A rough trendline can be drawn between the observed parking demand and the 2040 growth increment forecasts. Therefore, it is advisable to use the growth increment approach, resulting in a parking demand in the range of 360-560 parking spaces. If the higher growth increment trendline is followed, demand would exceed capacity around 2021. **Even if the lower-bound growth increment is assumed, demand for this facility would exceed available capacity by 2024,** requiring investment and construction by this point or risking losing users to other modes such as driving.

Given these projections, recommended capital improvements for the FFVV parking lot are suggested to be implemented in different phases to take into account the planned, approved, and ongoing improvements at this location by providing a timeline for the future expansions' implementation. The timeline is derived using the trendline between the observed demand and both low and high forecasted demand in the future (2040). Since the observed demand with the anticipated upper bound growth will hit the available capacity by 2021, it is recommended to begin providing additional parking as soon as possible to ensure capacity keeps up with demand.

Phase 1 (2020) Current Improvement

- Installation of CCTV
- Bike Racks
- Lighting for Lot B
- Designated drop-off zone
- 4 Level 1 EV charging stations
- First/last mile connectivity (e-bike, e-scooter, TNC)

Phase 2 (2021) Near-Term Improvement

- Parking lot (223 spaces)
- 20 Level 1 EV charging stations
- Installation of facility with café, bathrooms, bike lockers, real time travel signs

Phase 3 (2032) Future Improvement Cost (as needed)

- Parking structure (3-story with 340 spaces)
- 20 Level 1 EV charging stations

Dixon Park and Ride Lot:

There is one bus shelter that is served by the SolanoExpress Blue line which extends from downtown Sacramento to the Pleasant Hill BART Station, passing through several Solano County cities. There are 15 northbound arrivals and 12 southbound arrivals with an average headway of around 35 minutes during the peak periods. The Dixon Park and Ride Lot also includes a vanpool loading area and serves two vanpool services in the City of Dixon operated by the State of California and Dentons US, LLP, serving McClellan and San Francisco, respectively.

Serving Transit Lines and Boarding Statistics

<i>Parking Facility</i>	<i>Serving Line</i>	<i>Serving Agency</i>	<i>Average Daily Boarding</i>
DPNR	Blue	FAST	19

Vanpool Services in the City of Dixon

<i>Employer Name</i>	<i>Work City</i>	<i>Total Seats</i>
State of California	McClellan	7
Dentons US, LLP	San Francisco	14

Existing demand at the Dixon Park and Ride Lot was quantified by the field observations of parking occupancy collected mid-morning on Thursday, May 2, 2019. Currently, the lot is operating at relatively low occupancy. Of 89 spaces (including four ADA accessible spaces) there were a total of 21 passenger cars utilizing the lot. These statistics translate into nearly 25% parking utilization.

The Solano ABM was referred to for the expected growth in transit and carpool trips produced in the Dixon catchment area by 2040. Carpool trips produced in the Dixon catchment area to all attraction zones outside the catchment area are expected to increase approximately 25% from 2015 to 2040. Express bus trips produced in the Dixon catchment area, including both those with walk access and driving access, are expected to remain small in number, increasing from zero in 2015 to seven in 2040. This implies a growth rate of about 43% from 2019 to 2040 when compared to the estimated four express bus riders currently using the lot.

Given that there are HOV/Managed Lanes planned along I-80 corridor that passes through Dixon Park and Ride Lot, there will be incentives for people to shift from SOV to transit or HOV in the future. It is worth mentioning that the Managed Lanes that will serve Dixon will be complete in about ten years. These lanes will eventually connect to Managed Lanes in District 3 through Davis. The Managed Lanes through Fairfield will be complete in about two years which will impact carpools/vanpools and transit riders traveling from/to DPNR.

At this time, it seems that there will not be sufficient growth in the parking demand, either for transit users or carpool/vanpool, for DPNR by 2040 to warrant any significant investment in this location, representing no capital improvement recommendation. However, the existing conditions can be improved to encourage increased usage and capture a larger share of the planned development in Dixon. These amenities include mainly first/last mile connectivity improvements (such bike racks, e-bike amenities, scooter amenities), and CCTV cameras.

The current plans to introduce new HOV/Managed Lanes that pass through DPNR in ten years warrants a reevaluation of the parking by 2030 to make sure the trendline is still valid. If the increase in the parking demand is steeper than the forecasted line by 2030, then the effect of increased congestion combined with the Managed Lanes has had a larger effect than anticipated and the potential need for a new facility closer to freeway access points should be re-evaluated.

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Fairfield Transportation Center:

FTC serves 11 routes as shown in Table 14, which identifies the transit serving line at this station. The most queuing of riders was observed for the SolanoExpress Green Express (GX) buses, followed by the SolanoExpress Blue Line. Combined, each of these routes provides access to the North Bay Area and the East Bay. Lines 1 through 7BT service local stops within Fairfield and Suisun City, whereas the remaining routes connect to many other areas outside of the city limits, making long-distance travel possible from the facility. There are currently 13 vanpool services operating in the City of Fairfield, majorly serving South San Francisco, San Francisco and Alameda.

Serving Transit Lines and Boarding Statistics

<i>Parking Facility</i>	<i>Serving Line</i>	<i>Serving Agency</i>	<i>Average Daily Boarding</i>
Fairfield Transportation Center (FTC)	1	FAST	113
	3	FAST	147
	5	FAST	56
	7	FAST	126
	50	Rio Vista Delta Breeze	Unknown
	Blue	Solano Express	138 (64 northbound and 75 southbound)
	GX	Solano Express	269 (266 westbound and 3 eastbound)
	21	Vine	Unknown
	Red	SolanoExpress	20

Vanpool Services in the City of Fairfield

<i>Employer Name</i>	<i>Work City</i>	<i>Total Seats</i>
United Airlines	South San Francisco	26
US Coast Guard	Alameda	20
Genentech Inc	South San Francisco	16
Alta Bates (Alta Bates Summit Medical Center)	Oakland	14
Presidio Trust	San Francisco	10
State of California	Richmond	10
US Bureau of Reclamation	Sacramento	8
US Mint	San Francisco	7
Department of Veterans Affairs	Mather	7

In the morning period on Thursday, May 2, 2019 at 5:45 AM arrival time, the surface parking lot was 89% occupied with only about 25 free spaces. The lot was soon full by 6:15 AM with users parking to take the buses. Following 6:15 AM the main function of the surface parking lot was to drop-off riders who would then take either transit or casual carpools. Once the parking lot was full, Park and Ride trips were supported by the parking garage which was 44% full on arrival at 5:45 AM. By 9:00 AM the parking garage was 75% full. Similar to the surface parking lot, parking activity in the garage dropped after 8:00 AM. It has been stated by FAST and STA staff that the facility can approach 100% utilization on busier days.

It should be noted that while the parking garage did not fill up on either day of observation, parking demand for the FTC facilities significantly dropped off after the surface parking lot filled up. This is potentially due to parking garage occupancy/vacancy not visible from potential users on the freeway, until passing the Auto Mall off-ramp, or the adjacent roadway. Determining the availability of parking in the garage represents a significant time cost of around 10 minutes to access the FTC facility, search for potential parking, and return to the freeway if none is available. As a result, potential users of the parking facility might become discouraged and discount the FTC as a possible commute option.

There are two connected Park and Ride Lots located on Oliver Road approximately one-fourth mile north of the FTC with capacity for 177 vehicles. These lots are primarily used for carpool/vanpool pickups, potentially as overflow from the FTC facilities. Occupancy at these lots was observed as 96 vehicles (69%) at 5:35 AM and 110 vehicles (79%) at 9:15 AM.

Near-term demand consists of existing private automobile commuters that could potentially be diverted to transit via FTC. The Moovit OD data were analyzed for this purpose, identifying the destinations of all automobile commuters coming from the FTC catchment area. These trip data were further subdivided into trips with destinations within walking distance of a transit stop accessible via FTC. These current automobile commuters represent a market potentially divertible to transit where transit travel times are comparable or better than drive-alone travel times. In order to determine where transit is a competitive mode, drive-alone travel time with delay due to commute congestion was compared with transit travel time (including wait time and travel time in bus/BART) for key OD pairs. An elasticity of transit use to travel time, reported in the literature was used to estimate how much of the competitive market could potentially be shifted to transit. The reported elasticity was 0.3, which implies that transit mode share will increase by 3% for every 10% reduction in travel time as compared to driving when users have a choice of mode.

The basis for the long-term forecasts of parking demand was growth in employed residents, as specified in the Solano ABM inputs, resulting in a 35.5% growth by 2040 in the FTC catchment area. The existing FTC transit market was expanded using this growth factor, resulting in 702 FTC transit trips. This number represents the lower bound of future transit parking demand. The elasticity of transit mode share to travel time was then applied in conjunction with the forecasted travel times to the existing automobile commute market, as quantified by the Moovit data. The demand growth within the destinations identified as competitive combined with growing commute times represent an upper bound for the long-term parking estimate of 1,181.

There are several factors to consider when developing a set of capital improvement recommendations for the FTC. These include background growth of parking demand, existing and growth of uncaptured latent demand, ability to convert latent demand into ridership, and capacity of existing and planned facilities. As a result, three phases of improvements policies are proposed, each with a period of observation and policy support to determine the extent of improvements needed:

Phase 1 (2020) Current Improvement

- Installation of real-time information sign and development of public-facing app or web-portal
- Bike racks
- Designated drop-off zone
- 2 Level 2 EV charging stations
- SolanoExpress bus stop at I-80 WB on-ramp
- First/last mile connectivity (e-bike, e-scooter, TNC)
- Wayfinding signs

Phase 2 (2022) Near-Term Improvement

- Parking lot (with 55 total spaces)
- Pedestrian access improvement to the new lot connecting along south side of W. Texas Street and Linear Park
- Separating route service across lots/provide additional stop at additional site
- Bike lockers
- 4 Level 1 EV charging stations
- 4 Level 2 EV charging stations

Phase 3 (2026) Future Improvement Cost (as needed)

- Based on the observed demand, replace the new surface lot with a parking structure
- 10 Level 1 EV charging stations
- 10 Level 2 EV charging stations
- An interim lot might be required while replacing the new lot with a parking structure
- Continue to monitor utilization and trends while promoting alternative access to FTC

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DATE: January 31, 2020
TO: STA Board
FROM: Vincent Ma, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

Each year, STA staff monitors state and federal legislation that pertains to transportation and related issues. On December 11, 2019, the STA Board approved its 2020 Legislative Platform to provide policy guidance on transportation legislation and the STA’s legislative activities during 2020.

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: <https://sta.ca.gov/operations/legislative-program/current/>

Discussion:

The State Legislature had until January 31st to pass 2-year bill out of the originating house, including two bills which are being monitored by staff – Senate Bill 50 (SB 50) authored by Senator Scott Weiner, which would allow for higher density housing developments near transit-rich and jobs-rich areas, and Senate Bill 278 (SB 278) authored by Senator Beall, which would authorize the Metropolitan Transportation Commission to place the FASTER Bay Area Measure on the November 2020 Ballot.

- SB 50 failed to pass the Senate Floor (18-15)
- SB 278 passed the Senate and is currently in the Assembly; however, draft language has not yet been published.
 - This ballot measure will ask residents of the nine Bay Area Counties to vote on a \$0.01 sales tax for 40 years and is expected to raise \$100B for larger, regional transportation projects.

Governor Newsom released the State Budget on January 10th for the 2020-21 Fiscal Year. The budget proposes the creation of the Climate Catalyst Fund, which will be administered by the Infrastructure and Economic Development Bank to help finance low-carbon transportation. An additional \$51 million is budgeted for the California Energy Commission’s Alternative and Renewable Fuel and Vehicle Technology Fund, which supports the development of electric vehicle charging infrastructure. Governor Newsom mentioned in the budget summary, that it is “critically important to maintain and restore California’s aging road infrastructure. Well maintained roads reduce wear and tear and also increase the fuel efficiency of vehicles.”

On December 20th, President Trump signed a \$1.4T spending bill to fund all agencies through Fiscal 202 and avoided another government shutdown. Discussions continue on transportation reauthorization as the Fixing America’s Surface Transportation (FAST) Act expires on September 30, 2020.

State Legislative Update (Shaw/Yoder/Antwih/Schmelzer/Lange):

STA's state legislative advocate is scheduling meetings with the Department of Transportation Secretary David Kim, the California Transportation Commission, Caltrans and Solano County Legislatures for STA's Executive Committee to advocate for STA project priorities, including the I-80 Managed Lanes Project.

Updates on the following are detailed in Attachment A:

- Legislative Update
- FASTER Bay Area
- TDA Reform Effort

Summary of Funding in Governor's Budget (all amounts are approximate):

- Local Streets and Roads: \$3 billion (1.26 billion from SB1); an increase of \$120 million over FY 2019-20
- State Transportation Improvement Program (STIP): \$591 million; a \$38 million increase over FY 2019-20
- State Transit Assistance (STA): \$804 million; an increase of \$37 million
- Intercity and Commuter Rail: \$270 million
- Low-Carbon Transit Operations: \$125 million from Cap and Trade
- Transit and Intercity Rail Capital Program (TIRCP): \$510 million
- Trade Corridors Enhancement Program: \$323 million

Federal Legislative Update (Akin Gump):

On January 29th, the House Committee on Transportation & Infrastructure released a draft infrastructure plan (Attachment E), but the plan did not describe how it would be funded. Additionally, the House Ways and Means Committee held a hearing "Paving the Way for Funding and Financing Infrastructure Investments," (Attachment F). Staff is anticipating that the House will release a draft of the Fixing American's Surface Transportation (FAST) Reauthorization Act in February. While the Senate Environmental and Public Works Committee already released its markup the highway portion of the transportation bill last year, the Senate Commerce and Banking Committees have not yet announced when they will provide their respective markups.

The FAST Act expires on September 30, 2020 and reaching an agreement on reauthorization in an election year couple present challenges, especially given the existing funding source consists of gas taxes and consensus on utilizing vehicle miles traveled (VMT) as a funding strategy has not been reached.

The STA Board is planning to travel to Washington DC in the Spring to advocate for Solano's priority projects. Updates on the following are detailed in Attachment B:

- Reauthorization of Surface Transportation Legislation
- Federal Grants
- National Environmental Policy Act
- Emission Standards

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. House Committee on Transportation & Infrastructure Draft Infrastructure Plan
- D. House Way and Means Committee Hearing on Infrastructure Investments

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January 28, 2020

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Matt Robinson & Michael Pimentel, Shaw Yoder Antwih Schmelzer & Lange

RE: STATE LEGISLATIVE UPDATE – February 2020

Legislative Update

The Legislature reconvened for the second year of the 2019-2020 Regular Legislative Session on January 6th. Governor Newsom released his proposed State Budget for the 2020-2021 Fiscal Year on January 10th and is currently scheduled to deliver his second State of the State address on February 19th. The Legislature has until Friday, January 31st to approve all bills from their house of origin to the second house. Legislators will also face a February 21st deadline to introduce new bills for the 2020 Legislative Year. We provide an initial list of the most relevant legislation that we are tracking for STA; listed under **Bills of Interest**, below.

Proposed Budget Released

On January 10, Governor Newsom released his FY 2020-21 Proposed Budget. The Governor’s Budget highlights several of the Administration’s priorities, including proposals for homelessness, housing, wildfire response and recovery, education, and healthcare. The Proposed Budget also projects a surplus of \$5.6 billion, but the Governor was quick to note the potential for a recession in the coming years. The state is projected to have approximately \$21 billion in reserves at the end of the next fiscal year.

The Governor again references his recent Executive Order on Climate Change, stating in the Budget Summary that the budget reflects his priorities to address both short- and long-term climate risks, including “decarbonization in the state’s largest sector of emissions by providing clean vehicles, clean fuels, low-carbon transportation options, and transit-oriented development, with enhanced prioritization on short-term environmental and public health benefits in disadvantaged and vulnerable communities.”

To help move the needle, the budget proposes creating the Climate Catalyst Fund, which will be administered by the Infrastructure and Economic Development Bank and will finance investments in low-carbon transportation (amongst other things) through low-interest loans. The budget proposes to invest \$1 billion in General Fund revenues over the next four years in the Fund. Additionally, the budget includes one-time appropriations of \$150 million to the California Air Resources Board for Clean Trucks,

Buses and Off-Road Freight and \$51 million for the California Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Fund, which aims to accelerate deployment of electric vehicle charging infrastructure for light-, medium- and heavy-duty vehicles and can be accessed by a variety of local government fleet owners.

The Budget Summary goes on to say that in addition to investing in new transportation options (transit, high-speed rail, and active transportation), it is "critically important to maintain and restore California's aging road infrastructure. Well-maintained roads reduce wear and tear and also increase the fuel efficiency of vehicles. However, these investments alone will not make a meaningful dent in the state's climate goals, and must be paired with specific programs intended to reduce overall vehicle miles traveled."

The Fiscal Year 2020-21 Governor's Budget represents the third full year of revenues from Senate Bill 1 (Beall and Frazier), which is expected to provide \$5 billion in the coming fiscal year (an increase of about \$400 million over the current fiscal year) for various transportation programs.

Local Streets and Roads

The FY 2020-21 Proposed Budget provides approximately \$3 billion in funding to cities and counties for local streets and roads. Of that amount, approximately \$1.26 billion is a result of SB 1. This represents a total increase of \$120 million for local agencies.

STIP

Additionally, the State Transportation Improvement Program (STIP) is pegged to receive an estimated \$591 million in FY 2020-21. This is an increase of approximately \$38 million over the current year.

Transit

The Budget estimates the State Transit Assistance (STA) Program would receive approximately \$804 million in FY 2020-21, an increase of approximately \$37 million over where the current year (FY 2019-20) is now projected to finish based on updated Department of Finance forecasts. Intercity and Commuter Rail would receive an estimated \$270 million in the coming fiscal year. Cap and Trade funding will provide an additional \$125 million to the Low-Carbon Transit Operations Program, which is distributed using the STA formula. Lastly, the Transit and Intercity Rail Capital Program is expected to receive approximately \$494 million in FY 2020-21 from a combination of SB 1 and Cap and Trade revenues.

Goods Movement

The Trade Corridors Enhancement Program will continue to receive its share of SB 1 revenues, getting an estimated \$323 million in FY 2020-21. The programming cycle for these funds is currently underway at the CTC.

Governor's Executive Order on Homelessness

On January 8, Governor Newsom signed an [Executive Order](#) aimed at strengthening the state's response to the homelessness crisis. The Executive Order, which would focus the state's resources on prevention and early intervention, moving people off the streets and providing them service, and on creating new temporary housing, creates the California Access to Housing and Services Fund, makes state land assets available for temporary housing, and stands up a state crisis response team. The Executive Order also

requests all counties, cities, public transit agencies, special districts, school districts, tribal governments, and non-governmental actors, including businesses, faith-based organizations, and other non-profit agencies, to examine their own ability to provide shelter and house homeless individuals on a short-term emergency basis and coordinate with local authorities to provide shelter and house individuals.

Importantly, the press release that accompanies the Executive Order previewed that the Governor would request an additional \$1 billion in state funding as part of his propose FY 2020-21 state budget to combat homelessness. \$750 million of that funding would be directed to the California Access to Housing and Services Fund noted above.

Bills of Interest

SB 50 (Wiener) Planning and Zoning: Housing Development: Incentives.

This bill, on or before January 1, 2023, would authorize residential developers to build four- to five-story apartment complexes in neighborhoods with rail stops and eases local restrictions on building homes near frequently used bus stops. The bill was amended on January 6 to delay implementation of these provisions in potentially sensitive communities and to exempt from these provisions a local government that has developed a local flexibility plan that affirmatively furthers fair housing, achieves a standard of transportation efficiency, and increases overall housing capacity for lower, moderate and above moderate incomes.

SB 278 (Beall) FASTER Spot Bill

This bill represents the legislative vehicle for a potential FASTER Bay Area framework and expenditure plan.

SB 757 (Allen) State Highway Relinquishment

State law describes the authorized routes on the state highway system and allows routes that have been deleted from the system to be considered for relinquishment by the California Transportation Commission to a local agency. The bill would require Caltrans to report to the Commission on which state highway routes or segments primarily serve regional travel and do not facilitate interregional movement of people and goods. The bill would also authorize the Caltrans to identify in the report which of those routes and segments are the best candidates for relinquishment and to allow for the relinquishment of those segments to local agencies through an administrative process.

ACA 1 (Aguiar-Curry) Local Government Financing: Affordable Housing and Public Infrastructure: Voter Approval.

This constitutional amendment would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve local general obligation bonds and special taxes for affordable housing and public infrastructure projects.

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M E M O R A N D U M

January 27, 2020

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

During the month of January, we monitored developments in Washington and brought them to the attention of STA staff. Susan Lent met with STA board members, city officials and STA staff to discuss STA priorities. She also briefed the STA board regarding developments in Washington and opportunities for STA to achieve its federal objectives.

Reauthorization of Surface Transportation Legislation

The Fixing America's Surface Transportation (FAST) Act, which authorizes surface transportation programs, expires on September 30, 2020. Democratic staff of the House Committee on Transportation and Infrastructure Committee are drafting broad principles for infrastructure legislation, which the Committee plans to release as early as this week. These principles likely will include broad categories of infrastructure and not simply highway and transit projects. The House Majority is also drafting a FAST Act reauthorization bill. Committee Chairman Peter DeFazio (D-OR) has said he would like to mark up the bill in February. It is not clear if the bill will include input from Republican members of the Committee. We expect the House surface transportation bill to include funding for new programs, including for resilient infrastructure and pedestrian and bike paths.

The Senate Environment and Public Works Committee marked up the highway title of its transportation bill last year, but the Senate Commerce (rail and trucking) and Banking (transit) Committees have not said when they will produce their titles. The Senate Environment and Public Works committee title includes funding for resilient infrastructure as well as for alternative fueling infrastructure. A major stumbling block for transportation legislation is determining how to pay for new spending since the federal gas tax is insufficient to cover spending. It is not yet clear whether the fact that this is an election year will make Congress and the White House more or less likely to be able to reach agreement on infrastructure legislation and whether Congress would broaden the legislation beyond surface transportation.

Federal Grants

On December 27, the Department of Transportation (DOT) issued a Request for Information seeking comments on how DOT develops the National Freight Strategic Plan (NFSP) mandated

by the Fixing America's Surface Transportation Act. The Department is seeking comments from stakeholders regarding challenges to the freight transportation system; how local agencies can advance long- and short-term national freight system goals; and how DOT should measure performance of the freight transportation system. The Department is also interested in obtaining input regarding bottlenecks and chokepoints and the where states and the federal government should make investments. Comments are due by February 10, 2020.

On January 13, DOT announced the availability of \$906 million in Infrastructure for Rebuilding America (INFRA) grant funds. The funds will be awarded to projects that improve transportation infrastructure, economic productivity, and quality of life. The INFRA program incentivizes project sponsors to use innovative strategies such as leveraging public-private partnerships and to incorporate innovative technology such as intelligent transportation systems. The minimum grant size is \$25 million for large projects and \$5 million for small projects. Ten percent of funds are reserved for small projects and 25% of funds are reserved for rural projects. DOT is particularly interested in projects in which the local sponsor is significantly invested and is positioned to quickly begin construction. Eligible projects include reconstruction, rehabilitation, acquisition of property, environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance. Grant applications are due by February 25.

On January 14, the Federal Transit Administration (FTA) announced the creation of the Accelerating Innovative Mobility (AIM) initiative to support innovation in the transit industry. The initiative aims to promote forward-thinking approaches to improve transit system design, service, and financing. The AIM initiative will provide \$11 million in challenge grants to assist transit agencies experiment with new ideas, such as testing new service models. In its statement announcing the AIM initiative, FTA said that it would prioritize innovation.

On January 17, FTA issued a grant notice for its Low or No Emission Program. FTA will provide \$130 million for an estimate 45 projects to support the transition of transit fleets to the lowest polluting and most energy efficient vehicles. Funds can be used to purchase or lease zero-emission and low-emission transit buses, and for the acquisition, construction, and leasing of required supporting facilities. There are no minimum or maximum award sizes. Applications are due by March 17.

National Environmental Policy Act

On January 10, the Council on Environmental Quality (CEQ) published a proposed rule that would update regulations implementing the procedural provisions of the National Environmental Policy Act (NEPA). The proposed rule aims to modernize and clarify regulations to facilitate

more efficient, effective, and timely NEPA reviews. It would codify a two-year deadline for agencies to complete environmental impact statements (EIS) for activities that could significantly impact the environment and a one-year EIS deadline for less significant projects.

The proposed rule would expand the number of projects eligible for exclusions from NEPA reviews. It would assign one lead agency to oversee NEPA reviews for projects that require the approval of multiple agencies. Agencies would not be required to consider the cumulative effects of a project, but would only be required to consider effects that are reasonably foreseeable and have a direct relationship to the project. CEQ is also seeking comment on whether projects that receive only a small amount of federal funds should be subject to NEPA. Comments are due by March 10, 2020. CEQ will also accept comments on a June 2019 draft guidance document regarding how NEPA analysis and documentation should address greenhouse gas emissions.

House Transportation Ranking Member Sam Graves (R-MO) praised the Trump Administration's efforts to reform the NEPA process, arguing that the federal review and permitting process is slow, inefficient, and costly. Chairman Peter DeFazio (D-OR) criticized the proposed rule, arguing that it is "reckless and costly." DeFazio pledged to use "all the tools" at his disposal to stop the proposed rule. On January 21, DeFazio, House Natural Resources Chairman Raul Grijalva (D-AZ), and Senate Environment and Public Works Ranking Member Tom Carper (D-DE) submitted a letter cosigned by 123 House Members and 41 Senators urging CEQ to extend the comment period for the NEPA proposed rule.

Emissions Standards

On January 14, the Environmental Protection Agency and the National Highway Traffic Safety Administration submitted the second half of their Safer Affordable Fuel-Efficient (SAFE) Vehicles final rule to the White House Office of Management and Budget for review. The regulations would address emissions standards for passenger cars and light trucks for model years 2021-2026. Leaked copies of draft final rule indicate that the rule will require annual fuel efficiency increases of 1.5%.

The agencies previously split the SAFE Vehicles Rule into two components in fall 2019. They published the first half, which revokes California's waiver under the Clean Air Act and preempts state emissions programs, on September 27, 2019.

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MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

MOVING AMERICA AND THE ENVIRONMENT FORWARD:

Funding Our Roads, Transit, Rail, Aviation, Broadband, Wastewater and Drinking Water Infrastructure

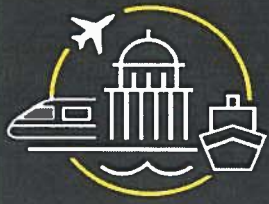
America's infrastructure is in crisis. For decades we have relied on a 1950s-era transportation system that has failed to keep pace with our economy, our communities, and our changing climate. And in 2020, what do we have to show for it? Roads and highways that are in poor condition, badly congested, and accelerating carbon pollution; rail and transit systems that are often unreliable and inefficient; bridges that are structurally deficient and putting communities at risk; airports that can't keep up with growing passenger demand; ports and harbors that are incapable of accommodating the demands of commercial shipping due to lack of dredging; aging drinking and wastewater infrastructure that has left entire communities without drinking water and put rivers and streams at risk of contamination; and wide swaths of the U.S. population without access to high-speed internet, which has become a necessity for schools, homes, and businesses.

The cost of inaction is great, not only for the tens of millions of Americans who are forced to waste their own time and money trying to get from Point A to Point B, but also for the broader U.S. economy, which requires robust infrastructure connecting every corner of our country to move goods and people as quickly and as safely as possible in our increasingly mobile society.

That's why House Democrats are putting forward a framework to invest **\$760 billion over five years** in the nation's roads, bridges, transit systems, railways, airports, ports, inland waterways, wastewater and drinking water systems, brownfields, and broadband. This framework is an opportunity to get our existing infrastructure working again and fund new transformative projects that will create an estimated 10 million jobs, while reducing carbon pollution, dramatically improving safety, and spurring economic activity.

It's infrastructure investment that is **smarter, safer, and made to last** – with a framework that:

- ✓ Brings existing infrastructure into a state of good repair and enables the completion of critical projects through long-term, sustainable funding.
- ✓ Sets a path toward zero carbon pollution from the transportation sector, creating jobs, protecting our natural resources, promoting environmental justice, and increasing resiliency to climate change.
- ✓ Ensures a transportation system that is green, affordable, reliable, efficient and provides access to jobs
- ✓ Provides safe, clean, and affordable water and wastewater services.
- ✓ Prioritizes the safety of the traveling public.
- ✓ Helps combat climate change by creating good-paying jobs in clean energy, investing in energy efficiency, and reducing greenhouse gas pollution.
- ✓ Expands broadband internet access and adoption for unserved and underserved rural, suburban, and urban communities.
- ✓ Modernizes 9-1-1 public safety networks.
- ✓ Creates family-wage jobs with Davis-Bacon and other strong worker protections.
- ✓ Supports U.S. industries, including steel and manufacturing, through strong Buy America protections.



The House Committee on Transportation & Infrastructure

Chairman Peter A. DeFazio
Ranking Member Sam Graves

SURFACE TRANSPORTATION: \$434 BILLION

*America's surface transportation system is in urgent need of sustained investment and a new vision to meet 21st century challenges. This framework provides an infusion of **\$434 billion** over five years for States, cities, counties, transit agencies, and regional transportation organizations to undertake transformative transportation investments that **maintain** our existing infrastructure and bring it to a state of good repair; **modernize** what and how we build to ensure safer, smarter, greener infrastructure; and **move** people and goods safely and more efficiently to reduce carbon pollution.*

TRANSFORMATIVE HIGHWAY INVESTMENTS: \$319 BILLION

Brings Infrastructure up to State of Good Repair and Delivers Critical Projects

Investment in Major Projects – Provides funding for vital infrastructure projects of regional and national significance, with focused eligibility criteria and reduced Secretarial discretion over project selection.

Investment in Bridges – Provides funding to repair or replace bridges in poor condition.

Investment in Communities – Provides targeted pots of funding for communities, tribes, and continually disadvantaged areas.

Simplifies Project Financing Options – Continues funding for the TIFIA program while streamlining the application process and increasing transparency in the vetting process for projects seeking TIFIA funds.

Reduces Dependence on Fossil Fuels and Curtails Carbon Pollution

Investment in Alternative Fuel Infrastructure – Provides opportunities and funding to States, MPOs, and local governments to build fueling infrastructure for zero pollution hydrogen and electric vehicles along designated highway corridors.

Investment in Carbon Pollution Reduction – Incentivizes projects to reduce carbon pollution from the transportation sector, including freight, and promotes cleaner communities around transportation facilities. Focuses on cutting congestion and related pollution, including through the use of technology in urban areas.

Boosts Resilience

Strengthens Transportation Facilities – Creates a new program to protect fragile or at-risk transportation assets before they fail, to invest in evacuation routes, and to increase resiliency to climate change and other natural disasters, including earthquakes.

Revamps Existing Formula Programs

Amends core highway formula programs to prioritize investments and improve program implementation:

Fix it First – Prioritizes maintaining and improving existing infrastructure and bringing it up to a state of good repair, including roads, bridges, tunnels, and ferry systems.

Performance-Based Investments – Ensures current performance measures have teeth and holds States accountable to achieve improvements. Advances project planning and design approaches that result in efficient, effective, and sustainable transportation decisions, including through practical design.

Resilient Infrastructure – Ensures that resiliency is a decision-making factor in the Federal highway planning and project selection process, with an emphasis on life-cycle and long-term asset performance. Modifies the Emergency Relief program to ensure facilities can be rebuilt better and stronger.

Reduces Pollution – Requires States to measure greenhouse gas pollution; focuses States and MPOs on developing policies and making investments that will reduce transportation-sector pollution; supports innovative construction materials to reduce our carbon footprint; reforms the Congestion Mitigation Air Quality program to prioritize clean, zero pollution options; and boosts investment in cycling, walking, and public transportation, including ferries.

Targets Highway Safety – Modifies the Highway Safety Improvement Program to focus on safety improvements that address the greatest safety risks, including improving pedestrian and cyclist safety; addressing hazards on high-risk rural roads; improving work-zone safety; and providing children safe routes to school. Requires States and MPOs to use Complete Streets standards and policies; supports the implementation of Vision Zero goals; and expands innovative solutions to improve highway-railroad grade crossing safety and congestion.

Empowers Local and Tribal Governments – Authorizes technical assistance to cities, counties, rural areas, and tribes to improve capacity to receive and administer Federal funds and facilitate project delivery. Ensures that State DOT practices to exchange or “swap” Federal transportation funds for State dollars do not undermine labor protections.

Expands Local Control – Expands decision-making over Federal funds to other levels of government and provides additional authority to metropolitan planning organizations that demonstrate the capacity to administer Federal funds. Amends the suballocation process to ensure mid-sized communities receive a portion of program funds.

Invests in Multimodal Freight Options – Provides greater opportunity for States to invest in the multimodal movement of freight by increasing funding caps under existing programs.

Tackles Congestion Equitably – Institutes tighter standards around tolling and congestion pricing.

Modernizes Project Planning – Requires States and MPOs to prioritize transportation access and to consider during the planning process all system users, job access, connections to housing, and creation of transportation options in underserved communities.

Protects Minority- and Women-Owned Businesses – Ensures a level playing field for Disadvantaged Business Enterprises (DBEs) to participate in Federal transportation projects, and improves implementation of the DBE program.

Improves Transparency and Accountability – Requires States to report performance targets and provide project-specific data to show where and how Federal transportation dollars are spent.

Invests in Tribal, Territorial, and Federal Lands Projects

Directs additional resources to the Tribal Transportation, Territorial Highway, and Puerto Rico Highway programs to address infrastructure needs.

Ramps up funding for the Federal Lands Transportation Program to reduce the significant maintenance backlog attributable to transportation assets in National Parks and on other Federal lands.

Provides discretionary funding for projects on tribal lands and Federal lands.

Expands Research and Innovation

Technology Deployment – Focuses research programs on deploying smart infrastructure and new technologies to address emerging challenges and explore the infrastructure changes needed to accommodate autonomous vehicles, such as safeguarding vulnerable users, construction zones, and emergency vehicles.

Innovative Materials – Tests and deploys innovative building materials that last longer and provides research dollars for emerging construction techniques and materials that reduce carbon pollution.

Tests the Viability of New Transportation User Fees

Transforms revenue collection and distribution by authorizing a multi-year national pilot program to test revenue collection to ensure the future viability and equity of surface transportation user fees, including a vehicle-miles travelled fee.

Transportation Workforce Development

Invests in workforce development programs to give workers the skills needed to find family-wage transportation jobs and to ensure that the workforce of today can build the transportation systems of tomorrow.

TRANSFORMATIVE TRANSIT INVESTMENTS: \$105 BILLION

Mitigates Greenhouse Gas Pollution with Transit

Invests heavily in transit and zero emission buses to reduce greenhouse gas pollution and ease congestion by providing people with quality transit options.

Delivers Critical Projects

Reforms the Capital Investment Grant program, the most important source of Federal funds for new transit capacity, to ensure good projects are approved quickly and that the Federal government prioritizes new transit capacity that reduces congestion and mitigates greenhouse gas pollution.

Reforms Bus Programs

Increases bus funding in combination with procurement reforms tailored to both large and small transit agencies and invests in bus facilities to overcome the cuts to Federal funding in recent years.

Supports American Workers

Streamlines and centralizes the Buy America domestic content reporting process to ensure manufacturers are consistent in how they measure domestic content.

Focuses on Riders

Refocuses Federal policy on the needs of riders by ensuring Federal funding formulas prioritize frequency of service and provide tools and resources to move buses faster with the use of bus lanes, signal priority, route optimization, and on-time performance measures.

Advances Innovation

Takes mobility on demand beyond demonstration projects and incorporates it into everyday transit operations.

Connects Veterans, Substance Abuse Patients, and the Elderly to Healthcare

Creates a new grant program that builds upon ongoing demonstration projects that have shown success in improving the health care of constituencies by getting patients to medical appointments. The program will measure the saved health care dollars from better health outcomes and the saved transportation costs from the elimination of stove-piped Federal transportation programs. Grantees will coordinate with other Federal programs, hospitals, clinics, and state/local health agencies to provide a seamless transportation system.

TRANSFORMATIVE SAFETY INVESTMENTS: \$10 BILLION

Supports Safety and Enforcement Programs

Boosts State Safety Programs – Provides additional funding for grants to States under National Highway Traffic Safety Administration and Federal Motor Carrier Safety Administration programs.

Maximizes the Effectiveness of Grant Funds – Targets funding to prioritize the greatest safety risks and requires more transparency for States when grant applications are denied.

Supports Enforcement – Dedicates funding for motor carrier and traffic safety enforcement and incentivizes States to train more law enforcement officers, including to detect impaired driving.

RAIL TRANSPORTATION: \$55 BILLION

Year after year, the needs of our country's passenger rail network grow. While demand for passenger rail, including commuter and intercity rail service, has increased substantially in recent years, our investment in the network that transports tens of millions of passengers annually has lagged significantly. The mounting need for investment in the country's busiest rail corridor – the Northeast Corridor – is great, totaling tens of billions of dollars, while rail passengers outside the Northeast Corridor, traveling to destinations near and far, similarly suffer from woeful under-investment. In order to meet future demand, increase capacity, reduce congestion, and meet a state of good repair, this framework makes significant investments to improve and grow the passenger rail network while also ensuring safety is held to the highest standard.

TRANSFORMATIVE RAIL INVESTMENTS: \$55 BILLION

Invests in Rail Infrastructure

Funds projects that transform our rail network, including addressing the backlog of rail infrastructure and facility investments needed to bring passenger rail into a state of good repair and beyond.

Expands Passenger Rail

Supports establishing new or improved intercity, commuter, or higher-speed passenger rail corridors, while also reducing congestion and improving on-time passenger rail service.

Continues Amtrak's Legacy

Provides continued support for Amtrak's complete passenger rail network, including the Northeast Corridor, State-Supported routes and Long-Distance routes. Supports modernizing equipment and ADA-compliance.

Builds a Resilient Future

Ensures that rail infrastructure projects account for the effects of climate change, including increasingly severe disasters.

Supports the Rail Workforce

Updates protections for workers engaged in railroad transportation to reflect today's evolving freight and passenger rail systems and tomorrow's technological advancements, while promoting the highest level of safety.

Protects Public Safety

Ensures the safety of rail infrastructure and communities by supporting grade crossing safety measures and prevents dangerous quantities of liquefied natural gas from moving in rail tank cars until the impacts are studied and appropriate control measures are in place.

AIRPORT AND AIRWAY INFRASTRUCTURE: \$30 BILLION

As a result of decades of underinvestment in our Nation's airport infrastructure, U.S. airports' capital needs now total nearly \$130 billion over the next five years, or approximately \$26 billion each year, according to an industry group. This amount far exceeds the \$3.35 billion in authorized grant funding provided annually to airports through the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) combined with the \$3.5 billion airports raise through the current passenger facility charge (PFC). Furthermore, while passenger traffic in the United States increased by nearly 20 percent since 2009, Congress has maintained relatively flat funding levels for the AIP since 2007 and has not increased the current PFC cap of \$4.50 per enplanement since 2000. Boosting airport infrastructure funding, investing in 21st-century air traffic control system improvements, and building infrastructure to support the growing fleet of unmanned aircraft would position our aviation system to regain its world-class status while reducing carbon pollution and increasing system capacity.

TRANSFORMATIVE AIRPORT INVESTMENTS: \$30 BILLION

Increases Funding to Deliver Critical Projects for Airport and Airspace Capacity and Resiliency

Passenger Facility Charge (PFC) Cap – Increases the PFC cap and indexes it to inflation going forward, which would allow for increased investment in airports that are at or over capacity with travelers in terminals and increasingly congested with airplanes on runways and taxiways. This revenue would also fund critical landside development projects that are ineligible for AIP funding, help airports prepare for anticipated passenger growth and demand, and ready airport infrastructure for the future impacts of climate change and natural disasters.

Creation of Airport and Airway Investment Program – Creates new Airport and Airway Investment Program focused on investing in modernization projects that enhance airport and airspace capacity, reduce an airport's carbon footprint, or achieve an otherwise significant national or regional objective. The program would also provide additional investment to accelerate completion of the FAA's airspace modernization program (NextGen) to ensure the safety, efficiency, and reliability of air travel as air traffic increases over the next several years, and thereby reduce aircraft fuel burn, pollution, and noise. The program would be funded through the Airport and Airway Trust Fund.

Sustainability and Noise

Aircraft – Incentivizes the development, testing, and certification of new aircraft and associated technologies, including hybrid and electrically powered aircraft designs, to reduce aircraft noise and fuel pollution in U.S. aviation.

Alternative Jet Fuels – Incentivizes the creation and use of sustainable aviation fuels in commercial aviation to reduce fuel costs, pollution, and the overall environmental footprint of U.S. aviation.

Noise – Accelerates research on overflight noise and the implementation of policies and programs to lessen such noise and alleviate its impact on communities near U.S. airports.

Innovation

Unmanned Aircraft Systems – Advances the deployment and increased use of unmanned aircraft systems (UAS) to assist in the construction of transportation infrastructure projects, including to complete environmental impact assessments, and to inspect infrastructure damaged by hurricanes, earthquakes, and other natural disasters. This will lead to safer, more efficient operations, reduce project costs, and shorten project timelines.

Integration of Large UAS and Other New Aircraft – Plans for the integration of large UAS and electric vertical takeoff and landing (eVTOL) aircraft—electric-powered aircraft designed to transport passengers and cargo on-demand—into the National Airspace System. Large UAS can assist in the inspection of critical infrastructure and data collection that accelerates project construction. The integration of eVTOL aircraft will help transport people and goods over varying distances, thereby reducing carbon pollution, congestion, and demand on our Nation’s ground infrastructure, particularly in metropolitan regions.

HARBOR MAINTENANCE TRUST FUND: \$19.7 BILLION

According to the U.S. Army Corps of Engineers (Corps), navigation channels at our Nation’s busiest 59 ports are available less than 35 percent of the time—and the conditions of our midsize and emerging harbors are far worse. With the opening of the expanded Panama Canal in June 2016, larger container ships will increasingly call on our ports, and dredging needs will continue to grow. In 2016, the Corps estimated the total cost to dredge and maintain authorized widths and depths of all Federal navigation projects is \$20.5 billion over the next decade (in 2019 dollars). However, this estimate does not likely include all necessary jetty and breakwater work, or other needs identified by ports to maintain and expand harbor use nationwide.

Fully Utilizes the Harbor Maintenance Trust Fund

Enables the investment of all revenue annually collected (and previously collected) in the Harbor Maintenance Trust Fund to address operation and maintenance dredging costs for Federally-authorized ports from maritime shippers. The Harbor Maintenance Trust Fund collects more revenue from shippers than Congress has appropriated to the Corps to maintain our harbors. According to the Congressional Budget Office (CBO), the Harbor Maintenance Trust Fund will **collect an additional \$10.2 billion in new revenue (including interest) over the next five years** — on top of the estimated \$9.5 billion in previously collected but unspent revenue.

WATER RESOURCES INVESTMENTS: \$10 BILLION

*Congress has now, successfully, enacted three consecutive water resources development acts (or WRDAs) over the past 6 years, which have authorized critical flood control, navigation, and environmental restoration projects for the Nation. However, due to relatively flat funding for the U.S. Army Corps of Engineers (Corps), there has been a growing **backlog of authorized, but unconstructed Corps' projects which is estimated to be in excess of \$100 billion**. This backlog has resulted in increased timelines for project completion and project cost overruns due to inflation. Providing the Corps with additional funds to address the backlog of authorized, but unconstructed, projects will help modernize our Nation's water-related infrastructure, address local flooding, navigation, and environmental restoration needs across the Nation, and ensure that our communities, our businesses, and our economy are better prepared to address water resources challenges of the next century.*

TRANSFORMATIVE WATER RESOURCES INVESTMENTS: \$7 BILLION

Provides Critical Construction Funds to Address Backlog of Water Resources Development Projects

Invests \$7 billion in critical construction funds to carry out congressionally-authorized and locally-supported water resources development projects. These investments will help address an array of local flood control, navigation, and environmental restoration projects that have been previously studied and approved by the Corps and authorized into law by Congress through the annual water resources development acts.

TRANSFORMATIVE INLAND WATERWAYS INVESTMENTS: \$3 BILLION

Investments to Modernize Inland Waterway Navigation

The Inland Waterway System is a significant component of the Nation's marine transportation system. The Corps is responsible for management of roughly half of the 25,000 miles of inland navigable waterways in the United States, which carry approximately one-sixth of the national volume of intercity cargo. However, the Inland Waterway System is facing significant challenges due to aging infrastructure. Over half of the structures are more than 50 years old, and nearly 40 percent are more than 70 years old. Many of these projects are approaching the end of their design lives and need modernization or major rehabilitation.

This framework would provide a \$3 billion down payment to modernize our inland waterways, investing critical Federal funds in the construction and rehabilitation of the system to ensure projects are completed in a timely manner.

CLEAN WATER: \$50.5 BILLION

*America's water-related infrastructure is crumbling and in desperate need of repair or replacement. Communities, both urban and rural, face growing challenges to modernize their water-related infrastructure, to address ongoing local water quality challenges, and to ensure the reliability of water infrastructure in a changing climate. This framework provides an infusion of **\$50.5 billion** in infrastructure investment for States and municipalities through proven water infrastructure programs, such as the Clean Water State Revolving Fund and Clean Water Act (Act) grant and regional programs. We renew the Federal commitment to addressing the \$270 billion in wastewater infrastructure investment needs, identified by the U.S. Environmental Protection Agency (EPA), necessary to restore our water-related infrastructure over the next 20 years, and reaffirm Congress' goal to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters."*

TRANSFORMATIVE WATER INVESTMENTS: \$47.1 BILLION

CLEAN WATER STATE REVOLVING FUND (SRF) INVESTMENT: \$40 BILLION

Delivers Critical Projects

Addresses \$270 Billion Backlog in Critical Clean Water Needs – Restores Federal commitment to addressing the existing backlog of identified State and local water infrastructure needs and local water quality challenges.

Ensures Opportunities for All Communities – Establishes new minimum allocations for rural and small communities for water infrastructure investment authorities. Directs the newly-created EPA Municipal Ombudsman to provide technical, financial, and planning assistance to rural and small communities.

Increases Water Infrastructure Affordability

Financial Assistance to Communities with Affordability Concerns – Directs States to provide a minimum of 10 percent (and a maximum 30 percent) of their annual Clean Water SRF assistance in the form of grants (or other financial subsidizations) to communities with affordability concerns to ensure the affordability of wastewater services to households that may have difficulty making ends meet.

Encourages EPA to Continue to Help Communities Affordably Implement the Clean Water Act – Directs the EPA Administrator to report to Congress on ways to address the urgent water infrastructure needs of communities, including environmental justice communities, through enhanced technical and financial assistance.

Boosts Resilience and Green Infrastructure Investment

Codifies "Green Reserve" for Critical Energy-Efficiency, Water-Efficiency, and Green Infrastructure Projects – Formally establishes within the Clean Water Act a requirement that States utilize a minimum of 15 percent of their annual Clean Water SRF capitalization grants to invest in projects that increase energy- and water-efficiency, or that utilize natural or nature-based approaches to addressing local water quality challenges.

Encourages Utilities to Adopt Water- and Energy-Efficient Practices – Directs utilities to study, evaluate, and to the extent practicable, implement water- and energy-efficient technologies, such as technologies that recapture and reuse energy produced from the treatment of wastewater (e.g. methane recapture).

Invests in the Resiliency of Wastewater Treatment Works – Establishes a new Clean Water grant authority for communities to assess and address vulnerabilities of wastewater utilities to manmade or natural disasters, including extreme weather events and sea-level rise.

Assessment of National Resiliency and Climate-Ready Infrastructure Needs – Requires States and localities to include, within an existing biennial assessment of water infrastructure needs, an estimate of the costs necessary to address the resilience and sustainability of wastewater utilities to manmade or natural disasters.

Invests in Tribal and Territorial Projects

Codifies Existing Statutory Allocation Formulas – Utilizes the existing Clean Water Act statutory allocation formula for distribution of Clean Water SRF funds among the States and codifies the allocation for tribes and the U.S. Territories carried, on a year-by-year basis, through the appropriations process.

Water Utility Workforce Development

Funds workforce development and apprenticeship programs to give workers the skills needed to find family-wage water utility jobs and to ensure that the workforce of today can build the water infrastructure network of tomorrow.

STATE CLEAN WATER COMPLIANCE ASSISTANCE: \$1.5 billion

Provides Vital Assistance to States to Co-Implement Clean Water Authorities

Renews the Federal financial commitment to States to help co-administer the Clean Water Act by reauthorizing, at increasing levels, Federal assistance to States with approved Clean Water programs. Provides a total of \$1.5 billion over five years for this authority.

CLEAN WATER ACT GRANT PROGRAM INVESTMENT: \$5.6 billion

Watershed, Wet Weather, and Resiliency Projects

Makes permanent an existing Clean Water Act pilot program to aid municipalities in addressing innovative wet weather, stormwater, and nonpoint source management projects. Provides an initial infusion of \$1 billion in investment for this authority.

PFAS (Forever Chemicals) Research and Treatment Grants

Prevents the discharge of industrial chemicals, such as per- and polyfluoroalkyl substances (PFAS), or “forever chemicals”, into the Nation’s rivers and streams with new safeguards. Helps municipalities install innovative detection and treatment technologies by creating a new EPA program and provides an initial infusion of \$1 billion in new Federal assistance to help communities address ongoing contamination of our waterways.

Alternative Water Source Projects

Reauthorizes Federal investments in alternative water source projects to address critical water supply needs, especially in arid areas of the Nation. This \$600 million in Federal investment will allow States, communities, and utilities to construct innovative projects to reuse wastewater and stormwater resources to augment existing sources of water.

Sewer Overflow and Stormwater Grant Authority

Reauthorizes increased Federal grant assistance to States and municipalities to address local sewer overflow and stormwater infrastructure needs. This authority provides a total of \$2 billion over five years in direct Federal grants to States and municipalities to fund projects to capture, treat, and/or reuse combined and sanitary sewer overflows and stormwater. This critical investment will help quickly address local water quality improvement projects in a manner that is affordable to local ratepayers.

Nonpoint Source Management Programs

Increases the annual Federal investment for States and municipalities to address ongoing nonpoint sources of pollution, which are diffuse sources of runoff from farms, managed forests, and urban areas that often carry pollutants, such as fertilizers, sediment, toxic chemicals, and heavy metals, into surrounding rivers, lakes, and streams. This \$1 billion investment over five years will assist States and municipalities in addressing a leading cause of water quality impairment throughout the Nation.

Support American Workers

Reaffirms existing Buy America iron and steel requirements to ensure that, regardless of the source, water infrastructure investments utilize domestically-produced iron and steel components.

TRANSFORMATIVE REGIONAL INVESTMENTS: \$3.4 BILLION

Great Lakes Restoration Initiative Projects

Reauthorizes a total of \$2.125 billion over five years for EPA's Great Lakes Restoration Initiative (GLRI), the primary Federal investment program that seeks to restore the ecological health of, and protect the quality of water in, the Great Lakes.

Projects for the Restoration of the Chesapeake Bay

Reauthorizes a total of \$455 million over five years for restoration projects and activities funded through EPA's Chesapeake Bay Program Office, including ongoing efforts to address nutrient and sediment pollution threatening the watershed, such as agricultural runoff, wastewater treatment facilities, and urban stormwater runoff.

Lake Pontchartrain Basin Restoration Projects

Provides a total of \$100 million over five years for restoration projects and activities consistent with the Lake Pontchartrain Basin Restoration Program.

Puget Sound Restoration Projects

Authorizes a total of \$250 million over five years for restoration projects and activities to restore the ecological health and water quality of the Puget Sound.

San Francisco Bay Restoration Projects

Authorizes a total of \$125 million over five years for restoration projects and activities to restore the ecological health and water quality of the San Francisco Bay.

National Estuaries Restoration Projects

Provides a total of \$250 million over five years in vital Federal seed money to locally-developed estuary restoration plans to address the impacts of human development, increased pollution, and climate change on estuarine environments.

Long Island Sound Restoration Projects

Provides an additional \$40 million annually through fiscal year 2024 for restoration projects and activities consistent with the Long Island Sound Study.

Columbia River Basin Restoration Projects

Provides an additional \$30 million annually through fiscal year 2024 (\$90 million total) for restoration projects and activities to protect water quality and ecological habitat in the Columbia River Basin.

Committees on Transportation and Infrastructure and Energy and Commerce Joint Jurisdiction

BROWNFIELDS RESTORATION AND REINVESTMENT: \$2.7 BILLION

Communities throughout the United States continue to be challenged by dilapidated, abandoned, or under-utilized properties where the presence (or potential presence) of hazardous substances or contaminants prevent or hinder their reuse. EPA estimates that there are more than 450,000 of these properties – commonly called brownfields – in the United States. EPA's brownfields program provides critical seed money to States and municipalities to investigate and remediate these properties, and in turn, increase the local tax base, facilitate job growth, utilize existing infrastructure, and encourage redevelopment and the preservation of open spaces. This framework provides an infusion of \$2.7 billion in brownfields assessment and redevelopment investment for States and municipalities through the highly successful brownfields program.

TRANSFORMATIVE BROWNFIELDS INVESTMENTS

Invests in Brownfields Site Assessment and Cleanup Grants

Provides \$2.45 billion over five years for EPA's brownfields redevelopment grants program, providing additional resources to communities to reclaim and reuse abandoned and contaminated properties, to leverage additional public and private-sector redevelopment funds, and to increase the potential job creation and livability benefits of the brownfields program. It also creates a new program to promote renewable energy projects on brownfield sites. According to EPA, over the program's 20-year history, brownfields investment projects have leveraged, on average, almost \$17 in additional investment for every \$1 spent in Federal funds.

Supports State Brownfields Cleanup Programs

Renews the Federal financial commitment to States to help clean up brownfields properties by reauthorizing Federal assistance to States with approved state brownfields cleanup programs. Provides a total of \$250 million over five years for this authority.

M E M O R A N D U M

January 30, 2020

From: Akin Gump Strauss Hauer & Feld LLP

Re: Ways and Means Committee Hearing on Infrastructure Investments

On January 29, the House Ways and Means Committee held a hearing entitled “Paving the Way for Funding and Financing Infrastructure Investments.” The Committee heard Committee heard from the following individuals:

- Joung Lee, Director of Policy and Government Relations, American Association of State Highway and Transportation Officials
- Philip Fischer, Founder, eBooleant Consulting and Former Head of Fixed Income and Municipal Bond Strategy, Bank of America Merrill Lynch
- Laura Canter, Executive Vice President and Finance Programs Division Director, Massachusetts Development Finance Agency
- Diane Gutierrez-Scaccetti, Commissioner, New Jersey Department of Transportation
- DJ Gribbin, Founder, Madrus LLC

Chairman Richard Neal (D-MA) began the hearing by advocating for robust investment in infrastructure, arguing that such investment would create jobs, spur local economies, and reduce emissions. Chairman Neal and Representatives Lloyd Doggett (D-TX), Mike Thompson (D-CA), Terri Sewell (D-AL), and Adrian Smith (R-NE) expressed support for including funding in comprehensive infrastructure legislation for a wide range of projects, including water, housing, sewage, schools, and energy. Chairman Neal noted that Treasury Secretary Steven Mnuchin indicated that the Trump Administration’s top priority after passing the United States–Mexico–Canada Agreement (USMCA) is passing infrastructure legislation. Chairman Neal, Ranking Member Kevin Brady (R-TX), and Representatives Tom Rice (R-SC) and Brad Wenstrup (R-OH) expressed support for using dynamic scoring of infrastructure legislation.

Federal Role in Infrastructure

Chairman Neal and Representatives Doggett and Earl Blumenauer (D-OR) all noted the importance of the federal-state partnership regarding infrastructure investment. Diane Gutierrez-Scaccetti, Commissioner of New Jersey’s Department of Transportation, stated that strong

federal support is necessary because state and local governments are frequently unable to generate enough revenue to cover transportation investment needs.

Ranking Member Brady suggested Congress begin thinking about infrastructure in a regional context rather than from a national perspective. Former White House infrastructure advisor DJ Gribbin similarly called for a new infrastructure paradigm that addresses current needs. Gribbin noted that states and localities are the primary drivers of infrastructure projects and questioned why they should send funds to the federal government that the federal government may or may not allocate back to them. He argued that there are disparities between states' contributions to the Highway Trust Fund (HTF) and the amounts they receive as well as their relative wealth. Gribbin told the Committee that now is a good time to reconsider the role of the federal government in infrastructure. Representative Wenstrup similarly called for ensuring local funds go to local projects to obtain constituent support.

Joung Lee of the American Association of State Highway and Transportation Officials (AASHTO) countered that transportation is a national public good that should not be evaluated on a personal or community basis. Lee compared transportation to national defense, arguing that one person cannot decide they personally want less national defense than others.

Federal Infrastructure Tools

Joung Lee warned that Congress must address the HTF deficit. He cautioned against Congress passing a short-term surface transportation reauthorization and argued that stable funding is crucial. Lee supported long-term formula funding across all modes of transportation. Diane Gutierrez-Scaccetti similarly called for long term and stable funding to provide project certainty. She argued that projects need multiyear funding and dedicated funding for each stage. Gutierrez-Scaccetti argued that short-term funding and continuing resolutions are unpredictable, inefficient, and lead to increased costs. DJ Gribbin agreed that funding should be stable, but that state and local governments should bear more of the burden. Gutierrez-Scaccetti countered that state and local governments cannot completely fill in the gaps not covered by the federal government.

The witnesses generally spoke in favor of Congress increasing the gas tax. Ranking Member Brady expressed the position that user fees should remain a key source of infrastructure investment but that project sponsors should employ creative financing tools as well. He stated that higher taxes do not always result in better infrastructure. Representative Rice suggested offsetting income tax with a highway tax. Representative Darin LaHood (R-IL) supported increasing the gas tax only if there is a guarantee that funds will only go to infrastructure projects.

Representative Tom Reed (R-NY) agreed that user fees are crucial but called for new creative options to replace the “dying” gas tax. He suggested raising revenue by implementing fees on spectrum, power generation sources, or oil and natural gas. Gribbin cautioned that the revenue stream should be linked to the benefit being received and promoted the use of a vehicle miles traveled (VMT) system. Gribbin argued that technology is under development to address VMT privacy concerns. He also suggested that privacy concerns about VMT may fade as culture changes generationally. Gribbin also supported the use of electric vehicle (EV) registration fees to account for EV users’ reduced gas tax payments but argued that current fees are too low. Representative Jason Smith (R-MO) agreed that Congress must figure out how to ensure EV drivers pay into the highway system.

Lee echoed calls to find new sources of revenues, such as VMT, and redirecting revenues from other sources, such as the customs fee, to address the HTF shortfall. Lee agreed that a general VMT and a truck based VMT both require further study. Gutierrez-Scaccetti also expressed interest in mileage based user fees but similarly argued that since the efficacy of a VMT fee is still being evaluated, it cannot be a replacement for the gas tax. She noted that the governance of how VMT funds are dispersed must also be addressed in addition to how the VMT is collected.

Lee praised the federal highway program’s flexibility, noting that it outlines broad goals but allows for local involvement and decision-making. He contrasted this with the “top-down” approach that is becoming more common with federal discretionary grants. Gribbin offered support for the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. Lee noted that there are not enough viable projects eligible for TIFIA loans.

Private Infrastructure Tools

Chairman Neal said that tax preferred bonds are “powerful tools” and can leverage federal dollars. Phillip Fischer, formerly of Bank of America Merrill Lynch, told the Committee that the municipal bond market must play an essential role in leveraging infrastructure revenues and should not be constrained. Fischer said that demand for municipal bonds is robust. He acknowledged that buyers have slightly shifted due to the 2017 Tax Cuts and Jobs Act, but that municipal bonds are still an “attractive” option. Fischer said that state and local governments should be less conservative about financing infrastructure projects. He argued that there are enough projects and enough capital, but not enough of a commitment from state and local governments.

Fischer suggested reviving Build America Bonds (BABs) and tax-exempt BABs to allow for the financing of “pent-up” infrastructure demand. Fischer asked the Committee to resolve BAB sequestration. Fischer also suggested that BAB subsidies should be a fixed percentage instead of

a percent of the coupon cost and the same should apply to private activity bonds (PABs). Chairman Neal and Representatives Thompson and Steven Horsford (D-NV) supported reinstating Build America Bonds. Neal suggested expanding BABs for operations and maintenance rather than just for capital expenditures. Fischer agreed that bonds become more useful when issuers have more latitude and there is a lower cost of capital. Fischer argued that BABs provide a large influx of capital in a short amount of time.

Fischer additionally called for expanding PABs, encouraging public-private partnerships (P3s), and restoring tax exempt advanced refunding, arguing that the elimination of advanced refunding took away flexibility from state and local governments. Representative Sewell also supported reinstating advanced refunding. Fischer additionally called for reducing regulations to lower borrowing costs through policies such as the elimination of the marker discount rule.

DJ Gribbin supported the use of PABs and called for a raise in the PAB cap. He noted that there are opportunities for the federal government to measure performance to ensure infrastructure provides a good return on investment. Laura Canter of the Massachusetts Development Finance Agency, Fischer, and Representative Dwight Evans (D-PA) suggested removing the PAB value cap or allowing expiring cap funds to go into a pool for use on other projects. Canter also called for simplifying rules for recycling volume caps from short-term bonds and creating a way to trade or reallocate unused volume caps among states. Canter told the Committee that completing a recycling is complicated and difficult. She said it would be more efficient, less expensive, and more commonly used if the original bonds did not have to remain outstanding.

Ranking Member Brady and Representative Ron Estes (R-KS) supported encouraging additional private capital in infrastructure and called for the creation of incentives for private investment. Brady suggested creating an opportunity zone-like program for regional infrastructure and dedicating more PABs for regional projects. He also suggested exploring real estate investment trust (REIT) investment in infrastructure.

Joung Lee cautioned that infrastructure projects require “real” revenue streams such as user fees rather than financing options such as bonds, subsidized loans, infrastructure banks, or any tool involving repayment. Lee and Gribbin agreed that infrastructure banks do not provide many benefits beyond what is already available. Lee supported identifying new revenue streams to support existing financing tools rather than increasing the number of financing tools available. Lee called for increasing the supply of projects that can provide an adequate rate of return in order to attract more private capital.

Lee acknowledged that P3s have some benefits but argued that they are not viable for the vast majority of infrastructure projects. Fischer suggested that the federal government can improve

the P3 negotiation process. Diane Gutierrez-Scaccetti agreed that P3s provide benefits such as private financing, faster project delivery, and optimized risk sharing but are not a solution for a shortage of user fees and tax-based revenue. She noted that P3s require payments to the concessionaire and therefore require a dedicated revenue stream. Gutierrez-Scaccetti argued that the interstate system should not be revenue generating. Gutierrez-Scaccetti added that the Federal Highway Administration provides good oversight of P3s.

Representative Wenstrup questioned the efficiency of federal government restrictions on states' ability to toll. Gribbin said tolling restriction laws and exemptions are a "mess." He argued that it does not make sense to prohibit states from tolling interstates unless the tolls are extremely expensive or discriminate against out of state drivers.

Representative Dan Kildee (D-MI) cautioned that chronically depressed communities cannot absorb even low cost debt. He expressed support for direct subsidies that do not require repayment. Representative Jimmy Panetta (D-CA) said that deficit financing will not address infrastructure needs.

Environment and Permitting

Chairman Neal and Representatives Doggett, Thompson, Panetta, John Larson (D-CT), Judy Chu (D-CA), and Brad Schneider (D-IL) argued that infrastructure legislation and financing should address climate change, mitigation, and resilience. Joung Lee agreed that resiliency is important and suggested expanding eligibility in the Federal-aid Highway Program, particularly the National Highway Performance Program, to include construction, reconstruction, rehabilitation, restoration, and preservation, particularly for smaller highways and bridges. Lee also suggested expanding eligibility for the Emergency Relief Program.

Representative Chu and Phillip Fischer agreed that the federal government should certify infrastructure bonds as "green." Fischer said the government could incentivize infrastructure resiliency through the municipal and PAB markets by providing accurate information on uncertainties, which will result in markets pricing bonds appropriately.

Ranking Member Brady and Representatives Smith, Wenstrup and Estes called for streamlining the permitting process and modernizing environmental regulations. Brady, Smith, and DJ Gribbin praised the Trump Administration's recent proposed rule that would reform National Environmental Policy Act (NEPA) regulations. Gribbin argued that the length of the permitting process does not equate with the quality of the environmental review. Gribbin noted that other countries have stricter environmental protections but are still able to complete their permitting in a shorter amount of time. He argued in favor of having one federal agency in charge of the

review. Representative Rice called for Congress to rewrite environmental laws. Representative David Schweikert (R-AZ) questioned why Congress is trying to figure out infrastructure financing before it figures out a way to reduce permitting burdens.

Representative Doggett called for electrifying the transportation system. He and Representative Schneider called for expanding the EV charging network.

Tax Credits

Chairman Neal and Representatives Sewell, DelBene (D-WA), and Stephanie Murphy (D-FL) expressed support for the New Markets Tax Credit (NMTC), the Low Income Housing Tax Credit (LIHTC), and the Historic Tax Credit (HTC) to assist disadvantaged communities. Laura Canter said the three tax credits help communities invest in impactful projects and that the credits' flexibility allows communities to finance projects that will help low-income communities. She called for the passage of legislation to permanently extend the NMTC. Canter told the Committee that community development entities must fight for scarce NMTC resources. She noted that there are robust oversight and reporting requirements for the program, leading to confidence that the tax credit is being used properly. In response to questioning from Chairman Neal and Gomez, she said that opportunity zones and the NMTC are very different programs given that opportunity zones are structured to provide investor return.

Canter supported future increases to the LIHTC program and called for making recent increases to the credit permanent. She and Representative Evans called for implementing a 4% minimum rate for 4% LIHTC credits. Canter expressed concern that the tax law changed the HTC from a first-year credit of 20% on qualified rehabilitation expenditures to a 20% credit that is taken 4% per year over the course of five years. She argued that this change leads to lower pricing by investors and larger financing gaps in projects that might not be able to find other sources of subsidy. Canter cautioned that federal tax credits are not enough to fill financing gaps in community infrastructure projects that are otherwise unviable, leading communities to seek out state tax credits and subsidies.

Representative George Holding (R-NC) noted that he and Representative Tom Suozzi (D-NY) are working on a proposal that would attract more private capital in infrastructure by amending the "discriminatory" foreign investment real estate property tax. Holding said he will work to have this proposal added into the eventual surface transportation reauthorization bill.

Ranking Member Brady and Smith (MO) argued that working class individuals driving less efficient cars should not be paying more than wealthy EV owners who benefit from tax credits and who do not pay into the highway system.

Additional Topics

Ranking Member Brady suggested allowing ports to capture 50% of their user fees immediately to devote to multimodal infrastructure projects in fast-growing trade regions. Representatives Rice and Mike Kelly (R-PA) called for ending diversions from the Harbor Maintenance Tax (HMT). Rice also said Congress should stop using HTF funds for transit. Representative Estes similarly questioned the mass transit set aside. Joung Lee argued that state support for public transportation is key even in rural areas. Representative Don Beyer (D-VA) argued that eliminating the mass transit set aside would disrupt political and economic centers of the country and result in a “ballooned” HTF deficit rather than a reduced deficit. DJ Gribbin called for giving states the discretion to use HTF funds based on their own needs.

Representative Chu argued that the freight rail network needs investment and suggested creating a freight rail trust fund. Lee cautioned against carving out a limited purpose account and instead called for creating additional eligibility for existing core formula programs if there are clear public benefit to doing so.

Lee and Representatives Suozzi, Horsford, and Danny Davis (D-IL) called for investing in the transportation and infrastructure workforce. Suozzi suggested creating a nonprofit program similar to the Leadership in Energy and Environmental Design (LEED) green building program to certify contactors and projects as that are “green” and generate workforce development.

Representative Brian Higgins (D-NY) argued that an infrastructure bill should not be delayed because the funding component has not been finalized, arguing that infrastructure is always a good investment.

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DATE: January 30, 2020
TO: STA Board
FROM: Judy Kowalsky, Accounting Technician
RE: Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA) Program
First Quarter Report

Background:

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

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

Discussion:

STA disbursed all available AVA funds in FY 2018-19. There are no unallocated AVA funds to carry over to FY 2019-20.

For the First Quarter of FY 2019-20, STA received the allocation from the State Controller's Office in the amount of \$109,311.34 and has deducted \$3,279.34 for administrative costs. The STA disbursed cost reimbursement to member agencies for the First Quarter in the total amount of \$98,447.19. The total remaining AVA fund balance after the first quarter disbursement to the member agencies is \$7,584.81. This amount will be included with the disbursement in the second quarter utilizing the funding formula.

The Cities of Fairfield and Vacaville have been particularly active during the first quarter in abating vehicles. The City of Fairfield has abated 236 more vehicles in comparison to Q1 of FY 2018-19.

The City of Rio Vista continues to have no report of abated vehicles for the quarter.

Attachment A is a matrix summarizing the AVA Program activities through the First Quarter FY 2019-20 and is compared to the total FY 2018-19 numbers of abated vehicles and cost reimbursements submitted by the members of the Solano County's AVA Program

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Summary of Solano Abandoned Vehicle Abatement (AVA) Program for FY 2019-20 and FY 2018-19

**Summary of Solano Abandoned Vehicle Abatement (AVA) Program for
FY 2019-20 and FY 2018-19
First Quarter Ending September 30, 2019**

Member Agency	FY 2019-20 (Q1)				FY 2018-19		
	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement	% of Abated Vehicle from Prior FY	# of Abated Vehicles	Reimbursed Amount	Cost per Abatement
City of Benicia	134	\$4,147	\$31	30%	449	\$14,953	\$33
City of Dixon	73	\$3,767	\$52	33%	169	\$11,398	\$67
City of Fairfield	1,414	\$41,705	\$29	31%	3,893	\$158,589	\$41
City of Rio Vista	0	0	0	0%	0	\$0	\$0
City of Suisun	3	\$255	\$85	26%	361	\$24,060	\$67
City of Vacaville	408	\$19,469	\$48	257%	830	\$45,268	\$55
City of Vallejo	670	\$27,795	\$41	18%	3,237	\$144,752	\$55
Solano County Unincorporated area	21	\$1,309	\$62	30%	202	\$9,332	\$46
Total	2,723	\$98,447	\$36	28%	8,919	\$396,968	\$45

The total remaining AVA fund available after the first quarter disbursement to member agencies is \$7,584.81. This amount is available for disbursement to member agencies utilizing the funding formula, in addition to the State Controller's Office allocation for the second quarter FY 2019-20.



DATE: January 27, 2020
 TO: STA Board
 FROM: Brent Rosenwald, Assistant 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
Federal			
1.	Federal Highway Administration (FHWA) – Nationally Significant Federal Lands and Tribal Projects (NSFLTP)	Up to \$300 million ; projects of at least \$25 million	First deadline is December 18, 2018, applications accepted on a Quarterly Rolling Basis.
2.	Department of Housing and Community Development (HCD) – Infill Infrastructure Grant Program (IIG)	Up to \$410 million	Applications due Early Winter 2019-2020
Regional			
1.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately \$10 million	Due On First-Come, First-Served Basis
2.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to \$7,000 rebate per light-duty vehicle	Due On First-Come, First-Served Basis (Waitlist)
3.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP) (for fleets)	Approximately \$5,000 to \$45,000 per qualified request	Due On First-Come, First-Served Basis
4.	PG&E Charge Program	Pays to install 7,500 chargers in PG&E area	Due On First-Come, First-Served Basis
5.	Volkswagen Mitigation Trust Fund for Zero Emission Transit and Shuttle Buses	Up to \$65 Million	Due On First-Come, First-Served Basis
State			
1.	Transit and Intercity Rail Transit Program (TIRCP)	Up to \$100 available	Due on January 16, 2020
2.	Affordable Housing and Sustainable Communities Program (AHSC)	Up to \$20 million available	Due February 1, 2020
3.	CalHome-Site Redevelopment	Up to \$57 Million available	Due on February 17, 2020

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

A. Detailed Funding Opportunities Summary

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DATE: January 30, 2020
TO: STA Board
FROM: Johanna Masiclat, Clerk of the Board
RE: 2020 STA Board and Advisory Committees Meeting Schedule

Discussion:

Attached is the 2020 STA Board and Advisory Committees Meeting Schedule that may be of interest to the STA Board.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committees Meeting Schedule for Calendar Year 2020



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2020**

STA Board:	Meets 2 nd Wednesday of Every Month
Consortium:	Meets Last Tuesday of Every Month
TAC:	Meets Last Wednesday of Every Month
BAC:	Meets 1 st Thursday of every Odd Month
PAC:	Meets 1 st Thursday of every Even Month
PCC:	Meets 3 rd Thursday of every Odd Month
SR2S-AC:	Meets Quarterly (Begins Feb.) on the 3 rd Wed.

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 9	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Joseph Nelson Community Center	Confirmed
Thurs., January 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	Suisun City Hall	Confirmed
Tues., January 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., January 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., February 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., February 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., February 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Ulati Community Center	Confirmed
Tues., March 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., March 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., April 2	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., April 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	TBD	Tentative
Tues., April 28	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., April 29	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 7	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., May 20	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., May 21	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans O&M Facility	Confirmed
Tues., May 26	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., May 27	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., June 4	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., June 23	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., June 24	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Thurs., July 23	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
July 24 (No Meeting)	SUMMER	Intercity Transit Consortium	N/A	N/A
July 25 (No Meeting)	RECESS	Technical Advisory Committee (TAC)	N/A	N/A
Thurs., August 6	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
August 8 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 19	1:30 p.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Tues., August 25	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., August 26	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 3	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	1:00 p.m.	Paratransit Coordinating Council (PCC)	SolTrans O&M Facility	Confirmed
Tues., September 29	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., September 30	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., October 1	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., October 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., October 22	9:30 a.m.	Consolidated Transportation Svcs. Agency (CTSA-AC)	TBD	Tentative
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
Thurs., November 5	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November TBD	6:00 p.m.	STA's 22 nd Annual Awards	TBD	Confirmed
Wed., November 18	1:30 a.m.	Safe Routes to School Advisory (SR2S-AC)	STA Conference Room	Confirmed
Thurs., November 19	1:00 p.m.	Paratransit Coordinating Council (PCC)	Suisun Senior Center	Confirmed
Tues., November 24	1:30 p.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
Wed., November 25	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., December 3	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., December 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	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