



SOLANO TRANSPORTATION AUTHORITY

Member Agencies:

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

*Solano Transportation Authority
... working for you!*One Harbor Center, Ste. 130, Suisun City, CA 94585-2473 ♦ Phone (707) 424-6075 / Fax (707) 424-6074
Email: info@sta.ca.gov ♦ Website: sta.ca.gov**TECHNICAL ADVISORY COMMITTEE (TAC)****1:30 p.m., Wednesday, January 29, 2020****Solano Transportation Authority****STA Conference Room 1****One Harbor Center, Suite 130, Suisun City, CA 94585****MEETING AGENDA**

<u>ITEM</u>	<u>STAFF PERSON</u>
1. CALL TO ORDER	Daryl Halls, Chair
2. APPROVAL OF AGENDA	
3. OPPORTUNITY FOR PUBLIC COMMENT (1:30 - 1:35 p.m.)	
4. REPORTS FROM MTC, STA, AND OTHER AGENCIES (1:35 – 1:45 p.m.)	
A. Update on Corridor TDM Strategies for SR 37, I-80 and I-680	Lloyd Nadal
5. CONSENT CALENDAR	
<u>Recommendation:</u> Approve the following consent items in one motion. (1:45 – 1:50 p.m.)	
A. Minutes of the TAC Meeting of November 20, 2019	Johanna Masiclat
<u>Recommendation:</u> Approve TAC Meeting Minutes of November 20, 2019. Pg. 7	
B. 2020 Bicycle Advisory Committee (BAC) Overall Work Plan	Brent Rosenwald
<u>Recommendation:</u> Forward a recommendation to the STA Board to approve the 2020 BAC Overall Work Plan. Pg. 11	
C. 2020 Pedestrian Advisory Committee (PAC) Work Plan	Triana Crighton
<u>Recommendation:</u> Forward a recommendation to the STA Board to adopt the 2020 PAC Overall Work Plan. Pg. 15	

TAC MEMBERS

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

The complete STA TAC packet is available on STA's website: www.sta.ca.gov

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

Debbie McQuilkin

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.

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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

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.

(1:50 – 1:55 p.m.)

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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

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 \$1,000,000 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 \$1,000,000 of RTIF funds.

(1:55 – 2:00 p.m.)

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7. ACTION NON-FINANCIAL ITEMS

A. Legislative Update

Vincent Ma

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.

(2:00 – 2:05 p.m.)

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B. Solano Active Transportation Plan Draft

Anthony Adams

Recommendation:

Forward a recommendation to the STA Board to approve the draft of the Solano Active Transportation Plan.

(2:05 – 2:10 p.m.)

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

Triana Crighton

Recommendation:

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

(2:10 – 2:15 p.m.)

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D. Solano Suburban Housing Incentive Pool (SubHIP)

Robert Guerrero

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.

(2:15 – 2:20 p.m.)

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8. INFORMATIONAL ITEMS – DISCUSSION

A. Priority Projects and Corridor Plans Update

Janet Adams

(2:20 – 2:25 p.m.)

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

Robert Guerrero

(2:25 – 2:30 p.m.)

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- | | |
|---|------------------------|
| <p>C. Solano County Comprehensive Transportation Plan: Arterials, Highways and Freeways Element
(2:30 – 2:35 p.m.)
Pg. 103</p> | <p>Robert Guerrero</p> |
| <p>D. Parking Demand Study/Mode of Transition Plan Update
 1. Fairfield-Vacaville Hannigan Station
 2. Dixon Park and Ride
 3. Fairfield Transportation Center
(2:35 – 2:40 p.m.)
 P Pg. 111</p> | <p>Erika McLitus</p> |

NO DISCUSSION

- | | |
|---|-------------------------|
| <p>E. Solano County Comprehensive Transportation Plan: Transit Element
Pg. 123</p> | <p>Robert Guerrero</p> |
| <p>F. Transit and Intercity Rail Capital Program (TIRCP) Application for Solano Regional Transit Improvements Phase 2
Pg. 125</p> | <p>Anthony Adams</p> |
| <p>G. Fiscal Year (FY) 2019-20 Abandoned Vehicle Abatement (AVA) Program First Quarter Report
Pg. 139</p> | <p>Susan Furtado</p> |
| <p>H. Summary of Funding Opportunities
Pg. 141</p> | <p>Brent Rosenwald</p> |
| <p>I. Draft Meeting Minutes of STA Board & Advisory Committees
Pg. 143</p> | <p>Johanna Masiclat</p> |
| <p>J. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2020
Pg. 157</p> | <p>Johanna Masiclat</p> |

9. UPCOMING TAC AGENDA ITEMS

February 2020

- A. Bridge Toll Project Implementation
- B. Review of County Share Plan for Plan Bay Area 2050
- C. Discussion of CTP Tier 1, 2, and 3 Projects

March 2020

- A. Parking Demand Study/Mode of Transition Plan Upgrade
- B. Approval of CTP Elements
- C. Draft STA Overall Work Plan

10. ADJOURNMENT

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

Meeting Schedule for the Calendar Year 2020

1:30 p.m., Wed., February 26th

1:30 p.m., Wed., March 25th

1:30 p.m., Wed., April 29th

1:30 p.m., Wed., May 27th

1:30 p.m., Wed., June 24th

No Meeting in July (Summer Recess)

1:30 p.m., Wed., August 26th

1:30 p.m., Wed., September 30th

1:30 p.m., Wed., October 28th

No Meeting in October

1:30 p.m., Wed., November 18th (Earlier Date)

1:30 p.m., Wed., December 16th (Earlier Date)

Translation Services: For document translation please call:

Para la llamada de traducción de documentos:

對於文檔翻譯電話

Đối với tài liệu gọi dịch:

Para sa mga dokumento tawag sa pagsasalin:

707-399-3239

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Solano Transportation Authority

TECHNICAL ADVISORY COMMITTEE
DRAFT Minutes for the Meeting of
November 20, 2019

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:	Noue Vue for William Tarbox	City of Benicia
	Joe Leach	City of Dixon
	Ryan Panganiban for Paul Kaushal	City of Fairfield
	Matt Medill	City of Suisun City
	Tracy Rideout for Shawn Cunningham	City of Vacaville
	Terrance Davis	City of Vallejo
	Matt Tuggle	County of Solano

TAC Members

Absent:	William Tarbox	City of Benicia
	Paul Kaushal	City of Fairfield
	Robin Borre	City of Rio Vista
	Shawn Cunningham	City of Vacaville

STA Staff and

Others Present:	<i>(In Alphabetical Order by Last Name)</i>	
	Anthony Adams	STA
	Janet Adams	STA
	Amy Antunano	STA/Solano Mobility
	Karin Bloesch	STA/Safe Routes to School
	Katelyn Costa	STA/Solano Mobility
	Ron Grassi	STA
	Robert Guerrero	STA
	Daryl Halls	STA
	Vincent Ma	STA
	Johanna Masielat	STA
	John McKenzie	Caltrans
	Neil Quintanilla	STA
	Brent Rosenwald	STA

2. APPROVAL OF THE AGENDA

On a motion by Joe Leach, and a second by Terrance Davis, the STA TAC unanimously approved the agenda. (6 Ayes) – Absent Rio Vista and City of Vacaville

3. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

4. REPORTS FROM MTC, STA, AND OTHER AGENCIES

Tracy Rideout arrived at the meeting.

Staff reported on the following:

1. Anthony Adams distributed and reported on the 2020 proposed SHOPP project list for Solano County to be approved by the CTC in the Spring of 2020.
2. Daryl Halls presented and provided an overview of the Regional Transit Services in Solano County.

5. CONSENT CALENDAR

On a motion Matt Tuggle, and a second by Joe Leach, the STA TAC approved Items A through E. (7 Ayes) – Absent Rio Vista

A. Minutes of the TAC Meeting of September 25, 2019

Recommendation:

Approve TAC Meeting Minutes of September 25, 2019.

B. Employer/Commuter Incentive Program – Commuter Engagement Strategic Plan

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Commuter Engagement Strategic Plan and Incentives for FY 2020-21.

C. Emergency Ride Home (ERH) Program Fiscal Year (FY) 2018-19 Annual Update and Modification of the Program to Guaranteed Ride Home Program

Recommendation:

Forward a recommendation to the STA Board for the following:

1. Receive Emergency Ride Home FY 2018-19 Annual Update as shown in Attachment A;
2. Modify Emergency Ride Home Program, to “Guarantee Ride Home” Program; and
3. Approve the new Guarantee Ride Home Program Guidelines as shown in Attachment B.

D. Bay Area Air Quality Management District (BAAQMD) Transportation Funds for Clean Air (TFCA) County Program Manager Funds – Change in Allocation for Fiscal Year (FY) 2019-20 Projects

Recommendation:

Forward a recommendation to the STA Board to approve the changes in allocation for \$120,000 of TFCA funds for FY 2019-20 as follows:

1. Deprogram \$120,000 for Travis Air Force Base EV Chargers;
2. Program \$80,000 to the Solano Mobility Program; and
3. Program \$40,000 to the Solano EV Implementation Program.

E. Solano Safe Routes to School (SR2S) Program Annual Report for FY 2018-19

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Safe Routes to School Annual Report for FY 2018-19 as shown in Attachment A.

6. ACTION FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF) 6th Annual Report

Anthony Adams provided an update to the Nexus Study for the County's Public Facilities Fee (PFF). He indicated that as part of the update, a recommendation was made by the County to increase the amount collected from \$1,500 to \$2,500 for each Dwelling Unit Equivalent (DUE), which would increase to over \$2M per year. He also identified the new project being included in the Nexus Study, which includes Sunset Ave. Railroad Crossing (Suisun City), Airport Rd (Rio Vista), West Texas Gateway (Fairfield), Parkway Blvd Overcrossing, Pedrick Road, and West A St Undercrossing (Dixon).

Recommendation:

Forward a recommendation to the STA Board to approve the 6th Annual Solano Regional Transportation Impact Fee (RTIF) Report as shown in Attachment A.

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

7. ACTION NON FINANCIAL ITEMS

A. STA's 2020 Legislative Platform and Legislative Update

Daryl Halls reviewed and outlined the comments received from STA's projects and programs staff and from the City of Vallejo during the public comment period of the STA's 2020 Legislative Platform. He noted that after approval by the TAC, staff recommends forwarding the Legislative Platform to the STA Board for their final approval at their meeting on December 11, 2019.

Recommendation:

Forward a recommendation to the STA Board to approve the STA's 2020 Legislative Platform with recommended amendments as shown in Attachment D.

On a motion by Matt Medill, and a second by Matt Tuggle, the STA TAC unanimously approved the recommendation. (7 Ayes) – Absent Rio Vista

B. 2019 Solano Congestion Management Program (CMP) Update

Robert Guerrero reviewed the responses received during the public comment period after Board approval on October 9, 2019. He requested the TAC to review the comments and recommend the final draft for Board approval at their December 11, 2019 meeting.

Recommendation:

Forward a recommendation to the STA Board to approve the final Transportation Equity Guiding Principles as shown in Attachment A.

On a motion by Matt Tuggle, and a second by Terrance Davis, the STA TAC unanimously approved the recommendation. (7 Ayes) – Absent Rio Vista

C. Release of the Draft Comprehensive Transportation Plan (CTP) Equity Chapter for Public Comment

Robert Guerrero commented that at the Equity Working Group's meeting on October 9, 2019, members provided additional comments to the draft and that the draft has been updated to reflect the comments of the Equity Chapter. He cited that staff is recommending to forward the final Transportation Equity Guiding Principles to the STA Board for their approval at their meeting in December.

Recommendation:

Forward a recommendation to the STA Board to approve the final Transportation Equity Guiding Principles as shown in Attachment A.

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

8. INFORMATIONAL ITEMS – NO DISCUSSION

C. Abandoned Vehicle Abatement (AVA) Program

D. Summary of Funding Opportunities

E. Draft Meeting Minutes of STA Board & Advisory Committees

F. STA Board and Advisory Committee Meeting Schedule for Calendar Year 2019

9. UPCOMING TAC AGENDA ITEMS

10. ADJOURNMENT

The meeting was adjourned at 2:10 p.m.

The next regular meeting of the Technical Advisory Committee is scheduled at, ~~1:30 p.m. on Wednesday, December 18, 2019~~ This meeting was canceled.



DATE: January 15, 2020
TO: STA TAC
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 make funding recommendations for countywide bicycle-related projects to the STA Board and member agencies.

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 May is Bike Month in addition to supporting Bike to Work and School Day efforts.

Discussion:

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

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

Fiscal Impact:

None.

Recommendation:

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

Attachment:

- A. 2020 BAC Work Plan

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

Attachment A

<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

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DATE: January 10, 2020
TO: STA TAC
FROM: Triana Crighton, Assistant Planner
RE: 2020 Pedestrian Advisory Committee (PAC) Work Plan

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 2018, 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:

In 2020, STA staff is recommending an overall 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 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 will generally be asked to meet on a bi-monthly basis; however, members will be requested to meet under special circumstances on off meeting months. This may be necessary given the project or planning deadlines as they arise.

Fiscal Impact:

None.

Recommendation:

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

Attachment:

- A. 2020 PAC Overall Work Plan

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

		Attachment A
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



DATE: January 13, 2020
TO: STA TAC
FROM: Debbie McQuilkin, Transit Mobility Coordinator
RE: Golden Pass Program for SolanoExpress for Solano Residents 80 Plus

Background:

Both Vacaville CityCoach and 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 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 to request identification for eligible 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, 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 operators to check IDs vs. issuing paper media. The STA suggested taking this item to the January 23rd Consolidated Transportation Services Agency Advisory Committee meeting for discussion and then to the Consortium and STA Board for approval.

Fiscal Impact:

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

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.



DATE: January 13, 2020
TO: STA TAC
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 BAAQMD TFCA funds to fund 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 seeks to forward a recommendation to the STA Board to 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 have serve customers in Benicia, Vallejo, and Unincorporated Solano; Fairfield also recently voted to request membership. If the grant is awarded, STA staff is recommending 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 the county.

Regardless of the 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.

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:

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.

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 16, 2020
TO: STA TAC
FROM: Erika McLitus, Project Assistant
RE: Regional Transportation Impact Fee (RTIF) – Project Allocations for the Dixon Area Advanced Traffic and Rail Safety Study and the 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.

In Working Group District 5, the City of Dixon has been developing the environmental and design packages for the Parkway Blvd Rail Road Overcrossing. This project has attained National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) environmental clearance and has completed the design effort. The total project cost for the overcrossing is estimated at \$15M, the project currently has a funding shortfall of approximately \$7M for the construction phase.

The City of Dixon has previously applied for California Public Utilities Commission (Cal PUC) funding for grade separated railroad crossings. The City of Dixon was not successful in this bid for funding, and was informed by Cal PUC that they needed to include the closing of an existing at-grade crossing if they were to be competitive for funding in the future. Closing of a crossing may be considered if it determined to be in the best interest of the public.

The City of Dixon has been growing in recent years, with hundreds of new housing units being produced. These new residents have resulted in additional traffic to not only Dixon roadways, but on County roadways as well. Some of these roadways were not designed the increased amount of daily traffic on them. Additionally, the operations at intersections in the area of the County is over burdened with current design configurations, resulting in an increase in accident rates. The County would like to study how the growth of Dixon will affect County roads and intersections in the future.

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 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 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 a 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 projects.

Discussion:

New Project Allocation Recommendation – District 5

The City of Dixon and the Solano County met with STA staff in August 2019 to discuss mitigation strategies within a one-mile sphere of influence around the City. During this meeting, the safety and traffic flow for county corridors adjacent to the City were discussed. These corridors have high accident rates and recent efforts to improve safety through striping and

signage are having only marginal effects. In addition, staff wants to study how the eventual build-out of the City of Dixon could impact County Road intersections and rail crossings. Batavia Rd. has had 3 fatalities in recent years and Midway Rd has high accident rates; this will likely get worse as more traffic fills these roads in the future. It was proposed to explore the safety and traffic flow impacts of closing the at-grade rail road crossing at Batavia Rd, and constructing a new grade-separate the crossing at Midway Rd.

The City of Dixon, Solano County, and STA propose an advanced (future looking) traffic and railroad corridor safety study as a way to analyze the traffic flow patterns of the area around the City of Dixon and to model the effects of future growth; as well as the potential solutions of closing at-grade crossings and constructing them new as grade-separated. Public outreach and education about the proposed improvements would be part of the effort.

A funding agreement has been drafted between STA, the City of Dixon, and Solano County. The funding agreement assumes an amount of \$150,000 for conducting the Study. Staff proposes the Study would be funded through two RTIF Districts. The Study would be split with 73% coming from District 5, located along the SR113 corridor (\$110k) and 27% coming from District 7, which comprises unincorporated County roads. (\$40k).

Current remaining revenue estimates for these RTIF Districts is as of the end of Fiscal Year (FY) 2018-19 Quarter 4; District 5 has \$358k available and District 7 has \$142k available. The proposed schedule is shown below for this effort:

Actions/Milestones	Date	Duration in Months	Deadlines
Sole Source	November 2019	1 month	Selection of Consultant in 30 days
Public Outreach	January 2020	2 months	March 2020
Completion of Study (STA Board/ Board of Supervisors/ City of Dixon)	January 2020	6 months	June 2020

New Project Allocation Recommendation – District 2

The Cities of Rio Vista and Suisun City and Solano County also 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 Cities of Rio Vista and Suisun City 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 a combination of Rio Vista’s local TIF revenue and possible grant funds (Clean Air funds or funding through the Active Transportation Program).

If 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, Working Group District 2 will meet again to determine the most appropriate use for the available revenue.

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

Fiscal Impact:

None to the STA Budget. Funding for this Study is provided through the Regional Transportation Impact Fee (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 \$1,000,000 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 \$100,000,000 of RTIF funds.



DATE: January 15, 2020
TO: STA TAC
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 reconvened on January 6, 2020 and will have 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. 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. Currently, SB 278 is only a “spot” bill; however, it passed the Senate Committee on Transportation (9-0) and is currently set for a hearing on January 21st in the Senate Committee on Appropriations.

On December 20, 2019 the Metropolitan Transportation Commission (MTC) distributed a draft bill 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 (Attachment C). MTC requested comments from the North Bay transportation agencies and will provide a revised draft. STA staff consulted with members of STA’s SR 37 Policy Committee and recommended several amendments (Attachment D) 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.

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 state agency officials and legislative representatives to discuss 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):

STA's federal legislative advocate (Susan Lent of Akin Gump) attended the Jan 8, 2020 STA Board meeting and presented a report in person and continues to work with STA staff to align STA's strategic objectives with those of available federal transportation funds, including two potential funding sources brought to staff's attention by the Office of Congressman John Garamendi – the Defense Community Infrastructure Program (DCIP) and the Defense Manufacturing Communities Support Program (DMCSP). Staff will be evaluating both grant opportunities to determine next steps.

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:

- Fiscal Year 2020 Appropriations
- Clean Air Act Waiver Developments
- Prohibition on Purchase of Chinese Bus and Rail Cars
- Agency Developments
- Additional Congressional Developments

Fiscal Impact:

None.

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.

Attachments:

- A. State Legislative Update
- B. Federal Legislative Update
- C. Draft SR 37 Legislation
- D. STA Recommended Amendments to Draft SR 37 Legislation

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SHAW / YODER / ANTWIH, *inc.*

LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

December 24, 2018

TO: Board of Directors, Solano Transportation Authority

FM: Joshua W. Shaw, Partner
Matt Robinson, Legislative Advocate

Re: STATE LEGISLATIVE UPDATE – January 2019

Legislative Update

The newly-elected and carryover members of the Legislature convened for the first time on December 3, for a one-day organizational session. Legislators introduced several dozen bills for consideration in the 2019-2020 Regular Session, with many of them attempting to address the state’s housing crisis. Legislators will introduce at least a couple thousand more bills when they return in January.

The Legislature reconvenes on January 7, the same day that Governor-elect Gavin Newsom will be sworn in to office. In his first major task at the helm of California state government, Governor Newsom will release his proposed 2019-20 State Budget on January 10.

In the following report, we highlight the most relevant bills introduced so far this year affecting STA; those are discussed under ***Bills of Interest***, below.

Bills of Interest

SB 5 (Beall) Local-State Sustainable Investment Incentive Program.

This bill would establish the Local-State Sustainable Investment Incentive Program, which would be administered by the Sustainable Investment Incentive Committee. The bill would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority or transit village development district to apply to the Committee to participate in the program and would authorize the Committee to approve or deny applications for projects meeting specific criteria. Upon approval of a project application, the bill would require the Committee to issue an order directing the county auditor to reduce the total amount of ad valorem property tax revenue otherwise required to be contributed to the county’s ERAF from the applicant by the annual reduction amount approved. The bill would require a county auditor, if the applicant is an enhanced infrastructure financing district, affordable housing authority, transit village development district, or community revitalization investment authority, to transfer to the district or authority an amount of property tax revenue equal to the reduction amount approved by the Committee.

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

This bill would authorize residential developers to build four- to five-story apartment complexes in neighborhoods rail stops and eases local restrictions on building homes near frequently used bus stops. This bill would address concerns about displacement by prohibiting residential developers from demolishing properties rented within the prior 7 years and by allowing communities dealing with gentrification to propose alternate plans to increase housing.

AB 11 (Chiu) Community Redevelopment Law of 2019.

This bill, the Community Redevelopment Law of 2019, would authorize cities and counties to create agencies that would use tax increment financing to fund affordable housing and infrastructure projects. This bill takes a similar approach to the tax increment financing structure used by the former redevelopment agencies.

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. ***We recommend STA SUPPORT this measure.***

M E M O R A N D U M

December 16, 2019

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

During the months of November and December, we monitored developments in Washington and brought them to your attention. We also discussed the outlook for next year regarding federal laws and policies and our planned advocacy efforts.

Fiscal Year 2020 Appropriations

Congress is finalizing its fiscal year 2020 appropriations legislation to fund all federal departments and agencies. The current continuing resolution, which temporarily funds federal programs at fiscal year 2019 levels, expires on December 20. The White House and Congress announced they reached agreement on fiscal year 2020 funding legislation on Friday. We expect the appropriations legislation to be released today and that the House and Senate will vote on it this week. The bill will be consistent with the bipartisan budget agreement passed last summer that increased non-defense spending by \$27 billion. Once the bill is released we will provide information regarding funding for programs of interest to STA.

Clean Air Act Waiver Developments

The One National Program rule, which revokes California's Clean Air Act waiver and preempts the state from regulating vehicle emissions and fuel economy standards, took effect on November 26.

On November 15, the National Coalition for Advanced Transportation (NCAT) filed a motion in support of California's lawsuit opposing the Trump Administration revocation of the state's Clean Air Act waiver. NCAT, which represents electric vehicle manufacturers, utilities, and charging companies, argued that the revocation "adversely affects the marketplace for transportation electrification and deployment of advanced vehicle technologies across the country."

On November 18, California Attorney General Xavier Becerra filed a lawsuit in the U.S. Court of Appeals for the District of Columbia Circuit challenging the waiver revocation. A group of 23 other states and two cities joined the lawsuit. As part of the lawsuit, the states filed a petition asking the court to review a separate waiver preemption rule from the National Highway Traffic

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Safety Administration (NHTSA) in the event California's lawsuit in the D.C. district court challenging the NHTSA rule does not advance.

On November 22, a coalition of environmental groups filed a lawsuit in the U.S. Court of Appeals for the District of Columbia Circuit over the Administration's attempt to prevent California from setting its own vehicle emissions standards. The coalition includes Environment America, the Sierra Club, the Environmental Defense Fund, the Natural Resources Defense Council, and the Union of Concerned Scientists, among others.

On December 12, California and seven other states agreed to jointly accelerate the use of zero-emission trucks and buses. California is developing a rule that would subject companies that sell more than 500 trucks per year to zero-emissions sales targets. The targets would begin at 3 percent in 2024 and reach 50 percent in 2030, depending on the size of the vehicle. The rule would extend through 2030 and be accompanied by a "fleet rule" that would collect usage information from private fleets in preparation for a later regulation that would require them to buy zero-emissions trucks. The new rule would require a Clean Air Act waiver from U.S. EPA, similar to the state's existing waiver for its zero-emission vehicle requirement that Trump's EPA revoked in September.

Prohibition on Purchase of Chinese Bus and Rail Cars

On December 9, the House and Senate Armed Services Committees unveiled a joint conference report for the fiscal year 2020 National Defense Authorization Act (NDAA). The conference report includes a provision that would prohibit transit agencies from using federal transit funds to purchase bus and rail rolling stock from an entity that "is incorporated in or has manufacturing facilities in the United States and is owned or controlled by, is a subsidiary of, or is otherwise related legally or financially to a corporation based in China." The provision is intended to apply to BYD buses. This provision not only would prohibit a transit agency from purchasing BYD buses with federal funds, but if the agency uses other funds to purchase the buses, it would forfeit their federal state of good repair formula funds that year. The provision would become effective two years after the NDAA is passed. The House passed the conference report on December 11 and the Senate is expected to vote on it this week.

Agency Developments

On December 4, the Federal Highway Administration (FHWA) issued an interim approval for the use of red pavement for bus lanes, bus stops, and other transit uses. FHWA had previously approved trial uses of red lanes in five cities but their use as a traffic control device had otherwise not been permitted. States and cities will now be able to paint lanes red if they seek

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permission from FHWA. FHWA noted that the use of red pavement led to positive operational effects including the reduction of illegal occupancy of transit lanes by non-transit vehicles, travel time of transit vehicles, and illegal parking in transit lanes.

On December 5, the Department of Transportation announced a series of changes to how DOT conducts rulemaking, guidance, and enforcement practices. The rule codifies President Trump's directive that departments eliminate two regulations for each new regulation. It also implements a Regulatory Reform Task Force. Secretary Elaine Chao said the changes will provide greater transparency and strengthen due process in enforcement actions.

On December 6, DOT released a Notice of Funding Opportunity for its State and Local Government Data Analysis Tools for Roadway Safety. The program aims to increase the use of innovative data tools to help improve roadway safety in areas such as transit fatalities and injuries, suicides and trespassing, and pedestrian and bike fatalities to and from transit facilities. The Department will award 12 grants with a maximum of \$3 million in available funding. Eligible applicants include local governments and their political subdivisions as well as metropolitan planning organizations. Transit providers that are part of local governments can also apply. Applications are due on January 17, 2020.

On December 10, EPA announced the availability of \$44 million in Diesel Emissions Reduction Act (DERA) grant funding. EPA's Pacific Southwest Region, which includes California, will accept proposals requesting up to \$4 million per application. The agency anticipates awarding between 40 and 60 total assistance agreements. EPA is soliciting applications for projects that significantly reduce diesel emissions and exposure, especially from fleets operating at goods movements facilities in areas designated as having poor air quality. Applicants may request funding to upgrade or replace diesel-powered buses, trucks, marine engines, locomotives and non-road equipment with newer, cleaner technologies. Priority for funding will be given to projects that engage and benefit local communities and applicants that demonstrate their ability to promote and continue efforts to reduce emissions after the project has ended. Eligible applicants include local agencies. Applications are due on February 26, 2020.

Additional Congressional Developments

On November 13, the Senate Committee on Commerce, Science, and Transportation approved a bill sponsored by Chairman Roger Wicker (R-MS) that would extend the authorization of transit-oriented development (TOD) projects for Railroad Rehabilitation and Improvement Financing (RRIF) loans and loan guarantees through December 4, 2021. The current authority expired on December 4, 2019. The bill also revises the eligibility criteria for an application to finance

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economic development, including commercial and residential development and related infrastructure and activities.

On November 20, the House Committee on Transportation and Infrastructure approved Chairman Peter DeFazio's Stop Sexual Assault and Harassment in Transportation Act bill, which would require multiple modes of transportation, including public transit agencies, to issue formal policies to help track and prevent sexual assaults and sexual harassment incidents on their systems.

On December 5, House Transportation and Infrastructure Committee Chairman DeFazio and Highways and Transit Subcommittee Chair Eleanor Holmes Norton (D-DC) sent a letter to Secretary Chao requesting information regarding the Department's procedures for awarding discretionary grants. They expressed concern that they had not yet received a response to their request for a copy of an April 2019 memorandum from Secretary Chao directing all DOT offices to update their policies and procedures to implement Government Accountability Office recommendations on greater transparency in decision making for INFRA freight grants. DeFazio and Norton also repeated past requests for information regarding how DOT made its grant awards for the 2017, 2018, and 2019 rounds of INFRA funding, including how and why the agency contacted some applicants and not others to address issues with their proposals. DeFazio and Norton said they plan to address grant evaluation and award processes in the next surface transportation bill.

State Route 37 Legislation
DRAFT Bill Outline
12.20.19

Below is a draft outline of a California state bill which would authorize tolls on State Route 37 to help fund congestion reduction, multimodal options, reconstruction and resiliency improvements to the SR 37 roadway.

State Route 37 Legislation Outline

Summary

The bill would authorize the Bay Area Toll Authority (BATA) to toll a portion of the State Route 37 corridor—adding it as the 8th bridge in the Bay Area’s state-owned toll bridge system administered by BATA— for the purpose of funding interim corridor improvements, long-term reconstruction and resiliency improvements, and other activities related to incorporating the new bridge into the BATA enterprise.

Bridge Definition/Tolling Limits

The new toll bridge would extend from Sears Point to Mare Island and be defined as including Highway 37 from the Highway 37-State Route 121 Interchange through the Mare Island Interchange.

General Tolling Authority

BATA would be authorized to institute tolls; tolling would be triggered by a board decision to add SR 37 as the 8th toll bridge. BATA would be responsible for identifying the timeline and toll rate, consistent with the general authority provided to BATA to implement toll rate increases needed to provide for BATA-administered toll bridge improvements, maintenance and operations.

Equity Program

BATA would be authorized to institute a program to partially offset the cost of bridge tolls for qualifying low-income bridge users in the SR 37 corridor.

SR 37 Improvements and Long-Range Plan

The bill would require that BATA update its long-range plan to reflect SR 37’s inclusion in the BATA enterprise, including BATA’s planned contributions toward the SR 37 interim corridor improvement project, the long-term reconstruction and resiliency project and other planned SR 37 bridge corridor improvements such as active transportation and transit improvements. The bill would require that BATA consult with the SR 37 Policy Committee as part of the development of the SR 37-component of the long-range plan.

SR 37 Maintenance Obligation

In expanding the Bay Area’s toll bridge system to include SR 37, BATA would assume responsibility for the maintenance and operation of any facilities that are constructed primarily for the purpose of collecting tolls. Caltrans would continue to own the road and as such, retain the responsibility for capital and operational improvements , including highway maintenance, outside of the scope of the SR 37 commitments detailed in the BATA long-range plan (i.e. the BATA-approved toll revenue expenditure plan for the interim and ultimate project).



MEMORANDUM

DATE: January 6, 2020
 TO: Daryl Halls, Executive Director
 Janet Adams, Director of Projects
 FROM: Anthony Adams, Project Manager
 SUBJECT: **State Route 37 Legislation**

Background

State Route 37 is the most heavily congested highway in the Bay Area, with an average daily delay of 80 minutes per user. In addition to this delay, the corridor sits close to sea-level and has closed from flooding in three separate incidents over the past 2 years. In an effort to improve traffic conditions, an “interim” project consisting of widening the portion of SR37 between Mare Island and SR121 interchange is being proposed to be constructed in the next 5 years. An “ultimate” project that would address sea-level rise and environmental concerns by placing the corridor on a causeway is planned for a timeline 20-30 years out.

Discussion

To pay for the interim project, and begin saving for the ultimate project, a toll on the corridor is being proposed by the Bay Area Toll Authority (BATA). Legislation language has been proposed by BATA staff, who is now requesting comments from stakeholders, due by January 10th, 2020. Below is a summary of STA’s comments:

SR37 Improvement and Long-Range Plan

Proposed Language

“...The bill would require that BATA consult with the SR 37 Policy Committee as part of the development of the SR 37-component of the long-range plan.”

STA believes that this language should be stronger in relation to the amount of engagement with the SR37 Policy Committee. Suggested new language: The bill would require that BATA seek concurrence with the SR 37 Policy Committee as part of the development of the SR 37-component of the long-range plan.

Bridge Definition/Tolling Limits

Proposed Language

“The new toll bridge would extend from Sears Point to Mare Island and be defined as including Highway 37 from the Highway 37-State Route 121 Interchange through the Mare Island Interchange.”

STA would like to ensure that the tolling gantry is located west of, and not including, Mare Island interchange.



DATE: January 15, 2020
TO: STA TAC
FROM: Anthony Adams, Project Manager
RE: Solano Active Transportation Plan Draft

Background:

STA 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.

Discussion:

An administrative draft of the Solano County Active Transportation Plan 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. 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. The Bicycle Advisory Committee and Pedestrian Advisory Committees have each been met with twice each to keep them abreast of progress.

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.

Currently, DKS is conducting a second model run for the project prioritization after incorporating comments to the first model run that was completed in early January. The second run for project prioritization is currently on going with results to be reviewed in the week of January 21st.

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. In light of this, a schedule has been proposed so that the plan can be considered for approval, subsequent to incorporating public comment, at the February 12, 2020 STA Board meeting

The following schedule for the finalization of the ATP can best be illustrated below:

Task	Date	Action
Review by Project Delivery Team	1/16/20	Discussion on project prioritization
ATP Final Version Released	1/22/20	Review by TAC members
TAC Review	1/29/20	Approval to send to STA Board
STA Board Approval	2/12/20	Approval for Public Comment Period
Incorporate Public Comments	2/29/20	Incorporate Comments and Finish Project

STA staff is requesting feedback and a recommendation from the TAC to send the Draft Solano Active Transportation Plan to the STA Board.

Fiscal Impact:

None at this time, however, this Plan once complete will guide future investments in bike and pedestrian infrastructure.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft Solano Active Transportation Plan to be released for Public Comment.

Attachment:

DRAFT Solano Active Transportation Plan: [Link](#)



DATE: January 13, 2020
TO: STA TAC
FROM: Triana Crighton, Assistant Planner
RE: Comprehensive Transportation Plan (CTP) Draft Land Use Chapter

Background:

The Comprehensive Transportation Plan (CTP) serves as STA’s primary long range planning document that guides and prioritizes the STA’s investments in transportation. Aside from the plan’s primary three main elements (Active Transportation Element; Arterials, Highways, and Freeways Element; and the Transit & Rideshare Element), STA will be adding two new chapters to the newest iteration of the CTP – a Land Use Chapter and an Equity Chapter. The Equity Chapter has been successfully created and currently open for public comment.

The primary purpose of the Land Use Chapter is to assess housing & jobs production within Solano County’s Priority Development Areas (PDAs), as well as summarize the history and investments within the PDAs. The Chapter explores how STA has and can utilize transportation funds to leverage housing production in PDAs. The work done in this chapter is especially important as the Bay Area grapples with the current housing crisis. Solano County has a unique affordability of housing among the Bay Area counties, and this Land Use Chapter helps to tell the story of how strategic housing growth in Solano County’s PDAs, near high quality transit service, can help.

STA has explored Land Use in the past – specifically through the Solano Transportation for Livable Communities (TLC) Plan in 2004. The TLC Plan focused on the relationship between transportation and land use by supporting “smart growth” projects in Solano County. The Plan revolved around 10 Smart Growth Principles such as “Create a Range of Housing Opportunities and Choices” and “Create Walkable Communities”. Many of the project areas highlighted in the TLC Plan are currently located within PDAs.

Discussion:

Work on this Chapter began in December 2018 and a draft has been completed and reviewed internally. The chapter breaks down STA’s work and investments within PDAs and introduces and reviews existing federal, state, and regional land use and transportation policies and legislation,. The chapter focuses particularly on housing legislation, such as the Regional Housing Needs Assessment (RHNA), and how Solano is poised to build more affordable housing to help house the Bay Area. It also highlights the collaborative efforts between STA and its member agencies such as the Solano Housing Inceptive Partnership (SolHIP). Much of the content of this chapter has been extrapolated through the work of the Planning Directors for the Metropolitan Transportation Commission’s (MTC) Plan Bay Area 2050 process and the formation of the Solano Housing Investment Partnership (SolHIP). Then Plan Bay Area 2050 has required cities to review their current MTC designations, such as PDAs, and gave them the opportunity to modify their existing designations or add new ones. These designations inform

where development is planned to occur. The SolHIP effort will allow the cities to evaluate where and how housing should be placed.

Fiscal Impact:

None.

Recommendation:

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

Attachment:

- A. Draft Land Use Chapter

3

Solano's Land Use Ties to Transportation



Photo: City Coach



INTRODUCTION

The successful integration of land use and infrastructure planning with transportation investments provides regions and communities with many potential benefits, including:

- Better balance between jobs and housing, reducing traffic and congestion
- Enhanced access to a variety of transportation options for households of all incomes
- Improved access to local and regional job centers
- Improved workforce access to jobs and a better commute
- Healthier communities that encourage walking, biking, and transit use

This section presents the land use plans, policies, and programs that will support the infrastructure and transportation investments in the CTP. It incorporates information from the 2019 Solano Housing Summit, interviews with landowners and developers, UC Berkeley research on regional housing issues, and the Solano EDC's Moving Solano Forward Report.

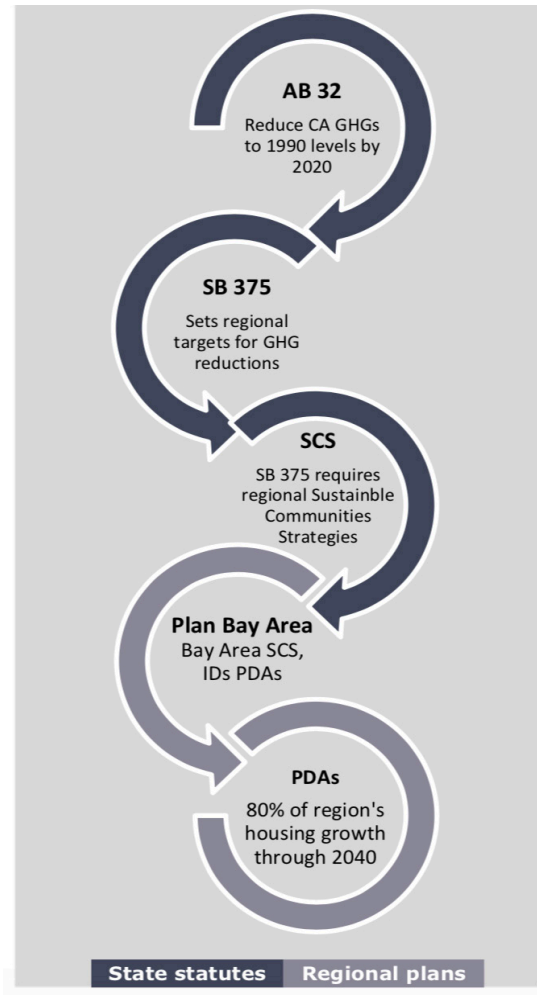
SOLANO COUNTY AND CITIES: LAND USE AND TRANSPORTATION PLANS, POLICIES, AND PROGRAMS

Over the past forty years Solano County has balanced preservation of rural lands, natural resources, and agricultural opportunities with expanding opportunities for housing development and economic growth. Going back to the 1980s, the Orderly Growth Initiative was crafted to limit the density of development in lands designated Agriculture or Open Space and focus residential and mixed-use development in Solano's cities and towns.

Developed in 2004, the Transportation for Livable Communities Plan illuminated the importance of focused growth to reduce environmental impacts. The plan identified historic suburban development patterns, often characterized as "sprawl", as undesirable over the long term due to fiscal

consequences, residents' isolation from key services and public gathering areas, and the excessive travel required to reach many destinations. It recommended ten Smart Growth principles to be utilized in future land use decisions, including focusing growth into existing communities, increasing the types and price ranges of housing options, expanding the variety of transportation choices, and incorporating public realm amenities that foster a proud sense of place.

As regional thinking has evolved, Solano has aligned its planning efforts with land use concepts embedded in SB 375 and developed by the Metropolitan Transportation Commission. STA has moved steadily to focus investments in PDAs to support higher density, mixed use development that offers walkability and access to transit, while maintaining key agricultural and open space areas. STA's planning efforts are underway to address displacement, gentrification, affordable housing.

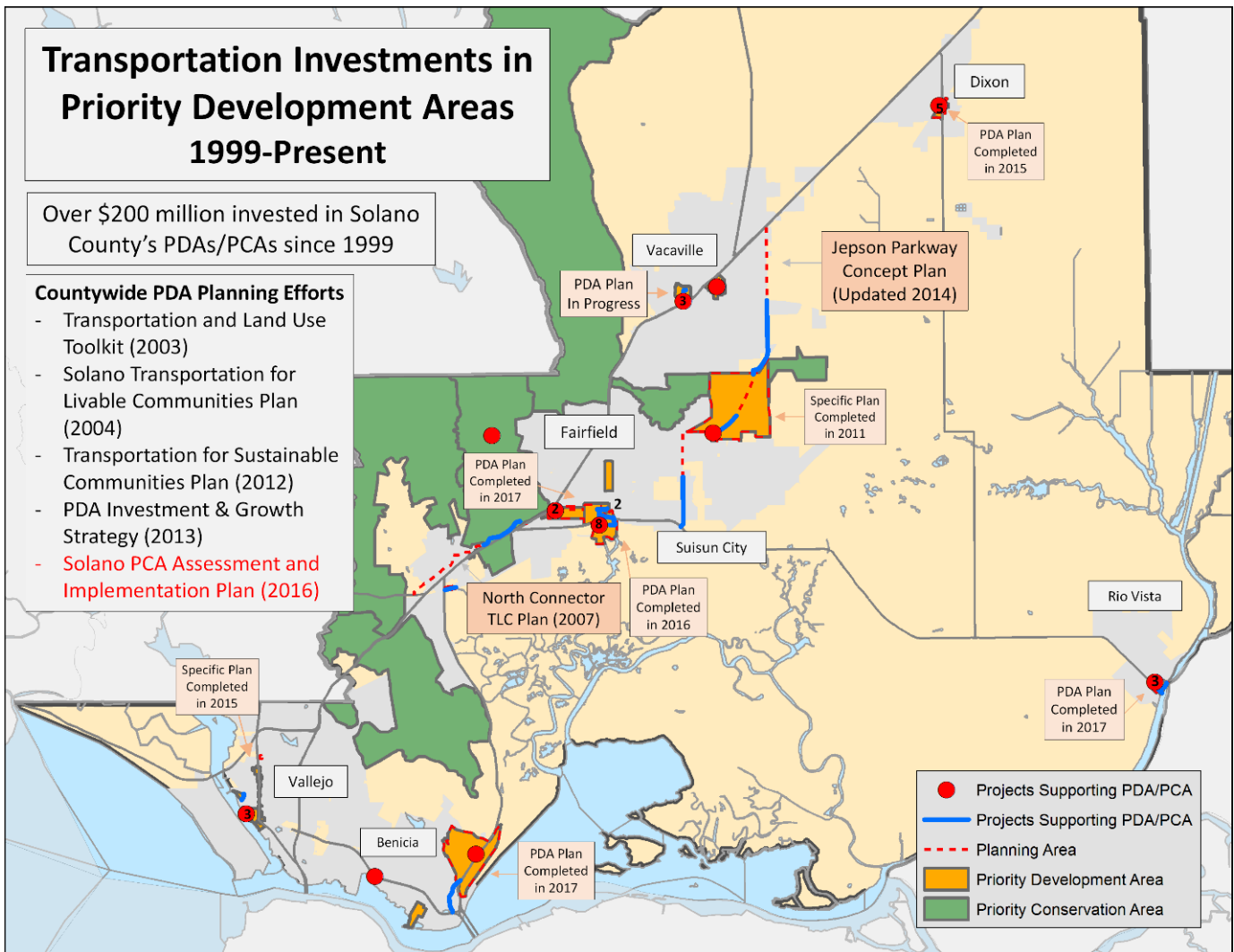


Priority Development Areas (PDAs) are locally nominated areas within walking distance of high frequency transit, that play an important role in accommodating the Bay Area’s future growth. Solano’s 13 PDAs were identified by the cities in conjunction with STA and ABAG in 2008. These areas are designated for investment in housing, and job growth. All Solano County jurisdictions have identified at least one PDA.

Solano County’s PDAs are highly varied in nature owing to the local land use context. Although all of the PDAs represent infill settings – with the important exception of the Fairfield-Vacaville Train Station PDA – PDA types include historic downtowns, suburban centers and commercial corridors, rural town centers, and one “Employment Center PDA” in Benicia which is an industrial zone. Seven of the PDAs overlap with

recently adopted Specific Plans for station areas and downtowns. These include the Sonoma Boulevard PDA in Vallejo; the Fairfield-Vacaville Train Station, West Texas Street, and Downtown/South Jefferson Street PDAs in Fairfield; the Northern Gateway Industrial Park PDA in Benicia; the Suisun City Downtown/Waterfront PDA; and the Downtown Rio Vista PDA. The plans provide a land use vision, zoning regulations, and identify needed infrastructure improvements.

In addition to PDAs, the county also contains six Priority Conservation Areas. These are areas that have been designated for the preservation of natural habitats, open space, or agricultural lands. They can be established either on public lands or through agreements with property owners via conservation easements.



Source: Solano Transportation Authority, 2019

STA has invested over \$40 million in planning and capital funds in Solano County's PCAs over the last two decades, including the completion of the North Connector Project and a PCA Assessment & Implementation Plan. 90% of land in unincorporated Solano County is either designated as agricultural (70%) or undeveloped natural resources (20%), such as marsh, watershed, or conservation areas.

The map above displays the location of the PDAs and PCAs in Solano County.

Most of Solano County's PDAs have received recent investments in infrastructure in the last nine years, with the total value of investments summing to over \$225 million. Investments have frequently supported active transportation improvements such as bike lanes and Safe Routes to School improvements, and there have also been several notable transit station improvements. Several jurisdictions received funding to support the elaboration of a PDA plan.

In addition to PDAs and PCAs, there is a third planning designation that is currently under consideration for formal adoption by ABAG/MTC: Priority Production Areas, or PPAs. PPAs, which are nominated by local jurisdictions, are industrial lands that serve an important economic purpose (typically production, distribution, and repair) in the region. As part of Plan Bay Area 2050, MTC opened a submittal process for new and modified designations for PDAs, PCAs, and PPAs. All seven cities and the County submitted proposals that are now pending MTC/ABAG approval. If all submittals are approved, it will result in the following:

- Benicia: 1 New PPA (conversion of the Industrial Park PDA to a PPA)
- Dixon: 1 New PPA (Northeast Quadrant PPA)
- Fairfield: 2 Modified PDAs, 2 New PPAs (Solano Business Park PPA and Train Station Employment Center PPA)
- Rio Vista: 1 New PDA (Airport and Church Road PDA), 1 New PPA (Rio Vista Industrial Park PPA)

PDA	Recent infrastructure investments	Total value of investments
Allison Area, Vacaville	Vacaville Transportation Center; Allison Drive Sidewalk & Class 1 Bike Lanes to Transit Center	\$11,400,000
Fairfield-Vacaville Train Station, Fairfield	Fairfield/Vacaville Train Station Specific Plan; Fairfield-Vacaville Train Station; Jepson Parkway Phase 2A	\$83,250,000
Northern Gateway, Benicia	Benicia Industrial Park Transportation and Employment Center Plan, Benicia Industrial Bus Hub; Park Road Bike Improvements	\$6,650,000
Downtown & Waterfront, Suisun City	Grizzly Island Trail Phase 1; Amtrak Station Park and Ride EV Charging Station; Suisun/Fairfield Train Depot Rehabilitation; Suisun City Waterfront District Specific Plan; Driftwood Drive SR2S Class I Path	\$5,780,000
Downtown South (Jefferson Street), Fairfield		\$1,720,000
West Texas Street Gateway, Fairfield	Bike, pedestrian, and transit improvements	\$1,780,000
Downtown, Dixon	West B Street Undercrossing; Downtown Dixon PDA Plan	\$9,730,000
Waterfront & Downtown, Vallejo	Vallejo Ferry Intermodal Terminal; Downtown Streetscape Improvements Phases 1-3	\$103,500,000
Sonoma Boulevard, Vallejo		\$40,000
Downtown, Rio Vista	Rio Vista Waterfront Promenade; SR 12 Lighted Crosswalk; Rio Vista Waterfront PDA Plan	\$1,720,000
Solano County PDA Total		\$225,570,000

Source: Solano Transportation Authority, 2019; CivicKnit, 2019; Strategic Economics, 2019

- Suisun City: 2 New PPAs (East Side PPA and Gentry PPA)
- Vacaville: 1 Modified PDA, 1 New PPA (Vacaville Industrial PPA)
- Vallejo: 1 Modified PDA (Sonoma Blvd PDA), 5 New PDAs (Mare Island PDA, Carquinez Heights PDA, Solano 360/I-80/SR-37 Gateway PDA, Central Corridor West PDA, and Central Corridor East PDA), 3 New PCAs (Mare Island PCA, White Slough PCA, and Napa-Sonoma Marshes Wildlife Area PCA), 3 New PPAs (North Sonoma & Broadway Corridor PPA, South Vallejo PPA, and Mare Island PPA)
- \$3 billion to support projects that lower highway-related carbon emissions,
- a \$500 million competitive grant program to lower per-capita emissions
- a \$1 billion competitive grant program to build hydrogen, natural-gas
- EV fueling infrastructure along designated highway corridors

A four-year Transportation Improvement Program (TIP) implements MTC's MTP. The agency has begun using performance-based criteria to select projects that support the plan's goals and community priorities. When the final list of projects is approved by MTC and receives the Governor's approval, it is incorporated directly into the Statewide Transportation Improvement Program (STIP). STIP approval must be granted before projects can move from planning to implementation.

Existing Federal Land Use And Transportation Policies And Legislation

Since 1978, the Federal-aid highway program (FAHP) has been authorized as part of larger, more comprehensive, multi-year surface transportation acts that cover Federal-aid transit funding as well. Since 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA / pronounced Ice-Tea) has established the terms and conditions under which federal programs operate, authorized the enactment of appropriations, and described how appropriated funds must be used. It also provides for separate Authorization bills that create, modify, and/or extend agencies and programs. It also limited the term of each new ISTEA Act to approximately five years, unless extended through specific legislative action. The current law, the Fixing America's Surface Transportation (FAST) ACT, is set to expire in October 2020.

ISTEA requires a fiscally constrained Metropolitan Transportation Plan (MTP) with a time horizon of at least 20 years to be updated every 4 to 5 years, depending on the region's air quality attainment status. Currently, Congress is debating the structure, programs, and funding for the next ISTEA. In addition to funding for roads and bridges, the bipartisan bill includes:

Beyond legislation, the federal government, through its Department of Transportation, has adopted numerous policies and programs to bring investments in transportation into alignment with land use policies. Federal programs play an enormous role in supporting the real estate sector and directing new development. With nearly \$1 trillion in direct tax subsidies and \$4 trillion in loan guarantees over the last 5 years, the U.S. government has a significant impact on the real estate market, including where new development is built and what types of housing are created.

The Federal Transit Agency's (FTA) policies direct growth around transit nodes and into corridors that will help maintain and increase transit's base of riders in the future. They encourage modification of parking regulations to locate spaces behind buildings, reduce the total number of spaces required, and promote shared use of parking.

Opportunity Zones were created by the 2017 Tax Cuts and Jobs Act. These zones are designed to spur economic development and job creation in distressed communities throughout the country.

They provide tax incentives for investors to finance new infrastructure, development projects, affordable housing, and workforce development, among other things. Currently there are nine census tracts that have been designated as eligible Opportunity Zones in Solano County. They are located in Fairfield and Vallejo, within areas designated by MTC as COCs.

Existing State Policies And Legislation Addressing Land Use And Transportation

The State of California has existing legislation and programs in place that require cities and counties to plan for housing, and to coordinate transportation investments with land use planning in order to reduce greenhouse gas emissions. In addition, the State provides funding and other technical assistance to local governments to support affordable housing development. Some of these policies are described in more detail below.

Regional Housing Needs Assessment (RHNA)

Every seven years, the State Department of Finance draws projections for housing needs for each region in the state, broken down by affordability levels relative to the area median income. Subsequently ABAG/MTC is responsible for assigning housing allocations to each Bay Area jurisdiction.

Solano has seen a high degree of cooperation between the county and cities. For 2014-2022 RHNA, Solano County established a subregion of the seven Cities and Unincorporated Solano County. A subregion can work together to allocate units among its members rather than the accept the region’s ABAG allocations.

The breakdown for Solano County jurisdictions for the 2015-2023 planning period is detailed below.

There are currently only four and a half years of data available to track housing permitting trends during the present seven-year RHNA cycle. The results from these first two years indicate that most of the local jurisdictions in Solano County are on track to surpass their RHNA performance during the previous

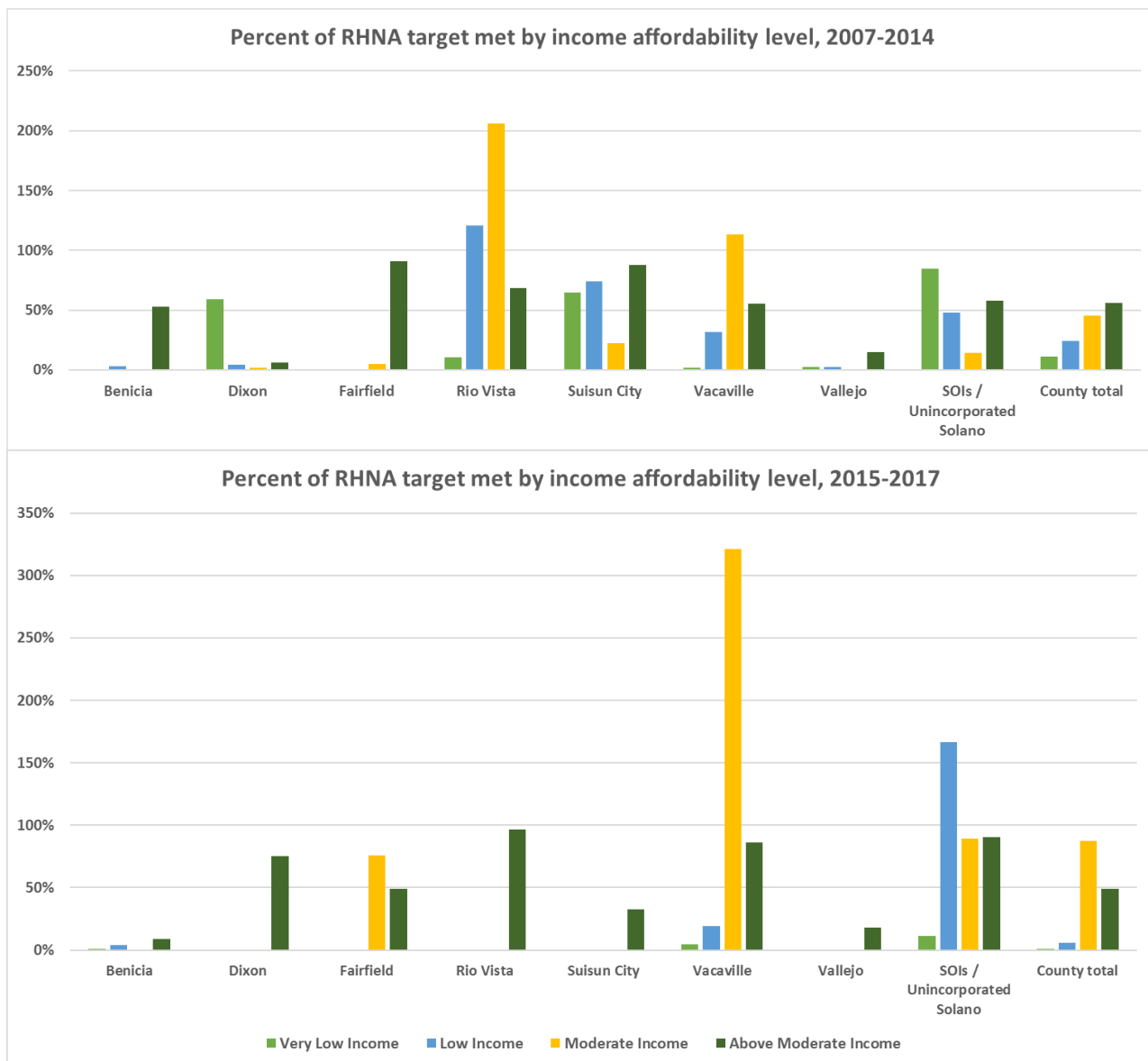
Solano County Current 2015 – 2023 RHNA Progress

(Numbers Updated to Reflect 2018 Annual Progress Reports as of June 2019 – Year 5 of 9)

	Very Low Income Required	Very Low Income Permits Issued	Percent Complete	Low Income Required	Low Income Permits Issued	Percent Complete	Moderate Income Required	Moderate Income Permits Issued	Percent Complete	Above Moderate Income Required	Above Moderate Income Permits Issued	Percent Complete	Total # of Permits Required	Total # of Permits Issued	Total RHNA Remaining
Benicia	94	1	1.1%	54	3	5.6%	56	3	5.4%	123	15	12.2%	327	22	305
Dixon	50	0	0%	24	54	225%	30	59	196%	93	147	158%	197	260	50
Fairfield	779	0	0%	404	0	0%	456	360	78.9%	1,461	1,713	117%	3,100	2,073	1,279
Rio Vista	45	0	0%	36	4	11.1%	48	155	323%	170	317	187%	299	476	77
Suisun City	147	0	0%	57	0	0%	60	0	0%	241	84	35%	505	84	421
Vacaville	287	48	17%	134	96	72%	173	533	308%	490	657	134%	1,084	1,334	277
Vallejo	283	0	0%	178	0	0%	211	0	0%	690	146	21.4%	1,362	146	1,216
Solano County (Unincorporated)	26	5	19%	15	55	367%	19	22	116%	43	59	137%	103	141	21
Total	1,711	39	2.3%	902	174	19.3%	1,053	1,120	106%	3,311	2,886	87.2%	6,977	4,536	3,646

Legend

	Very Low Income
	Low Income
	Moderate Income
	Above Moderate
	RHNA Target Met



Source: ABAG/MTC

seven-year cycle. Most jurisdictions are creating housing opportunities for above moderate income households; in particular, Vacaville, Rio Vista, and unincorporated Solano have each permitted 85% or more of their above moderate income housing allocation. Solano County is exceeding its allocation for moderate income housing as well.

Like most cities in the Bay Area, Solano County's jurisdictions have struggled to meet their allocations for lower income housing categories. This is largely

due to a lack of local, state, and federal funding sources to subsidize lower income housing units with the loss of redevelopment housing set aside funds. There are also a limited number of non-profit housing developers and few local policies enacted to help produce affordable housing.

This issue is not unique to Solano County. The level of housing production — both inside and outside of PDAs — is falling far short of meeting the Bay Area's needs. MTC's Regional Growth Strategies Perspective

Paper introduces a suite of potential strategies for shaping the Bay Area’s future housing and job growth while creating a more affordable, connected, diverse and environmentally sustainable region.

Key strategies include:

- Expanding the range of places prioritized for housing growth, particularly transit-rich and high opportunity communities
- Promoting job growth in centers located closer to households with long commutes
- Accelerating the reuse of obsolete shopping centers and office parks as mixed-income communities
- Mitigating the potential displacement impacts associated with infrastructure investments
- Increasing dramatically regional and state investments in the infrastructure required to create successful communities in the places taking on new growth

GOVERNOR’S BUDGET

Governor Newsom has pledged to build 3.5 million homes statewide by 2025. AB101 was recently signed in to law, creating incentives for cities to provide sufficient housing, as well as remedies that the state can use in court when cities fail to comply with housing element law. The bill includes \$1 billion in funding to fight homelessness, and \$1.75 billion for new housing production. Planning grants of up to \$500,000 each for the larger jurisdictions in Solano (Vallejo, Fairfield, Vacaville) are available to assist in the RHNA process.

The governor’s 2019 budget includes a plan for HCD to revise the RHNA process to account for the number of jobs and the share of cost-burdened households in each jurisdiction, which may impact future housing allocations for all local jurisdictions, including those in Solano County. In addition to funding sources, the state has announced plans to fine and/or sue jurisdictions that block any new housing that is permitted by state law, though mechanisms to withhold transportation funding were not in the final version of the bill.





Existing Regional Land Use And Transportation Plans, Policies, And Programs

In 2008, California's landmark Senate Bill 375 became law, requiring each region to develop a Sustainable Community Strategy that would integrate economic development, transportation, and housing in order to reduce greenhouse gas emissions from cars and light trucks. In 2013, Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (ABAG/MTC) adopted Transportation 2035, the first Regional Transportation Plan (RTP) to comply with the state's mandate. Plan Bay Area allocated approximately 80 percent of the future household growth and 63 percent of new jobs to be located in Priority Development Areas (PDAs). The 2040 update of the RTP included expanded consideration of equity and increased the focus on PDAs.

MTC and ABAG are currently wrapping up a new planning effort, the Horizon Initiative, to explore challenging issues and emerging trends that will impact the region's future growth and resiliency through 2050. The Horizon Initiative will set the stage for developing the next regional plan, expected to be adopted in the summer of 2021. Plan Bay Area 2050 will prioritize making the region more equitable and resilient.

Between 2017 and early 2019, MTC brought together leaders from city governments, regional agencies, housing development, philanthropy, tenant advocacy groups, and employers as the Committee to House the Bay Area, or CASA. The group developed strategies that would increase housing production, including affordable housing production. 10 specific actions were recommended in order to produce 35,000 new housing units within the Bay Area each year, including 14,000 units affordable to low-income families and 7,000 units affordable to moderate income families. Many of the recommended programs required state legislative changes in order to be enacted.

Suburban Housing Incentive Pool (SubHIP)

In October of 2017, the MTC Board adopted Resolution 4308, the 2018 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria. A proposed Housing Incentive Pool (HIP) program was established with \$76 million in regional funding proposed and MTC staff developed criteria for the distribution of the funding. Based upon the proposed criteria, 90% of the \$76 million would go to 3 counties (Alameda, San Francisco and Santa Clara). 10% of the funding would go to the six more suburban counties. Solano County would receive .003% of the funding (\$250,000) for 1 housing unit produced that met the new program criteria.



Solano County's MTC representative, Jim Spring raised a number of concerns about the proposed criteria for distributing the HIP funding not recognizing issues pertaining to housing production and affordability in the suburban counties. What resulted was the SubHIP program.

The Suburban Housing Incentive Program (SubHIP) Pilot recommends criteria that would facilitate and incentivize the production of regionally affordable housing in Priority Development Areas (PDAs) located in Solano County cities with access to regional transit services. When this SubHIP pilot was developed, it initially focused on three cities with adopted PDA plans that also met or were about to meet the four state housing laws required by MTC/ABAG's new regional HIP program. All three cities, Fairfield, Suisun City and Vacaville now meet the four state housing laws.

STA is working with the cities of Fairfield and Vacaville to identify two affordable housing projects with developer partners, one located in each city, that meet the recommended SubHIP pilot program criteria. Combined, these projects would result in over 800 housing units being produced with over 350

units being affordable units – low or very low. STA was successful in requesting MTC/ABAG allocate \$4 million of the \$5 million regional set aside funds for the SubHIP to enable this pilot to work; STA will be working with eligible projects to utilize the awarded funds.

Solano Housing Investment Partnership (SolHIP)

In 2017, the Governor Jerry Brown signed a 15 bill housing package aimed at addressing the state's housing shortage and high housing costs. Senate Bill 2: Building Homes and Jobs Act (SB2) was included in this package and established a \$75 recording fee on real estate documents to increase the supply of houses in California. The first year of implementation is geared primarily toward planning funds grants being available for each city and county to plan for the production of housing. Subsequent yearly SB2 allocations will be focused on competitive capital funding that supports housing production.

Solano County's seven cities and the County unincorporated area are eligible to receive over \$1.5 million in SB2 planning funds during this first round of funding. Cities and Counties with a population of 60,000 to 200,000 people are eligible to receive

\$310,000 in SB2 planning funds while smaller cities and unincorporated counties of less than 60,000 people are eligible to receive \$160,000.

STA staff has organized meetings with each of the seven cities and the County to discuss their potential housing production, this funding opportunity and their future PDA implementation status. As part of these meetings, STA staff discussed the potential for partnering with the local agency to provide match funding to a small contribution from interested cities/county agencies to develop a countywide housing production resources and planning tools – the Solano Housing Investment Partnership (SolHIP). The levels of contribution from interested member agencies were proposed to be \$5,000 from SB2 funding for smaller agencies and \$10,000 from larger agencies with a total maximum funding match by STA of \$60,000.

The purpose of SolHIP is for Solano's eight local agencies to partner with the STA to accomplish the following goals: create an inventory of housing sites, examine policy options available for Solano's seven cities and the County (including best practices) that want to provide for more housing options and meet their Regional Housing Needs Assessment (RHNA) targets, identify and examine public and private funding sources, identify catalyst housing sites within Priority Development Areas (PDAs), and develop strategies to move these projects towards development. A focus would also be on housing within each community's downtowns and adjacent to regional transit services (Express Bus, Ferry and Rail). STA and the eight agencies are currently working through funding agreements to begin work on SolHIP.

Pending Legislation And Programs Related To Transportation And Land Use

In addition to the programs and policies outlined above, the State and region are also exploring new policies to create funding sources for affordable housing, streamline approvals for

housing development projects, preserve existing affordable housing units, and protect tenants from displacement. These proposals are summarized in the appendix.

Displacement and Gentrification

The foundation is in place to build a solid future for Solano County, but there is a clear need for mechanisms that will generate affordable housing and protect diversity. Without incentives and regulations to promote affordable housing, there is a risk that development will displace the most vulnerable residents, and that the mix of housing will be unaffordable for many workers.

Moving Solano Forward, which was a multi-year economic development and diversification effort conducted by Solano Economic Development Corporation (EDC) in partnership with Solano County and its seven cities, concluded that "Population growth has been outpacing job growth since 2010, an economic indicator that Solano has become a place to live for the Bay Area workforce".

A recent study by the Turner Center (California's SB 375 and The Pursuit of Sustainable and Affordable Development) found that "Insufficient housing construction, in combination with growing housing demand in regions with strong economies, has contributed to skyrocketing housing prices, reduced housing affordability and longer commute times. The study also found that far-flung development encourages reliance on cars for transportation. The study concluded that "Development consistent with climate change goals may simply cost too much to feasibly build enough to alleviate the housing affordability crisis."

The Turner Center study noted that "Aligning land use, transportation, and sustainability is more important than ever as it becomes clear how interrelated these issues are."

Moving Forward

Land use choices in conjunction with transportation planning has become increasingly important as the Bay Area faces a housing crisis resulting from a robust job market and a failure to keep pace with housing construction. According to the Metropolitan Transportation Commission (MTC), since 2010, the Bay area has added almost 500,000 jobs but only 50,000 new housing units. This imbalance has created a housing and housing affordability crisis. The elimination of redevelopment took away a local funding source for affordable housing. MTC has historically played a limited role related to housing. However, its role is growing with its recent staff merger with the Association of Bay Area Governments (ABAG), the region's council of governments and the agency responsible for the development of the regional housing needs assessment (RHNA) for the nine Bay Area counties. Solano County's moderate home price is \$396,480, which is lower than the low income median home price in 6 of the 9 Bay Area counties. It is also lower than the very low income median home price in 4 of the 9 Bay Area counties. It is easy to see why people move to Solano County and commute to jobs elsewhere. Solano County is serving as an affordable housing producer for the Bay Area.

Market demand for more compact, mixed-use development and housing is expected to be strongly influenced by continued population growth and a shortfall in available and affordable housing. A substantial increase in the demand for transit service, housing near transit, and health and support services is likely to occur to support daily living for a growing senior population. Communities that foster attractive and safe places to walk, bike, and gather benefit from economic reinvestment, community pride and improved personal health.

Solano's 40 year history of containing sprawl, linking transportation and land use, and investing in infrastructure that improves livability and public spaces have put the county in a strong position to prioritize future STA efforts in well-planned PDAs.

STA will work at the regional level to receive adequate funds to offset gentrification and displacement, while simultaneously working in collaboration with local governments and employers to target specific industries that will lift up lower income workers and expand middle income job opportunities.

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Appendices



Existing Federal Land Use And Transportation Policies And Legislation

Intermodal Surface Transportation Efficiency Act (ISTEA)

Authorizing legislation for highways began with the Federal-Aid Road Act of 1916 and the Federal Highway Act of 1921. These acts provided the foundation for the Federal-aid highway program (FAHP) as it exists today. Multi-year authorization acts have subsequently continued the FAHP. Since 1978, Congress has passed highway authorization legislation as part of larger, more comprehensive, multi-year surface transportation acts that covered Federal-aid transit funding as well.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (pronounced Ice-Tea) is a federal law that brought major change to transportation planning and policy, as the first U.S. federal legislation on the subject in the post-Interstate Highway System era. It established the terms and conditions under which federal programs operate, authorized the enactment of appropriations, and how appropriated funds must be used. It also provided for Authorization bills that create, modify, and/or extend agencies and programs. Finally, it limited the term of each new ISTEA Act to approximately five years, unless extended through specific legislative action.

The current law is referred to as the Fixing America's Surface Transportation (FAST) ACT. It is a funding and authorization bill that governs federal surface transportation spending. It was passed by Congress on December 3, 2015 and is set to expire in October 2020.

Currently, Congress is debating the structure, programs, and funding for the next ISTEA authorizing law. It is referred to as the America's Transportation Infrastructure Act of 2019 (ATIA). In addition to funding for roads and bridges, the bipartisan bill includes \$3 billion to support projects that lower highway-related carbon emissions, such as efforts to reduce traffic congestion and provide alternatives to

single-occupant vehicle trips. States will be able to compete for an additional \$500 million by making progress on lowering their per-capita emissions.

The bill also includes a competitive grant program funded at \$1 billion over the five-year period for states and localities to build hydrogen, natural-gas and EV fueling infrastructure along designated highway corridors. While the funds are not dedicated exclusively to EV charging, market demand is likely to drive investments in EV infrastructure over the alternatives.

Federal laws require a fiscally constrained Metropolitan Transportation Plan (MTP) with a time horizon of at least 20 years and is updated every 4 to 5 years depending on the region's air quality attainment status. The plan must address:

Policies, strategies, and projects for the future;

- A systems-level approach by considering roadways, transit, nonmotorized transportation, and intermodal connections;
- Projected demand for transportation services over 20 years;
- Regional land use, development, housing, and employment goals and plans;
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investments; and
- Ways to preserve existing roads and facilities and make efficient use of the existing system.

The TIP is the four-year transportation program for the urbanized area. This is the region's way of allocating limited transportation resources among various needs of the region. The TIP implements the region's MTP. MTC has begun using performance-based criteria to select projects that support plan goals and community priorities. This list of projects is updated at least every four years, is approved by the MPO and governor, and is incorporated directly into the Statewide Transportation Improvement Program (STIP).

Beyond legislation, the federal government, through its Department of Transportation, has adopted numerous policies and programs that are intended to

bring investments in transportation into alignment with land use policies. Federal programs play an enormous role in supporting the real estate sector and directing new development. With nearly \$1 trillion in direct tax subsidies and \$4 trillion in loan guarantees over the last 5 years, the U.S. government has a significant impact on the real estate market, including where new development is built and what types of housing are created. It is important that land use and transportation planning decisions complement, not contradict, one another. Creating overlap and links between the transportation and land use processes is necessary to ensure that complementary land use and transportation decisions are made.

The Federal Transit Agency has adopted policies that direct growth around transit nodes and into corridors that will help maintain and increase transit's base of riders in the future. They encourage modification of parking regulations to encourage locations behind buildings, reduce the total number of spaces required to encourage public transit use, and promote shared parking agreements to help reduce vacant lots that create barriers for pedestrians and generate a less secure environment. Their guidance documents also advocate for street designs which not only provides transit priority but also are friendly to pedestrians. Federal regulations are also aimed at supporting freight generating land uses that can bring tax benefits to a region. Freight generating industries also provide jobs, and proximity of goods to growing populations and businesses.

Freight volumes, and their attendant impacts, are anticipated to grow significantly in the future, growing by over 60 percent (nationally) over the next 25 years. Accordingly, federal regulations include both long-range and short-range strategies/actions leading to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.

The STIP is a consolidated list of transportation projects covering four years at the state level. The state prioritizes projects from rural, small urban, and urbanized areas of the state. TIPs from MPOs are incorporated directly without change into the STIP.

The STIP is approved by the U.S. DOT (FHWA and FTA). STIP approval must be granted before projects can move from planning to implementation.

Opportunity Zones were created by the 2017 Tax Cuts and Jobs Act. These zones are designed to spur economic development and job creation in distressed communities throughout the country. They provide tax incentives for investors to finance new infrastructure, development projects, affordable housing, and workforce development, among other things. Currently there are nine census tracts that have been designated as opportunity zones in Solano County, which are located in Fairfield and Vallejo. They are within areas designated as COCs and encompass much of Vallejo's PDAs.

Approved State Legislation

There are a number of recently adopted laws in Sacramento that would impact housing production in Solano County. Below is a summary of adopted legislation that would accelerate or modify housing production; create new source of funding or financing for affordable housing; or create incentives for building housing in transit areas or infill locations.

New Funding Sources

New state funding sources for affordable housing production are starting to come online, following Governor Brown's 2017 housing package and a voter-approved bond for \$4 billion that passed in 2018. These funding sources, administered by the Department of Housing and Community Development (HCD), are awarded via the following programs:

- The No Place Like Home Program, which dedicates nearly \$2 billion in bond proceeds for the development of permanent supportive housing, targeted to assist persons with mental illness and persons experiencing homelessness.
- The Multifamily Housing Program (MHP), which provides deferred long-term loans for construction, rehabilitation, and acquisition-rehabilitation of permanent and transitional affordable rental housing.
- Infill Infrastructure Grants (IIG), which were

formerly funded by Prop 1C in 2006. This program provides gap funding to the infrastructure improvements required for transit-oriented development and infill development.

- CalHome Program, which provide grants to local agencies and developers to develop ownership housing and provide other housing assistance to low-income homeowners.
- SB 2 (Building Homes and Jobs Act) imposed a new real estate recording fee of \$75 on selected real estate transactions. SB 2 funding will be dedicated to local governments for various eligible uses, including: planning and technical assistance to streamline housing development, development or preservation of affordable housing, and assistance for persons experiencing or at-risk of homelessness (rapid rehousing, emergency shelters, rental assistance, etc.)

Streamlining Housing Development

In addition to the new funding described above, the state has also implemented new bills to streamline housing development projects, allow cities to enact inclusionary ordinances. These bills are described below:

- SB 35 (Weiner) – Streamlined housing approval process for developments that have not met their housing targets, provided that development is on an infill site and conforms with local zoning plan. At least 10% of units must be affordable for lower-income families.
- AB 1505 (Bloom) – authorized cities to enact inclusionary ordinances (on-site or off-site low-income housing)
- SB 540 (Roth) – creates an opt-in mechanism for cities to create Workforce Housing Opportunity Zones (WHOZ) close to jobs and transit where workforce and affordable housing is streamlined
- SB 73 (Chiu) – creates opt-in mechanism for cities to create housing sustainability districts to streamline housing by completing zoning and environmental reviews up front.

Proposed State Legislation

The current legislative session has a number of proposed bills that would expand resources for affordable housing, incentivize housing production,

and facilitate housing development near transit. These are described below:

- AB 11 (Chiu) “Redevelopment 2.0” -- Would restore roughly \$1 billion for affordable housing statewide by employing tax increment financing. Property taxes would be diverted from county governments and schools in order for redevelopment agencies retain these funds within local government boundaries. Supporters (including Gavin Newsom) suggest that cities would have enhanced financial incentives to zone for housing if property taxes could be funneled into local coffers. If redevelopment 2.0 follows the model of 1.0, local jurisdictions would also bond against property taxes that are captured, increasing their fiscal capacity.
- AB 68 (Ting) - Overrides local lot size minimum requirements for accessory dwelling units (ADUs) or basement apartments; speeds up approval processes for ADUs to 60 days; and implements a couple of other changes to increase the viability of ADU construction.
- AB 264 (Melendez) – Would create state tax credit to compensate real estate developers for local development impact fees that are incurred when developers construct new housing.
- AB 553 (Melendez) – Would divert funding from high-speed rail bonds to HCD’s Multifamily Housing program.
- AB 725 (Wicks) -- Would require that no more than 20% of cities’ above moderate income allocation could be met by zoning land for single-family homes.
- AB 1279 (Bloom) – State would create a “high resource designation” and proposed affordable housing developments would be permitted by-right. Also calls for impact fees on any housing project affordable to households about 100% of AMI, equivalent to 10% of the difference in the actual sales/rental price and the sales/rental price that would be affordable for someone earning 100% or less of AMI.
- AB 1482 (Chiu) “Rent Cap” –Prevent landlords from raising rent more than 5% plus CPI (corresponds with CASA Compact). The bill is headed to the governor’s desk at the time of writing.
- AB 1483 (Grayson) – Requires cities to maintain

planning/zoning standards and schedules of fees/assessments readily accessible online (corresponds with CASA Compact Item #6)

- AB 1484 (Grayson) – Requires local governments to provide comprehensive impact fee information to developers in an application project; those impact fees are then locked in place as the project proceeds through the development process (corresponds with CASA Compact Item #6).
- AB 1486 (Ting) - Lays groundwork for public agencies to utilize their surplus lands for housing development (corresponds with CASA Compact Element # 8)
- AB 1487 (Chiu) – Would establish regional housing agency in the Bay Area which would have the authority to raise and administer housing funds (corresponds to CASA Compact Element #10).
- SB 50 (Weiner) – SB 50 calls for mandatory upzoning near transit stations. Jurisdictions would be required to allow apartment buildings (min. of '45 to '55 depending on local context) in locations that are (1) within ½ mile of a transit stations (including ferry lines and ports), (2) within ¼ mile of a high frequency bus stop, or (3) within a “job-rich” neighborhood (maps forthcoming). Exceptions granted for projects that would require demolishing apartments that currently house renters, and for sensitive communities/communities of concern (which can receive a 5-year delay in implementing zoning changes). The Fairfield Downtown (Jefferson) PDA, Suisun Waterfront/Downtown PDA, and Vallejo Downtown/Waterfront and Sonoma Blvd PDAs would all have substantial portions of their perimeters subjected to mandatory upzoning, but would qualify for delayed implementation because the areas immediately surrounding these PDAs are “communities of concern” or “sensitive communities.” Additional research would be needed to determine which PDAs also qualify as being within a ¼ mile radius of high-frequency bus service and would therefore be subjected to mandatory upzoning. Mandatory inclusionary requirements for low-income households would be 15-25% depending on the size of the project. The bill also extends displacement protections to mobile home residents. The bill has been put on

hold until 2020.

- SCA-1 (Weiner) - This Senate Constitution Amendment would remove Article 34 of the CA Constitution (passed in 1950) that requires cities to seek approval of voters to construct “low-rent” housing; removing Article 34 would speed up the approvals process for affordable housing.

Regional Housing Efforts

The Committee to House the Bay Area, or CASA, was a regional effort from 2017 to 2019 that brought together leaders from city governments, regional agencies, housing development, philanthropy, tenant advocacy groups, and employers to develop strategies that would increase housing production, including affordable housing production. CASA established a goal of producing 35,000 new housing units each year, which would include 14,000 units affordable to low-income families and 7,000 units affordable to moderate income families. After over a year of deliberations, MTC and ABAG adopted the CASA 10-point Compact. Many of the programs and policies recommended will require state legislative changes in order to be enacted.

The following are the elements of the CASA Compact that could impact Solano County jurisdictions:

- **Compact Element 1** : Just Cause eviction policy (requires landlords to cite specific “just causes” (either fault or no-fault) for termination of tenancy.
- **Compact Element 2**: Emergency rent cap (establishes a permissible annual percent rent increase, CPI + 5%)
- **Compact Element 3**: Emergency Rent Assistance and Access to Legal Counsel (to be maintained by the Regional Housing Enterprise, funded via Compact Item 10)
- **Compact Element 4**: Remove regulatory barriers to ADUs (CASA recommends that a state law be created on this, but city governments also are encouraged to adopt owner occupancy requirements for properties containing ADUs, and that cities’ impact fees be imposed on ADUs only under certain conditions.)
- **Compact Element 5**: Minimum zoning near major transit areas (there are only three of these in Solano, one in Vallejo and two in Fairfield). CASA calls for

state law to be changed, but city governments could adopt standards described in the meantime; note that this Compact item calls for exceptions to be granted to Sensitive Communities so that they can develop context-specific plans. There are three Sensitive Communities in Solano County.

- **Compact Element 6:** Good government reforms to housing approval process (create “transparency, predictability, reliability, and timelines to the housing approvals process”). Involves local jurisdictions maintaining a list all of all of their rules, codes, and standards, and “annually document all local agency impositions that increase the hard cost...of housing construction, including fees and inclusionary zoning requirements.” Compact element also calls for several changes to state law, and several corresponding bills have been introduced.
- **Compact Element 7:** Expedited approvals of zoning-compliant housing projects, and creation of financial incentives for enabling on-site affordability and prevailing wages (a bill has been introduced)
- **Compact Element 8:** Unlock Public Land for Affordable Housing – promotes an increased utilization of surplus/underutilized public land for affordable housing, including all properties owned by cities, counties, state agencies, and public agencies.
- **Compact Element 9:** Raise \$1.5 billion in revenue to fund and finance the CASA Compact, including from the following potential sources: vacant homes taxes, parcel taxes, commercial linkage fees, gross receipts taxes... could have broad implications for local governments.

Existing Regional Land Use And Transportation Plans, Policies, And Programs

Plan Bay Area

Transportation 2035 was the first long-range, regional plan adopted by the Association of Bay Area Governments (ABAG) and the Metropolitan

Transportation Commission (ABAG/MTC) to comply with the state’s mandate to create a Sustainable Communities Strategy. California’s landmark Senate Bill 375 required each region to develop a Sustainable Community Strategy that would integrate economic development, transportation, and housing in order to reduce greenhouse gas emissions from cars and light trucks. Plan Bay Area, adopted in July 2013, projected that the nine-county San Francisco Bay Area region would increase by 660,000 households and 1.1 million jobs from 2010 to 2040. The regional plan allocated approximately 80 percent of the future household growth and 63 percent of new jobs in Priority Development Areas (PDAs). Transportation 2035 also identified major transportation and infrastructure projects that would help to support and sustain the region’s growth and development. The 2040 update of the RTP was the first to adopt the name Plan Bay Area and included expanded consideration of equity and an increased focus on PDAs.

Horizon Initiative

MTC and ABAG are currently in the process of a new planning effort, the Horizon Initiative, to explore challenging issues and emerging trends and their impacts on the region’s future growth and resiliency through 2050. The Horizon Initiative is examining new technologies (autonomous vehicles), climate change and sea level rise, earthquakes, economic cycles, political cycles, and other possible challenges Bay Area residents may face through 2050. The Horizon Initiative will set the stage for developing the regional Plan Bay Area 2050. The Metropolitan Transportation Commission and the Association of Bay Area Governments are expected to adopt Plan Bay Area 2050 in the summer of 2021. Plan Bay Area 2050 will prioritize making the region more equitable and resilient.

Regional CASA Compact

The Committee to House the Bay Area, or CASA, was a regional effort from 2017 to 2019 that brought together leaders from city governments, regional agencies, housing development, philanthropy, tenant advocacy groups, and employers to develop strategies that would increase housing production,

including affordable housing production. CASA established a goal of producing 35,000 new housing units each year, which would include 14,000 units affordable to low-income families and 7,000 units affordable to moderate income families. After over a year of deliberations, MTC and ABAG adopted the CASA 10-point Compact. Many of the programs and policies recommended will require state legislative changes in order to be enacted.

The following section identifies legislation currently being considered by the State. Many CASA elements have been included in a variety of bills.

MTC Suburban Housing Incentive Pool (HIP) Pilot Program

This \$5 million set-aside from MTC is part of the Housing Incentive Program (HIP), referred to as SubHIP. Each CTA is responsible for managing the distribution of funds within its respective county, but MTC maintains a variety of suggested guidelines for projects, including that the projects be located in cities that have an updated housing element that complies with state law, and local policies that reflect recent state housing legislation for density bonuses, ADUs, and surplus land. Currently, Fairfield, Suisun City, and Vacaville meet these criteria (or will very soon). Dixon, Benicia, Rio Vista, and Vallejo are required to update their ADU or density bonus ordinances to be in compliance with state legislation and become eligible for the SubHIP funds.

SB2 is the first permanent source of state funding dedicated to helping local governments increase housing production. The program is funded by fees levied on certain real estate transactions and is expected to generate between \$250 and \$300 million annually. The California Department of Housing and Community Development (HCD) is administering the program. The revenues generated for the first year of funding will be split between homelessness programs and planning grants.

Local governments are eligible to apply for planning grants that can be used on a range of qualifying activities related to streamlining and accelerating housing production. Eligible activities include updates

to general and specific plans, updates to zoning ordinances, and process improvements that expedite planning approval for housing development.

Regional Equity Initiatives

In 2002, MTC created the Community-Based Transportation Plan (CBTP) Program to address the needs of economically disadvantaged communities through community transportation planning. The objective of the program is to develop a plan through a collaborative process that identifies transportation gaps, proposes and prioritizes strategies to address them, and identifies potential funding sources and projects for implementation. The program is designed to ensure that the population directly affected by the transportation plan is guiding the process. CBTPs have been developed for Dixon, Vallejo, East Fairfield, Vacaville, and a combined plan for Cordelia-Fairfield-Suisun City. City of Vallejo to update their plan.

In 2005, MTC created the Lifeline Transportation Program (LTP) to fund projects and programs that would improve mobility and access needs of low-income populations in the region. Currently, the Lifeline Program is focused on Communities of Concern.

In 2011, MTC committed \$10 million in seed funding to the Transit-Oriented Affordable Housing (TOAH) fund, which provides flexible, affordable loans to developers for the purchase of properties near transit for the development of affordable housing, retail space, and other critical services such as child care centers, fresh food outlets and health clinics. By supporting growth along transit corridors in Priority Development Areas, TOAH promotes compact land use patterns, which aligns with the region's Sustainable Community Strategy. MTC committed an additional \$10 million to the fund in 2014.

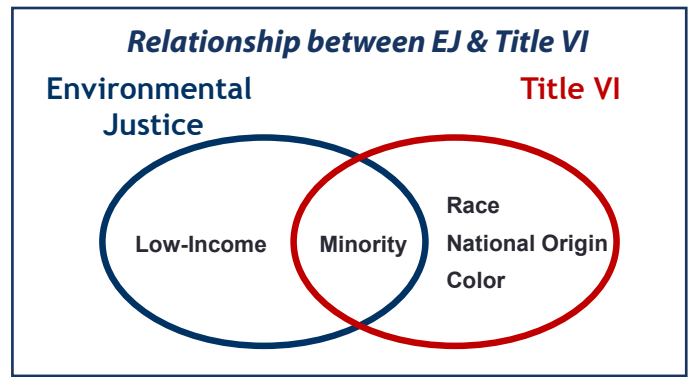
In 2012, SB 375 required metropolitan planning organizations to develop a "Sustainable Communities Strategy" that integrates transportation, land-use and housing policies to reduce automotive greenhouse gas emissions to levels determined by the California Air Resources Board. The last two Regional

Transportation Plans (RTP), Transportation 2035 and Plan Bay Area 2040 have been organized to comply with SB 375. For Plan Bay Area 2040 an Equity Analysis Report summarized key findings from a regional Title VI analysis as well as an investigation of equity measures developed by MTC. The report called out housing affordability as the most significant equity challenge for the Bay Area. Equity is one of the three overarching themes in PBA 2040. The three themes are equity, environment, and economy, or the “Three Es” of sustainability.

In late 2011, HUD awarded MTC and the Association of Bay Area Governments (ABAG) a Sustainable Communities Grant to fund efforts to improve Bay Area housing and economic conditions for low- and moderate-income residents and workers. The grant provided just under \$5 million over three years for planning and implementation work. MTC’s Economic Prosperity Strategy is the framework and strategy for the economic development portion of the Bay Area’s Sustainable Communities Grant.

In conjunction with this work, in 2018 MTC approved implementation of a **pilot Regional Means-Based Fare Program** as a way to provide greater mobility options for low-income persons on participating transit systems in the Bay Area. Persons with income below 200% of the Federal Poverty Level (approximately \$70,000 per year for a family of four in the Bay Area) are eligible. It began its study to evaluate the feasibility and effectiveness of implementing a transit fare subsidy program based on household income in 2015.

In 2018, MTC completed its **Equity Analysis** as part of preparing for the next RTP. The primary purpose of the equity analysis is to estimate the distribution of benefits and burdens of proposed land use and transportation policies and projects on disadvantaged communities, and to assess whether these benefits and burdens are shared equitably across all population groups. The main finding of the equity analysis was that housing affordability remains the most significant challenge for the Bay Area.



The report summarized key findings from the equity analysis for Plan Bay Area (PBA) 2040, the combined Sustainable Communities Strategy (SCS) and Regional Transportation Plan (RTP) for the San Francisco Bay Area. The analysis includes both the federally-required disparate impact and non-discrimination (Title VI) and environmental justice analyses, as well as an analysis of the overall performance of PBA 2040 based on equity measures adopted by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

In 2018, MTC updated its **Coordinated Public Transit–Human Services Transportation Plan** (Coordinated Plan), which seeks to improve transportation coordination in the region to address the mobility needs of low-income populations, seniors, persons with disabilities and veterans. This program sets criteria for how funds can be used to finance capital, planning and operating expenses when the projects selected are derived from a locally developed, coordinated public transit-human services transportation plan. STA became a Consolidate Transportation Services Agency (CTSA) in 2015, making it eligible to receive funding through the regional program.

In 2018, the Committee to House the Bay Area, or **CASA**, brought together leaders from city and regional governments, regional agencies, housing development, philanthropy, tenant protections, and tech companies groups to collaboratively consider, and negotiate around, strategies that would increase housing production, including affordable housing production. CASA’s goal was to change Bay Area housing conditions such that 35,000 housing units could be produced each year, with 14,000 being

affordable to low-income families and 7,000 being affordable to moderate income families. After over a year of deliberations, the final result was a 10-point compact, most of which requires state legislative changes in order to be enacted.

Federal and State Equity Laws and Regulations

Despite more than a half century of efforts to address discrimination and inequality through federal policy, inequity in our nation persists. Though great strides have been made towards overcoming oppression and injustice, creating fairness within the procedures of our institutions or systems, demands addressing the root causes of inequality.

Key policies aimed at promoting equity in transportation funding, access, and impact include:

Civil Rights Act (1964)

The Civil Rights Act outlaws discrimination based on race, color, religion, sex, or national origin. It prohibits unequal application of voter registration requirements, and segregation in schools, employment, and public accommodations, including courthouses, parks, restaurants, theaters, sports arenas and hotels. The act forbids the use of federal funds for any discriminatory program, authorized federal assistance with school desegregation, and prohibited the unequal application of voting requirements.

Title VI of the Civil Rights Act is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. This is a crucial consideration in regional transportation funding decisions.

Americans with Disabilities Act (1990)

The Americans with Disabilities Act is the first law in the United States prohibiting discrimination against people with disabilities by regulating five broad areas: Employment, Services provided by State

and Local Government, Public Accommodations & Privately Operated Services, Telecommunications, and Transportation.

Federal Executive Order (EO) 12898 (1994)

EO12898 was issued by Bill Clinton in 1994 to identify and address the disproportionately high and adverse health and environmental effects of government programs on minority and low-income populations. The order directs federal agencies to develop a strategy for implementing environmental justice. The order also seeks to provide minority and low-income communities with expanded access to public information and opportunities for public participation. A memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several Federal laws that must be applied “as an important part of . . . efforts to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects.”

USDOT Order 5610.2 - Instituting an Environmental Justice Strategy (1997)

Following EO12898, USDOT Order 5610.2 established the Department of Transportation’s environmental justice strategy. It defines procedures for analysis of environmental justice issues and inclusive public engagement with minority and low-income communities in the transportation planning process.

USDOT Circular FTA C 4703.1 - Environmental Justice Policy Guidance for FTA Recipients (2012)

Circular FTA C4703.1 is a guidance document for recipients of federal transit funding. It provides strategies and methods to effectively engage environmental justice populations in the public transportation decision-making process, to determine whether environmental justice populations would be subjected to disproportionate impacts as a result of a transportation plan or project, and to avoid, minimize, or mitigate these effects.

FHWA Order 6640.23 - policies to comply with (EO) 12898 and USDOT Order 5610.2.I (2012)

FHWA Order 6640.23 further clarifies the Federal Highway Administration’s environmental justice

analysis requirements in the preparation of NEPA documents. The policy seeks to minimize impacts on environmental justice populations by identifying and evaluating impacts, avoiding, minimizing and mitigating disproportionate adverse impacts, considering lower impact alternatives, and informing and involving the public in project planning. and Local Government, Public Accommodations & Privately Operated Services, Telecommunications, and Transportation.

In California, regulations guiding the state towards a sustainable future have expanded dramatically in the past decade, and efforts to address climate have become linked with environmental justice goals.

AB32 – Global Warming Solutions Act (2006)

AB32 established historic state regulations aimed at reducing greenhouse gas emissions through a “cap and trade” approach. The act aims to reduce greenhouse gas emissions to 1990 levels by 2020, and to a level 80% below that by 2050. To achieve this the act gave the California Air Resources Board the authority to limit the amount of allowable carbon emissions, and auction emission allowances. Revenues from allowance auctions are deposited into the state Greenhouse Gas Reduction Fund (GGRF) which is used to support programs and projects which reduce greenhouse gas emissions.

SB 375 – Sustainable Communities and Climate Protection Act (2008)

SB 375 requires metropolitan planning organizations to develop a “Sustainable Communities Strategy” that integrates transportation, land-use and housing policies to reduce automotive greenhouse gas emissions to levels determined by the California Air Resources Board. The last two Regional Transportation Plans (RTP), Transportation 2035 and Plan Bay Area 2040 comply with SB 375.

AB 1358 – The Complete Streets Act (2008)

Assembly Bill 1358 requires all cities and counties to consider all users of roads when they update their general transportation plans. Caltrans concurrently

updated their own policies (see Deputy Directive 64) to apply the same “complete streets” philosophy to state-owned roads. Complete streets incorporate wide sidewalks, street furniture and trees, bicycle lanes, crosswalks, and bus turnouts to make it easy, safe, and enjoyable for all modes of transportation including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and public transit riders.

SB 535 - CalEnviroScreen 3.0 (2012)

SB 535 established environmental justice goals and requirements for cap and trade funds to address concerns that actions taken to achieve the goals laid out by AB 32, must not disproportionately affect low-income and disadvantaged communities. It states that 25 percent of the available funds are required to be used for projects that will benefit disadvantaged areas, and that at least 10 percent must be allocated to projects actually located in disadvantaged communities.

To achieve this, the bill directed CalEPA to identify disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria. These communities may include, but are not limited to:

- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- Areas with concentrations of people that are of low-income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment.

The result, known as CalEnviroScreen, assigns a score to each census tract which represents a combined measure of pollution and the potential vulnerability of a population to the effects of pollution. CalEnviroScreen 3.0 does not include indicators of race/ethnicity or age, however these characteristics remain important to examine in the context of pollution burdens and vulnerabilities.

AB 1550 (2016)

Increases the percent of funds for projects located in disadvantaged communities from 10 to 25 percent. This supplants the requirement in SB 535 that 25 percent of the funds must benefit disadvantaged communities. AB 1550 also created new investment requirements for low-income communities and households requiring that:

- At least 5 percent of the moneys allocated from the GGRF must fund projects located within and benefiting individuals living in low-income communities or fund projects benefitting low-income households statewide; and
- At least 5 percent of the moneys allocated from the GGRF must fund projects located within and benefiting individuals living in low-income communities, or benefiting low income households, that are within ½ mile of a disadvantaged community. CalEnviroScreen 3.0 does not include indicators of race/ethnicity or age, however these characteristics remain important to examine in the context of pollution burdens and vulnerabilities.





DATE: January 15, 2020
TO: STA TAC
FROM: Robert Guerrero, STA Planning Director
RE: Solano Suburban Housing Incentive Pool (SubHIP)

Background:

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).

The STA is required to submit eligible project proposals to MTC by May 1, 2020. To meet this deadline, STA staff is proposing the following schedule:

- February 12th Board meeting- Call for Letters of Interest
- March 2nd – Deadline for Letters of Interest
- March 25th – TAC Recommendation
- April 8th- STA Board approval
- April 9th- STA staff submit eligible projects to MTC.

Discussion:

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 Spering to work with STA staff and three Solano cities to offer an alternative criteria to reflect the suburban challenges in developing affordable housing projects. MTC staff and Commissioners agreed to set aside \$5 million out of the HIP for suburban counties as a result. The attached MTC memo provides additional details on the program including their guidelines on project eligibility.

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 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.

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:

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.

Attachment:

- A. MTC Sub-HIP Project Proposal Memo to North Bay Counties



ATTACHMENT A

**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

November 7, 2019

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Alameda County

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Napa County and Cities

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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 13, 2020
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Priority 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
--------------	--------

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

ATTACHMENT B

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

North Gate Entrance

Fairfield/Vacaville Train Station Completed

Completed Jepson Parkway Phase

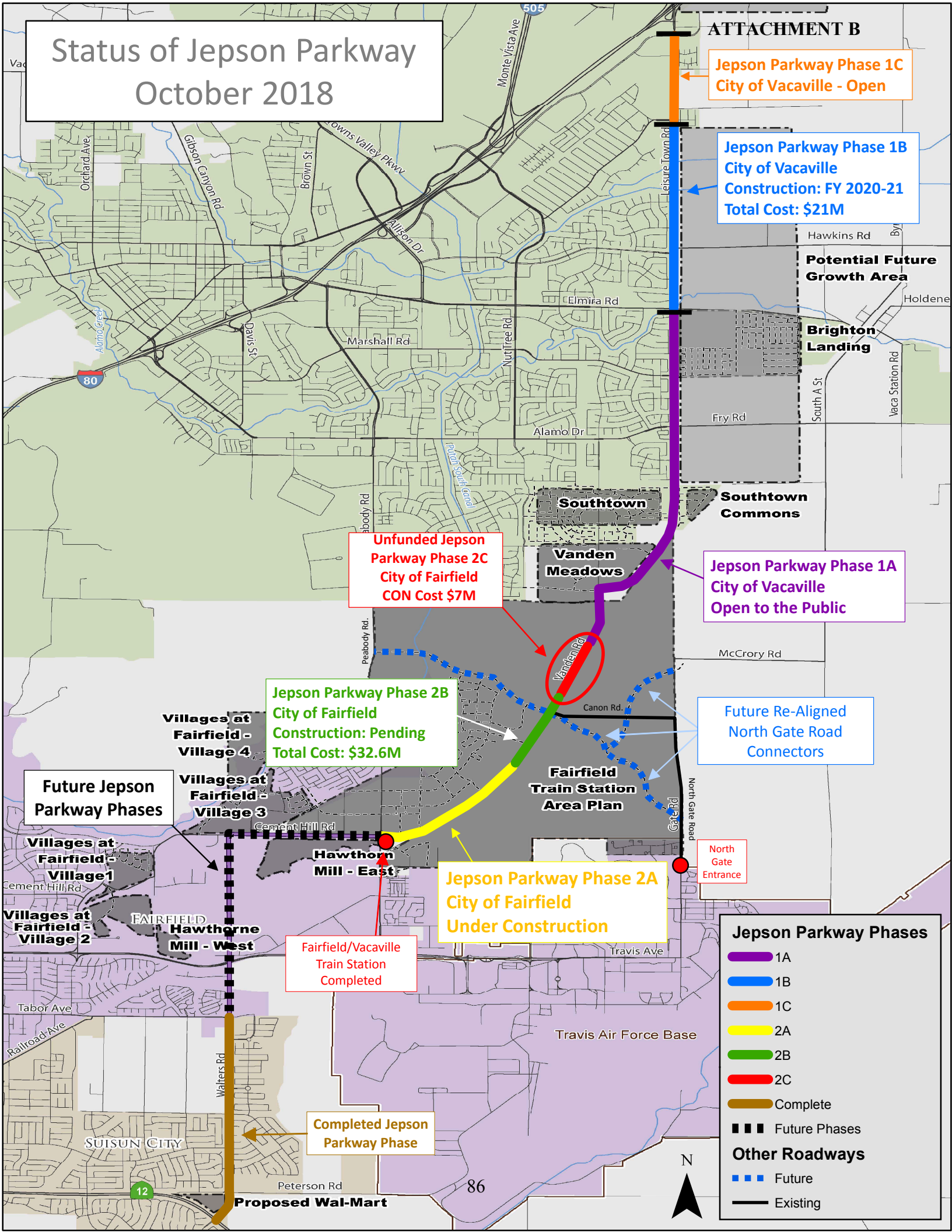
Proposed Wal-Mart

Jepson Parkway Phases

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

Other Roadways

- █ Future
- █ Existing





DATE: January 16, 2020
TO: STA TAC
FROM: Robert Guerrero, STA Planning Director
RE: Plan Bay Area 2050 – Draft County Discretionary Revenues and Project Submittal

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 2018 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, 2018 (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. STA staff is meeting with MTC staff on January 24th to clarify their methodology for determining the new County share and will provide the TAC with an update on this issue. In the meantime, STA staff anticipated a reduction in county budgets, 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 will have to recommend that these projects not be recommended for Solano's final list of RTP projects at this time. Furthermore, projects from the Tier 1 list will also likely have to be reassessed given the necessity to reduce the total project budget by an additional \$699 million, depending on the direction from MTC staff. It is possible that some projects included on the project list has been accounted for as part of a regional program and would not have to count towards the Solano County RTP budget. For example, State Route 37 is a regional priority and is accounted for in the MTC Region share and not Solano County's.

STA staff is requesting the TAC review the projects list for discussion at their meeting on January 29th. Options on how the project list should be further analyzed will be provided at the meeting after further consultation with MTC staff (scheduled for Friday, January 24th). In order to meet MTC's deadline, 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.

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 15, 2020
TO: STA TAC
FROM: Robert Guerrero, STA Planning Director
RE: Solano County Comprehensive Transportation Plan: Arterials, Highways and Freeways Element

Background:

The Comprehensive Transportation Plan (CTP) is nearly complete with the Land Use and Equity chapters anticipated for completion by March 2020. The Arterial, Highways and Freeways Element, Transit and Rideshare Element and Active Transportation Element were the three core foundations of the CTP and were previously adopted by the STA Board at different times in prior years. The Arterials, Highways and Freeways Element was adopted by the STA Board on June 13, 2018 and is most relevant to the STA TAC.

As stated in Chapter 2 of the Arterials, Highways and Freeways Element, the element serves as the “*foundational document for planning and maintaining the major roadway network that connects Solano’s communities with each other and with the broader region.*” In summary, the element defines the roadway system in Solano County, as well as current and planned status of projects along each roadway network. The element also identifies goals and objectives for future infrastructure and funding. Lastly, performance measures and milestones were included as part of the later chapters of the element.

Discussion:

The last major efforts to complete the Comprehensive Transportation Plan (CTP) are the Transportation Land Use Chapter and the Transportation Equity Chapter. Both efforts are on track to be completed by March. STA staff is concurrently updating the three core elements to include the most current information to present to the Board with the two new chapters in order to complete the CTP update.

The STA staff is updating the 2018 Arterials, Highways and Freeways Element to include relevant changes since it was originally adopted by the Board. The goal is to update the Element and not to completely rewrite it. Staff will provide a copy of the draft Arterial’s Element at the January 29th TAC meeting. The update is primarily concentrated on changes in policies and fund programs, project descriptions and data on safety and congestion where needed. In the meantime, STA staff is requesting the TAC review and provide comments on the updated Arterial Element Project list (Attachment A). This list was sent to the TAC members earlier this month via e-mail on January 9th. STA is seeking input primarily on updates to the project description and costs. The list will then be categorized in priority tiers for further discussion at the February 26th TAC meeting.

The timeline for updating the element is as follows:

- January 29th TAC meeting- Provide Update Draft Arterials Element with priority project list for review and set a deadline for comments
- February 26th TAC meeting- review comments and finalize Updated Arterials Element
- March 11th Board meeting- Recommend adoption of the updated CTP with updated Arterials Element.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Arterials, Highways and Freeways Element Updated Project List

Updated Arterials, Highways and Freeways Element Project and Programs list

Name, Location and Sponsor	Description	Cost and Funding
I-80 Managed Lanes STA , MTC and Caltrans	Convert the existing High Occupancy Vehicle (HOV) lane between Red Top Road and Air Base Pkwy to d Lanes. Construct new Managed Lanes from Air Base Pkwy to I-505.	\$235 million, with funds from local, state and regional sources
I-80/I-680/SR 12 Interchange STA and Caltrans	Construction Packages 2-7, including Express Lane direct connections and the west end of the North Connector.	\$854 million, with funds from local, federal, state and regional sources
I-80 WB Cordelia Truck Scales Relocation STA and Caltrans	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east.	\$222 million, with funds from federal, state and regional sources
SR 37 Corridor Improvements STA, SCTA, MTC and Caltrans	Near term congestion relief along the SR 37 corridor between Mare Island and SR 121 Begin the environmental phase on the long term project within the same limits, includes Mare Island interchange. Analyze and, where appropriate implement, similar long-term improvements to the larger corridor area, including transit, rail and ferry options.	Costs range from \$250 million to \$4.5 billion, for the near term and long term improvements. Funds from local, state and regional sources
Jepson Parkway (between the Fairfield/Vacaville Hannagan Rail Station and I-80) STA, and the Cities of Fairfield and Vacaville	Complete construction of Jepson Parkway improvements in the Cities of Fairfield and Vacaville. Develop fund strategy and construct Segment 2C within the City of Fairfield.	Total cost of remaining segments between the Fairfield/Vacaville Hannagan Rail Station and I-80 is approximately \$61 million. Funds from local, state and regional sources.
SR 37/Fairgrounds Drive IC STA, Caltrans, City of Vallejo and Solano County	Improve SR 37/Fairgrounds Drive Interchange.	\$22 million, project funding from local, bridge tolls and STIP.

Name, Location and Sponsor	Description	Cost and Funding
<p>SR 12/Church Road Intersection and Downtown Enhancements</p> <p>Caltrans, STA and the City of Rio Vista</p>	<p>Realign and improve the intersection at SR 12/Church Rd. and fund enhancements that include landscaping, street scape, signing and pavement markings. Contribution Agreement with Caltrans to be included in the SR 12 SHOPP Project</p>	<p>Total Project is \$75 million, contribution agreement is for \$3.4 million. Funds from SHOPP, RTIF and local development impact fees.</p>
<p>SolanoExpress Capital</p> <p>STA, Cities and SolTrans</p>	<p>Improvement Transit stops and supporting infrastructure to improve frequency and reliability of the SolanoExpress network. Support major intercity transit mobility nodes, implement coordination/prioritization for transit. Eligible projects must be included in an adopted road corridor or transit corridor study.</p>	<p>\$115 million. Funds from local, state and regional sources.</p>
<p>I-505/Vaca Valley Pkwy Interchange</p> <p>Vacaville (w Caltrans oversight)</p>	<p>Widen the existing overcrossing to Accommodate bike/ped mobility, modify existing spread diamond to provide partial 3 roundabouts. New bridge to accommodate pedestrian and Class 2 bicycle facilities</p>	<p>\$12.4 million. Funds from a mix of local development impact feed and federal CMAQ.</p>
<p>Parkway Blvd Overcrossing</p> <p>City of Dixon</p>	<p>Construct a new overcrossing over the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility.</p>	<p>\$10 million. Funds from City of Dixon development impact fees, and potential for grant associated with housing production or rail crossing reduction program.</p>
<p>I-80/West Texas St Gateway</p> <p>City of Fairfield</p>	<p>Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. Improve transit, pedestrian, and bicycle access to Transit center.</p>	<p>\$3.5 million. Funds from TIRCP and local funds.</p>
<p>Improve interchanges in the City of Benicia along I-680 and I-780</p>	<p>Install traffic signals and construct interchange improvements at I-680/Lake Herman Road, I-680/Bayshore/Industrial Interchange, I-780/Southhampton/West 7th and I-780/East 2nd Street Interchange</p>	<p>No project cost estimates or funding plans have been prepared.</p>

Name, Location and Sponsor	Description	Cost and Funding
Columbus Parkway Reliever Route – cities of Benicia and Vallejo	Widen Columbus Parkway from 2 to 4 lanes from I-780 to I-80, and implement Complete Streets improvements along its length.	\$2.9 million. No funding plans have been prepared.
Improve interchanges in the City of Dixon along I-80 – City of Dixon	Install traffic signals and construct interchange improvements at I-80 and Pedrick Road, SR 113, Pitt School Road and West A Street.	Project costs are estimated at \$25 million per interchange. No funding plans have been prepared.
SR 113 relocation to Kidwell Road interchange – City of Dixon and STA	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This project is an option identified in the SR 113 MIS.	Project cost estimated in SR 113 MIS are out of date. No funding plan has been developed.
Vaughn Road Railroad Bypass Project – City of Dixon	Construct a four-lane auto and bike bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks.	No project cost estimates or funding plans have been prepared.
SR 12 Interchanges with Beck and Pennsylvania Avenues	Replace the existing at grade intersections with a new grade separated interchanges.	Project cost estimate of \$65 million is out of date. No funding plan has been developed.
Replace or rehabilitate existing deficient County bridges	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	No project cost estimates or funding plans have been prepared.
Widen Peabody Road from 2 to 4 lanes – Solano County	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility, between the cities of Fairfield and Vacaville.	\$4.5 million. This is scheduled to be funded by a developer for the City of Fairfield.
Improve the County Routes of Regional Significance – Solano County	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Lewis Road, Fry Road, Meridian Road and McCrory Road	No project cost estimates or funding plans have been prepared.

Name, Location and Sponsor	Description	Cost and Funding
I-80 - Pedrick Road – Tremont Road – Kidwell Road area – Solano County	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area.	No project cost estimates or funding plans have been prepared.
Midway Road – Porter Road – Pitt School Road connector improvements – Solano County	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon.	\$0.6 million. No funding plans have been prepared.
Grade Crossing at UPRR Tracks on Main Street – City of Suisun City and City of Fairfield	Restore an at-grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.	No project cost estimates or funding plans have been prepared.
Sunset Avenue Widening at UPRR Tracks – City of Suisun City	Widen and improve the roadway, including the pedestrian/bicycle crossing on Sunset Avenue at the UPRR tracks that separate Suisun City from Fairfield.	No project cost estimates or funding plans have been prepared.
SR 12 Corridor Improvements – City of Suisun City, City of Rio Vista, Solano County and STA	Construct improvements within the SR 12 Corridor from Pennsylvania Avenue to Walters Road, and make operational improvements from Walters Road to Sacramento County.	Project cost estimates are out of date. No funding plan has been developed.
Railroad Avenue Extension (West Segment) – City of Suisun City	Extend Railroad Avenue from Marina Boulevard to the Main Street/SR 12 westbound On-Ramp and make a signalized intersection at Main St/SR 12 On-Ramp.	No project cost estimates or funding plans have been prepared.
SR 12 Flyover to West Street	Construct an off-ramp/flyover from SR 12 at Pennsylvania Avenue to Old Town Suisun over the UPRR railroad tracks	No project cost estimates or funding plans have been prepared.
Midway Rd. (Putah South Canal to I-80)	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial	No project cost estimates or funding plans have been prepared.

Name, Location and Sponsor	Description	Cost and Funding
Vaca Valley Parkway	Widen Vaca Valley Pkwy from I-80 to I-505 to 6 lane divided arterial	\$22.7 million. No funding plans have been prepared.

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DATE: January 15, 2019
TO: STA TAC
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 seems 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 any 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, Consortium members may request a copy of the full Task 3 memorandum for review.

Currently, STA staff and our consultant are working simultaneous of collecting data and 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 March 2020 TAC 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 15, 2020
TO: STA TAC
FROM: Robert Guerrero, STA Planning Director
RE: Solano County Comprehensive Transportation Plan: Transit Element

Background:

STA staff is preparing to wrap up the Solano Comprehensive Transportation Plan (CTP) with the Land Use and Equity chapters anticipated for completion by March 2020. The Arterial, Highways and Freeways Element, Transit and Rideshare Element and Active Transportation Element were the three core foundations of the CTP and were previously adopted by the STA Board at different times in prior years. The Transit Element was adopted by the STA Board on January 11, 2017 and is most relevant to the SolanoExpress Consortium.

The Transit and Rideshare Element was designed to serve the following purposes:

- Define what is meant by Transit and Rideshare
- Compare the Transit and Rideshare system in place today with the system desired by 2040, and find the most important gaps between the current reality and the future vision
- Identify and prioritize projects and programs to maintain the current system while filling in the most critical gaps
- Identify the resources that can help both maintain and expand the Transit and Rideshare system, establish policies to help allocate these resources, and identify milestones and performance measures to guide us on our way
- Coordinate Transit and Rideshare activities with other aspects of the Solano CTP

Discussion:

The last major efforts to complete the Comprehensive Transportation Plan (CTP) are the completion of the Transportation Land Use Chapter and the Transportation Equity Chapter. Both efforts are on track to be completed by March. STA staff is working to update the three core elements to include the most current information to present to the Board with the two new chapters in order to complete the CTP update.

The attached Transit Element is STA staff's updated version of the 2017 Element (Attachment A). Staff updated this element to current conditions and knowledge. You will find the attachment is written in track changes in an effort to be transparent with the proposed changes. The update is primarily concentrated on updated ridership information, changes to policies and programs, recent modification to the SolanoExpress bus service, and changes to the rail and ferry service.

STA staff is working to complete the Transit and Rideshare Element for an approval recommendation at the March 11th STA Board meeting. The updated Transit Element is being presented to the Consortium at this January 28th meeting with a request to receive comments on the draft by February 14th. This will allow STA staff to complete a final draft for a 2nd presentation and recommendation by the Consortium at their February 25th meeting in time for the March 11th Board meeting.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. Draft Solano Comprehensive Transportation Plan Transit Element
(This attachment will be provided under separate cover.)



DATE: January 16, 2020
TO: STA TAC
FROM: Anthony Adams, Project Manager
RE: Transit and Intercity Rail Capital Program (TIRCP) Application for Solano Regional Transit Improvements Phase 2

Background:

The goals of the State's Transit and Intercity Rail Capital Program are to provide monies to fund transformative capital improvements that modernize California's intercity rail, bus (including feeder buses to intercity rail services, as well as vanpool services that are eligible to report as public transit to the Federal Transit Administration), ferry, and rail transit systems to achieve all of the following objectives:

1. Reduce emissions of greenhouse gases
2. Expand and improve transit service to increase ridership
3. Integrate the rail service of the state's various rail operations, including integration with High-Speed Rail
4. Improve transit safety

Pursuant to Senate Bill (SB) 9, the California State Transportation Agency (CalSTA) approved an initial five-year program of projects with the first year being Fiscal Year (FY) 2020-21, with additional five-year programs approved by April 1st of each even numbered year thereafter. Approximately \$400M is available in funding.

For TIRCP 2018, STA submitted a \$24.4M application for Solano Regional Transit Improvements. On April 26, 2018 CalSTA informed STA that the grant submittal was being recommended for \$10.788M in funding. The awarded components consist of 3 capital improvement projects at:

- Fairfield Transportation Center - \$3M
- Fairgrounds Dr. in Vallejo - \$1.1M
- Santa Clara Ave. in Vallejo/Adjacent to Vallejo Transit Center - \$1.8M

The award also includes electrification of Solano Express, with \$2.7M for 13 electric buses and \$2M to upgrade FAST and SolTrans facilities to allow for future electric bus use.

At their regular meeting on January 8, 2020, the STA Board approved the following Solano Regional Transit Improvement Phase 2 project list and funding plan as shown in Attachments A and B. The STA Board action authorized 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 programmed State Transit Assistance Funds (STAF) matching funds for an amount up to \$1.1M if awarded.

The TIRCP 2020 Application for Solano Regional Transit Improvements Phase 2 was submitted by STA staff on January 16, 2020.

Discussion:

TIRCP 2020 Funding Cycle

In follow-up to the previous successful application, STA, in partnership with Solano County Transit (SolTrans), City of Fairfield, City of Suisun City, and City of Vallejo, is preparing to apply for Solano Regional Transit Improvements Phase 2. The focus of this application will be the improvement of the frequency, reliability, and access to SolanoExpress and our regional transit partners. STA staff has met with Solano County Transit (SolTrans), Fairfield and Suisun Transit (FAST), and Fairfield, Suisun City and Vallejo public works staff over the proceeding weeks and formulated a plan of what would be included in each application, what information would need to be obtained, and how much each element would request.

A pre-application meeting was held with CalSTA and Caltrans on November 8th to discuss STA’s proposed project elements. During this meeting, CalSTA staff conveyed support of the integration of regional transit that STA’s application would present. They recommended STA focus on partnerships with other regional transportation partners and to expand connectivity that is offered by SolanoExpress to other regional connections.

The proposed application elements were selected by STA staff based on the previous application success, meetings with partner agencies, and CalSTA direction. The proposed application elements seek to leverage STA’s partnerships with BART, the San Francisco Bay Ferry, and the Capitol Corridor. The total application amount is \$18M with \$11M being requested for TIRCP funding.

Proposed Application Elements:

- Network Integration Planning for Bus Rapid Transit Lite Implementation
- In-Line Inductive Charging Infrastructure for SolanoExpress
- SolanoExpress Operational, Capital, and Access Improvements
- Parking and Access Improvements at the Fairfield-Vacaville Hannigan Station

Upcoming Schedule for TIRCP Funding

Project applications due to Caltrans	Jan. 16, 2020
CalSTA anticipates publishing list of approved projects	Apr. 1, 2020
Anticipated presentation of project list to CTC (at regular meeting)	May 2020

Local Match Commitment

The TIRCP is encouraging leveraging of state funds to produce the best project for the money. STA proposed a local match percentage of 39% with local match coming from State Transit Assistance Funds (STAF), Low Carbon Transit Operations Program (LCTOP), Solano Housing Incentive Program (SolHIP), and a federal Bus and Bus Facilities Grant recently received by SolTrans. A breakout of each application element, its funding amount, and local match amount can be found in Attachment B.

\$1.1 million in STAF funds has been included as a local match for this \$18M TIRCP application. These STAF funds will be requested in Fiscal Years (FYs) 2021-22, 2022-23, and 2023-24. If certain elements of the application, with STAF listed as match are not funded through TIRCP, the STAF match would go back to being unprogrammed and would be available for another STAF eligible project or programmed project, subject to Consortium review and STA Board approval. The STAF match for this TIRCP application has yet to be reviewed by the STA Transit Consortium due to timing of meetings and the application deadline.

However, this application and its components has been presented to the individual partners listed in the staff report, it has not yet been officially presented to the entire SolanoExpress Intercity Transit Consortium. All projects listed in the TIRCP application have been listed as priority projects, but have yet to be approved as a suite of projects. If the Consortium has any suggested changes to the proposed use of STAF funds, the application will be amended.

Fiscal Impact:

\$1,100,000 in State Transit Assistance Funds (STAF) were included to be programmed as a local match for the \$18M application. If approved by CALSTA and the CTC, this \$1.1 million of STAF would leverage \$11 million in TIRCP funding. All projects listed with an STAF match component are transit projects that have previously been identified as priority projects for regional transit.

Recommendation:

Informational.

Attachments:

- A. TIRCP 2020 Project Elements Summary
- B. TIRCP 2020 Elements with Local Match

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Shared Inductive Charging Infrastructure at Regionally Significant Transit Facilities

STA was successful during TIRCP 2018 and was awarded funding towards the purchase of 13 fully electric long-haul over the road coaches for SolanoExpress. SolanoExpress is a perfect candidate for electrification, as Solano residents commute farther than any other resident in the San Francisco Bay Area. While running long distance routes on electric buses results in significant GHG reduction, it is extremely difficult to run these routes frequently without running out of charge given the relative low range of fully electric buses. Staff diligently researched options to overcome this range issue, and eventually a solution presented itself: Inductive Charging at regionally significant transit facilities.

Inductive Charging Proposed Locations:

- Vallejo Transit Center (SolanoExpress & Napa Vine)
- Walnut Creek BART (SolanoExpress & Contra Costa County Connection)
- Sacramento Valley Amtrak Station (SolanoExpress)
- Suisun Amtrak Station (SolanoExpress & Napa Vine)
- Fairfield Transit Center (SolanoExpress & Napa Vine)

STA has identified five locations of regional significance, all served by multiple commuter bus operators, where inductive charging could be installed to facilitate the electrification of long-haul routes. Napa Valley Vine and Contra Costa County Connection have both indicated that they would utilize the proposed inductive chargers at Walnut Creek BART, the Suisun-Fairfield Amtrak Station, and the Vallejo Transit Center. Sharing these inductive chargers will assist other transit operators in future planning to eventually achieve fully electrified bus service. STA has contacted representatives from BART, CCJPA, SolTrans, and FAST for each proposed location and received approval to plan and implement inductive charging in the near future.

After consulting vendors and transit operators, it was decided that these inductive chargers will be installed with 250kw pads, allowing long-haul coaches to receive roughly 1.25 miles per minute of charge.

WC BART Location					
Route	Dwell Time	Times per Day	Battery SOC Added (%)	Range Added Per Charge (mi)	Total Range Added Per Day (mi)
CCCC 93X	5 minutes	6 times per day	7.4	6.35	38.1
CCCC 95X	5 minutes	16 times per day	7.4	6.35	101.6
CCCC 96X	5 minutes	21 times per day	7.4	6.35	133.35
CCCC 98X	5 minutes	17 times per day	7.4	6.35	107.95
SolanoExpress Yellow Line	10 minutes	23 times per day	14.8	12.6	289.8
Vallejo Transit Center					
SolanoExpress Red Line	5 minutes	63 times per day	7.4	6.35	400.05
SolanoExpress Yellow Line	5 minutes	25 times per day	7.4	6.35	158.75
NVTA 11	5 minutes	16 times per day	7.4	6.35	101.6
NVTA 11x	5 minutes	6 times per day	7.4	6.35	38.1

Suisun Amtrak					
SolanoExpress Red Line	22 minutes	16 times per day	36.1	30.9	494.4
NVTA Vine 21	10 minutes	13 times per day	14.8	12.6	163.8
Sac Valley Station					
SolanoExpress Blue Line	22 minutes	12 times per day	36.1	30.9	370.8
Fairfield Transit Center					
SolanoExpress Blue Line	5 minutes	23 times per day	7.4	6.35	146.05
SolanoExpress Red Line	5 minutes	16 times per day	7.4	6.35	101.6

SolanoExpress Capital, Access, and Operational Improvements

SolanoExpress serves over 1 million riders annually. During the past year, this ridership has remained steady, while many other transit providers saw ridership decline. This steady ridership is a result of STA's commitment to continuously investment in capital and frequency improvements for SolanoExpress. The next phase of operational improvements will begin with frequency doubling on the north half of the SolanoExpress Red Line, going from 60 minutes to every 30 minutes in July 2020. This increase in frequency is projected to attract up to 37,117 new riders.

Improvements at the Fairfield Transit Center

The Fairfield Transit Center (FTC) is home to two SolanoExpress routes, the Blue Line and Red Line. The previous round of TIRCP in 2018 funded a slip-ramp for eastbound routes directly into FTC that saved approximately 6 minutes for each bus. Westbound SolanoExpress routes still have to navigate numerous traffic signals to reach FTC and to get back out to I-80, delaying each bus about 8 minutes. STA is planning to construct a new SolanoExpress stop for the Blue Line on the westbound on-ramp for I-80 at W. Texas St. A new bicycle/pedestrian connection on W. Texas St, under I-80, to connecting the new stop to parking at the FTC is also included in this proposal.



Improvements at the Vacaville Transit Center

The Vacaville Transit Center (VTC) is the local transit hub for the City of Vacaville and is served by the SolanoExpress Blue Line, connecting Sacramento to BART. This location is planned for substantial development in the near future, with 520 multi-family TOD units being constructed or planned for next to VTC. 250 of these units are market-rate and currently in construction, the additional 270 units are planned to be affordable and/or senior units. While constructing housing around the VTC is expected to increase ridership, unfortunately, the VTC has poor bicycle and pedestrian connections from the

surrounding community and within the transit facility. To address first/last mile connection issues and ensure VMT reductions, a new Class I bike path is planned, which will connect the VTC to the Vacaville Downtown Priority Development Area and run through the new 250 market rate units. Also, a new pedestrian promenade is planned that will provide a direct connection from the 270 affordable and senior housing units to the VTC.

VTC is located adjacent to the I-80 freeway, making it an optimal location for quick on and offs for express bus. To facilitate these movements and make sure buses are not stuck at traffic lights, Transit Signal Prioritization (TSP) is being proposed at three locations; Allison Dr @ VTC, Allison Dr @ Nut Tree Way, Allison Dr @ E Monte Vista Ave. A Clipper ticketing machine is also planned to be purchased and located at the VTC to improve customer experience.



Improvements at the Fairfield-Vacaville Hannigan Train Station

The recently opened Fairfield-Vacaville Intermodal Station is the newest stop along the Capitol Corridor. The station is the centerpiece of the 2011 Fairfield Train Station Specific Plan, which calls for a new mixed-use development of 6,800 new housing units and a few hundred thousand square feet of retail space. The goal of the plan is the creation of a transit oriented development that allows for walkable and bikeable neighborhoods that feed into a high quality transit service.

Parking Lot Expansion

When the Fairfield-Vacaville Hannigan station began offering service in November 2017, it was offering 132 of parking spaces, about 1/3 of the 408 spaces planned. By January 2019 the station parking lot was at capacity, with 100% of the spaces being occupied. In response, and with limited resources, the City of Fairfield constructed a gravel parking lot which added an additional 50 parking spaces. As of August 2019, a parking space occupancy of 75% was observed, meaning 10 more parking spaces were occupied than was even available in 2018. A parking demand study, led by DKS associates, projects that the 187 available spaces will reach 100% capacity between 2021 and 2022. The strong ridership growth at this new station, coupled with the thousands of new housing units planned in the area, means that more parking will need to be provided. These new parking spots will be needed if the station's ridership is to expand to the over 100,000 riders annually that is projected. Providing safety features, lighting, parking with solar arrays, a park and ride lot, and electric vehicle charging stations are all amenities that will attract ridership. With 15.4% of all commuters using carpools almost double the national average, this will be both an origin and a destination for casual and programmed carpools. 20 electric charging stations are included in this portion of the application component.

312 TOD housing units are planned adjacent to the train station on the south entrance. To ensure the bike/ped connectivity of this and future housing developments, a Class I path is planned from the south entrance of the train station that connects to Vanden High School and Travis Air Force Base (the County's largest employer). This first/last mile project will facilitate VMT reduction and promote the future growth of TOD housing around the new station.



Network Integration Planning

SolanoExpress is a premium express bus service connecting Solano cities along the I-80 and I-680 corridors to the SF Bay Area and Sacramento by integrating with regional transit services such as WETA Ferry, Capitol Corridor, and BART.

Real-time Transit Coordination Equipment

Service integration of these regional transit providers is essential for long distance riders who must switch modes. The scenario where a train is delayed, causing a traveler to miss their connecting bus and wait for half an hour, is all too common. STA seeks to coordinate with BART, WETA Ferry, and Capitol Corridor to align schedules and procure equipment for SolanoExpress operations staff that would allow them to communicate delays to and from other regional transit services. This communication and coordination equipment would allow a SolanoExpress bus to wait an extra 5 minutes for the Ferry boat to arrive rather than leaving dozens of riders stranded. Coordinating and integrating SolanoExpress with our other regional transit providers will create a more pleasant and seamless travel experience.

BRT Lite Transition and Electrification Plan

In addition to connecting to other regional transit services, STA seeks to transition SolanoExpress to Bus Rapid Transit (BRT) Lite by improving the frequency, in-haul line time, and access to the service. To accomplish this, capital improvements such as transit signal prioritization, adaptive ramp metering, implementation of managed lanes of freeways, improved bus stop shelters, and branding. In some cases, this will require new stops that are in-line facilities. These facilities will allow service to be provided to important destinations near I-80, while maintaining directness and speed for through riders.

The primary goals of the transition to BRT Lite are to provide increased frequency and speed. These factors have consistently been shown to be most important to attracting and retaining riders. Most recently, these goals were strongly supported by the Transit Center Report, "Who's On Board 2016, What Today's Riders Teach Us About Transit That Works". In listing "What People Value in Transit" the report states, "The two most important factors driving satisfaction with transit are service frequency and travel time."

To implement the goal of full electrification of SolanoExpress, and to comply with the California Air Resources Board (CARB), a comprehensive plan of charging facilities and supporting infrastructure must be created. While SolanoExpress service providers SolTrans and FAST have preliminary electrification plans, the unique circumstances involved in electrifying the high mileage routes that SolanoExpress runs demonstrates a need for a comprehensive plan.

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<i>Proposed 2020 TIRCP Capital Projects</i>	Total Cost	TIRCP Request	Local Match (39%)	Match Source	Year of CON
<i>Network Integration Planning</i>					
Real-time transit coordination equipment	\$ 600,000	\$ 550,000	\$ 50,000	State Transit Assistance	2021
SolanoExpress Bus Rapid Transit Implementation and Electrification Plan	\$ 600,000	\$ 550,000	\$ 50,000	State Transit Assistance	2021
<i>In-Line Charging Infrastructure</i>					
5 Locations (Vallejo Transit Center, Suisun Amtrak, WC BART, Sac Valley Station, Fairfield Transit Center)	\$4,200,000	\$2,700,000	\$1,500,000	Bus and Bus Facilities Grant/ LCTOP	2022
<i>Improvements at the Fairfield Transit Center</i>					
New SolanoExpress Stop at WB I-80 and West Texas	\$1,500,000	\$1,150,000	\$350,000	State Transit Assistance	2023
West Texas St Ped Connection	\$2,500,000	\$2,000,000	\$500,000	State Transit Assistance	2023
<i>Improvements at the Vacaville Transit Center</i>					
Bike/Ped Connection and Access Improvements	\$3,500,000	\$1,600,000	\$1,900,000	SubHIP	2021
Transit Signal Prioritization Improvements	\$300,000	\$225,000	\$75,000	State Transit Assistance	2021
Ticketing Improvements for SolanoExpress	\$300,000	\$225,000	\$75,000	State Transit Assistance	2021
<i>Improvements at the Fairfield-Vacaville Train Station</i>					
Train Station Parking Lot (119 spaces)	\$2,000,000	\$1,500,000	\$500,000	ENV and PS&E by City of FF	2022
Bike/Ped Connection and Access Improvements	\$2,500,000	\$500,000	\$2,000,000	SubHIP	2022
Total	\$18,000,000	\$11,000,000	\$7,000,000		

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DATE: January 10, 2020
TO: STA TAC
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 15, 2020
TO: STA TAC
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 16, 2020
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: Draft Meeting Minutes for STA Advisory Committees

Attachments:

- A. Draft Meeting Minutes of Pedestrian Advisory Committee (PAC) Meeting of October 3, 2019
- B. Draft Meeting Minutes of Bicycle Advisory Committee (BAC) Meeting of November 7, 2019
- C. Draft Meeting Minutes of Paratransit Coordinating Council Meeting of December 12, 2019

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**PEDESTRIAN ADVISORY COMMITTEE (PAC)
Minutes for the Meeting of
October 3, 2019**

1. CALL TO ORDER/INTRODUCTIONS/ CONFIRM QUORUM

The meeting of the STA’s Pedestrian Advisory Committee (PAC) was called to order by Teresa Booth at 6:00 p.m. at the STA in Conference Room 1.

PAC Members Present:

Bob Berman	Bay Area Ridge Trail
Teresa Booth, <i>Chair</i>	City of Vallejo
Joseph Joyce	County of Solano
Kevin McNamara	City of Rio Vista
Steve Olry	City of Suisun City

PAC Members Absent:

Victor Anes	Member at Large
Diane Dooley	City of Benicia
Sandra Newell	City of Dixon
Tamer Totah, <i>Vice – Chair</i>	City of Fairfield
Aaron Trudeau	City of Vacaville

Others Present:

Sam Kumar	City of Vallejo
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STA Staff Present:

Karin Bloesch	STA
Triana Crighton	STA
Robert Guerrero	STA
Brent Rosenwald	STA
Esther Wan	STA

2. APPROVAL OF AGENDA

With a motion from Chair Teri Booth and a second from Kevin McNamara, the PAC unanimously approved the agenda with one minor change to remove the recommendation from Item 6.A. (5 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

None.

4. CONSENT CALENDAR

A. Minutes of the STA PAC Meeting of September 4, 2019

Recommendation:

Approve the STA PAC meeting minutes of September 4, 2019.

On a motion by Bob Berman, and a second by Kevin McNamara, the STA PAC approved the minutes of September 4, 2019 unanimously. (5 Ayes)

5. PRESENTATIONS

A. Pedestrian Safety Symposium

Karin Bloesch provided an overview of the Pedestrian Safety Symposium and explained about the Office of Traffic Safety provided funding for the symposium among other Safe Routes to School (SR2S) programs and events. Joseph Joyce noted that he attended the “Let’s Keep Solano Kids Street Safe” event and it was a great success. Teri Booth commented how much the SR2S have evolved over the years and how lucky we are to live in a time where we can easily share information and educational videos through the use of social media. Bob Berman asked if there are any updates on SR2S projects in the Benicia and Vallejo area and Karin Bloesch responded that the City of Vallejo were able to get an extension for the bidding process when it is more competitive. Sam Kumar added that the City of Vallejo will most likely put bids out around March 2020.

B. Priority Development Area / Priority Conservation Area / Priority Production Area Designations

Triana Crighton provided an overview of the Priority Development Area (PDA), Priority Conservation Area (PCA), and Priority Production Area (PPA) Designations. Ms. Crighton displayed maps of all the PDA, PCA, and PPA Designations in Solano County. She discussed how PDAs, PCAs, and PPAs can receive regional funding. Triana Crighton addressed how the Metropolitan Transportation Commission is preventing Solano County to new developments due to lack of funding and funds are pulled back from being distributed to Solano County because there is no development.

6. ACTION NON-FINANCIAL

A. STA PAC By-Laws Change

Triana Crighton clarified that the PAC committee member Bob Berman representing the Bay Area Ridge Trail is a Member at Large and is a voting member and counts towards quorum for PAC. Ms. Crighton added that there are three Members at Large which are represented by the Bay Area Ridge Trail, Solano Community College, and the general Member at Large for PAC.

7. INFORMATIONAL ITEMS – DISCUSSION

A. Reports and Updates from Staff

A. PAC Membership Update

B. Upcoming Active Transportation Program Funding Cycles

Triana Crighton provided an overview of the PAC membership update and will contact PAC members whose membership is expiring at the end of this year. Chair Teri Booth reminded PAC members as the new year approaches, nominations for a new chair and vice-chair should occur in the next PAC meeting. Triana Crighton provided an overview

on the upcoming Active Transportation Program funding cycles. Ms. Crighton encouraged PAC members to engage with their cities and encourage them to apply their projects to the Active Transportation Program funding cycle. Robert Guerrero added that STA wants to bring more meaningful discussions and presentations to the new year. Bob Berman stated that Solano County does not have a countywide recreational trail map and it would be nice to look into making that a possibility. Triana Crighton noted that the PAC fieldtrip will plan to be in the Spring instead of this Fall. Ms. Crighton mentioned that the BAC fieldtrip will be held on Friday, October 25, 2019, if any PAC members are interested in attending please let her know so she can make arrangements. **Bob Berman request Triana Crighton to send out the BAC fieldtrip information to all the PAC members.**

8. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

Triana Crighton announced that the next PAC meeting will focus on reviewing and updating the Overall Work Plan as well as some topics that PAC members would like STA to bring to future meetings. Kevin McNamara made an announcement about America Walks planning to have a monthly series addressing ableism on Tuesday, October 29, 2019 at 10 am. Chair Teri Booth encourage PAC members to pass along podcasts relating to education on pedestrian safety to the committee. Kevin McNamara added that Strong Towns also have many great articles and resources.

11. ADJOURNMENT

The STA PAC meeting adjourned at approximately 7:30 p.m. The next regular meeting of the Pedestrian Advisory Committee is scheduled to meet on **Thursday, December 5, 2019 at 6:00 p.m. at STA.**

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BICYCLE ADVISORY COMMITTEE (BAC)

Minutes for the Meeting of November 7, 2019

1. CALL TO ORDER/SELF INTRODUCTIONS/ CONFIRM QUORUM

The meeting of the STA's Bicycle Advisory Committee (BAC) was called to order by Nancy Lund at approximately 6:00 p.m. at the STA in Conference Room 1.

BAC Members Present:

David Belef	City of Vallejo
Lawrence Gee	City of Suisun City
Neal Iverson	City of Vacaville
Nancy Lund	City of Benicia
Jim Wheeler	City of Rio Vista
Barbara Wood	Member at Large

Others Present: Corey Beavers City of Fairfield

STA Staff Present:

Anthony Adams	STA
Amy Antunano	STA
Karin Bloesch	STA
Triana Crighton	STA
Brent Rosenwald	STA
Esther Wan	STA

2. APPROVAL OF AGENDA

On a motion from Barbara Wood, and a second from Neal Iverson, the BAC unanimously approved the agenda. (6 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

A. Solano Active Transportation Plan (ATP) Projects List and Map Update

Anthony Adams provided an overview on the Solano ATP Projects List and Map Update. Mr. Adams reminded BAC members that there is an ATP Update event on Tuesday, November 19 at the North Vallejo Community Center from 5:30 to 7:30 pm and encouraged them to attend. **BAC members request that the information be emailed to them.**

B. Safe Routes to School (SR2S) Update

Karin Bloesch provided an overview of the SR2S Update. Ms. Bloesch discussed about bike safety assemblies that will be performing at 15 Solano County schools. She also provided an overview of the SR2S Micro Grant Program. She noted that short video clips of the bike safety assemblies are available to be viewed on the SR2S Facebook page. **BAC members request that the press release on the SR2S Micro Grant to be emailed to them.**

4. CONSENT CALENDAR

A. Recommendation:

Approve STA BAC Meeting Minutes of September 5, 2019.

On a motion by Barbara Wood, and a second by Neal Iverson, the BAC approved the minutes of September 5, 2019. (6 Ayes)

5. PRESENTATIONS

A. 2019 Priority Development Area (PDA)/Priority Production Area (PPA)/Priority Conservation Area (PCA)

Triana Crighton provided an overview on the 2019 Priority Development Area/Priority Production Area/Priority Conservation Area in Solano County. **Ms. Crighton will email the PCA map to the BAC Members.**

6. ACTION FINANCIAL

A. None.

7. ACTION NON-FINANCIAL

A. 2020 BAC Overall Work Plan

Triana Crighton and Brent Rosenwald provided an overview on the 2020 BAC Overall Work Plan. Ms. Crighton presented on all of the events and tasks that the BAC accomplished in 2019. She introduced Brent Rosenwald to the new STA staff lead for the BAC as she will focus on the PAC. **Nancy Lund request bike counts for the Benicia bridge and stated that the BAC never received the numbers.** Triana Crighton recommended to work with the City of Benicia's Public Works department to set up the bike counters. Nancy Lund recommended contacting Nouae Vue from City of Benicia. Corey Beavers indicated that it was a challenge to place the bike counters, and he recommended hiring a firm to place the counters instead of doing it in house to save staff time. Neal Iverson agrees with the recommendation and would like to see a plan put in place. **Triana Crighton will look into the funding sources to pay for a firm to set up bike counters. Ms. Crighton will look into updating bike count procedures and to include them in the 2020 BAC Overall Work Plan.** Brent Rosenwald reviewed the draft 2020 BAC Overall Work Plan with the BAC members. David Belef recommended the My City Bike App to assist in the Wayfinding Signs. Brent Rosenwald requests recommendations for presenters for BAC meetings and the BAC members recommended Complete Streets, Greater Vallejo Recreation, Cal Bike (success stories), Adventure Cycling, city officials, consultants, staff from City of Davis, and Drew Hart from City of Sacramento. **David Belef request to hear more information on Complete Streets and the latest push through the legislature which was denied. Mr. Belef ask if STA can provide a fact sheet about this information. Triana Crighton will check with STA's Legislation and Marketing Manager and will follow-up in the next BAC meeting.**

Recommendation:

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

On a motion from Lawrence Gee, and a second from David Belef, the BAC unanimously approved the recommendation. (6 Ayes)

B. 2020 BAC Chair and Vice-Chair Elections

Brent Rosenwald provided an overview on the 2020 BAC Chair and Vice-Chair Elections.

Recommendation:

1. Nominate and elect a BAC Chair for 2020.
2. Nominate and elect a BAC Vice-Chair for 2020.

On a motion from Barbara Wood, and a second from David Belef, the BAC nominated Neal Iverson to be BAC Chair for 2020 and Nancy Lund to be BAC Vice-Chair 2020.
(6 Ayes)

8. INFORMATION – DISCUSSION

A. May is Bike Month 2020 Planning

Amy Antunano provided an overview of the May is Bike Month 2020 Planning. Nancy Lund mention that there is planned E-Bike Workshop in Benicia on Industrial Way in May 2020. Ms. Lund added that there will be plenty of e-bikes for people to try out and there will also be raffles. David Belef request BAC members to email him movie recommendations for Biking Movies to be played at the Empress Theatre during Bike Month 2020. Neal Iverson recommended having a Bike to Work energizer stations open at bike shops for a week or month so cyclists that only bike on certain days of the week can also participate in Bike to Work Day festivities. Mr. Iverson also recommended to have an energizer station at the Fairfield-Vacaville Train Station. Mr. Iverson request Nancy Lund to send him the plans for the E-Bike Workshop so he can plan one for Vacaville as well. David Belef recommended STA staff to reserve a spot at the Vallejo Farmers Market to promote Bike Month. Neal Iverson stated that Ray's Cycle has a spot in the Vacaville Farmers Market and STA is welcome to use it to promote Bike Month.

B. Upcoming Bicycle Funding Cycles

Brent Rosenwald provided an overview of the Upcoming Funding Cycles.

9. COMMITTEE COMMENTS & FUTURE AGENDA TOPICS

The BAC members agreed to move the January 2, 2020 BAC meeting to January 9, 2020. David Belef updated BAC members on some upcoming events in Vallejo.

10. ADJOURNMENT

The STA BAC meeting adjourned at approximately 7:55 p.m. The next BAC meeting is set to meet at **6:00 p.m. on Thursday, January 9, 2020** at STA.

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PCC

SOLANO PARATRANSIT COORDINATING COUNCIL (PCC) DRAFT Meeting Minutes of December 12, 2019

1. CALL TO ORDER/ CONFIRM QUORUM/INTRODUCTIONS

Chair Lisa Hooks called the PCC Meeting to order at 1:10 p.m. at the SolTrans Operations & Maintenance Facility, 1850 Broadway Street, Vallejo, California. A quorum was established.

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

Richard Burnett	MTC Representative/CTSA-AC Member
Cindy Hayes	PCC Vice-Chair/Independent Living Resources
Lisa Hooks	Social Service Provider
Brian McLaughlin	Member at Large
Ernest Rogers	PCC Chair/CTSA-AC Member/Transit User
Teri Ruggiero	Health & Social Services
Cynthia Tanksley	Transit User (<i>Arrived at 1:50 p.m.</i>)
James Williams	Member at Large

PCC Members Absent: *In Alphabetical Order by Last Name*

Judy Nash	Public Agency - Education
Katherine Richter	Transit User

Others Present: *In Alphabetical Order by Last Name*

April Cobb	FAST
Christine Cuevas	C.A.R.E. Evaluators
Cecilia de Leon	STA
Ron Grassi	STA
Bisi Ibrahim	SolTrans
David Lee	C.A.R.E. Evaluators
Debbie McQuilkin	STA
Elizabeth Richards	STA Consultant
John Sanderson	SolTrans
Brandon Thomson	STA
Claudia Williams	Dixon Read-Ride

2. APPROVAL OF AGENDA

On a motion by Teri Ruggiero and a second by Ernest Rogers, the PCC approved the agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. PRESENTATIONS

A. Solano County Transit (SolTrans) Overview

Presented by: Bisi Ibrahim

Bisi Ibrahim presented SolTrans new website; SolTrans local weekday service expansion and holiday service; Mobile Ticketing Token Transit App; Subsidized Lyft Program in Benicia; and Website comment form.

5. CONSENT CALENDAR

A. Minutes of the PCC Meeting of October 3, 2019

Recommendation:

Approve PCC meeting minutes of October 3, 2019.

On a motion by Ernest Rogers and a second by Teri Ruggiero, the PCC unanimously approved the recommendation. (6 Ayes, 1 Abstention)

6. ACTION ITEMS – DISCUSSION

A. Discussions on 2020 PCC Draft Work Plan, 2020 PCC Draft Outreach Plan and 2020 PCC Meeting Locations

Debbie McQuilkin reviewed the minor changes on the PCC Work and Outreach Plans, and presented the secured locations for the 2020 PCC meetings.

Recommendation:

1. Forward a recommendation to the STA Board to approve the 2020 Draft PCC Work Plan.
2. Approve the 2020 PCC Outreach Plan.
3. Approve the 2020 PCC Meeting Locations.

On a motion by Richard Burnett and a second Brian McLaughlin, the PCC unanimously approved the recommendation. (7 Ayes)

B. PCC Chair and Vice Chair Nominations

The group discussed the voting process, and the PCC elected Ernest Rogers as Chair and Lisa Hooks as Vice-Chair.

Recommendation:

The members of the PCC will take a vote to select the Chair and Vice Chair to a term running from January 2020 through December 2022.

On a motion by Teri Ruggiero and a second by James Williams, the PCC unanimously approved the recommendation. (7 Ayes)

7. INFORMATIONAL ITEMS – DISCUSSION

A. Community Based Transportation Plan (CBTP) – Interactive Expo Update

Elizabeth Richards reviewed the objective of the CBTP and explained the voting process for the transportation projects to prioritize funding. It was further noted that the CBTP will include strategies beyond the participatory budgeting projects.

B. Local Taxi Program Update

Debbie McQuilkin reviewed staff's recommendation to support SolTrans' request for STA to manage their local taxi program. Ms. McQuilkin outlined the new program guidelines and summarized the requirements for the program.

C. STA Staff Update

GoGo Grandparent

Debbie McQuilkin informed the Committee that the modified guidelines to the Medical Trip Concierge Program was approved by the STA Board at the October 9, 2019 meeting.

PCC Membership

Debbie McQuilkin informed the Committee that the membership appointment and re-appointment were approved by the STA Board at the December 11, 2019 meeting. The group welcomed Brian McLaughlin to the Committee.

Amtrak Wayfinding

Ron Grassi stated that this item is still a work in progress.

Ridership Survey

Brandon Thomson reviewed the development of the 2019 Ridership Survey and Analysis Study. Mr. Thomson reported that STA has obtained consultant services to assist in the preparation of the study.

8. TRANSIT OPERATOR UPDATES

- A. Dixon Redit-Ride: Claudia Williams
- B. Fairfield and Suisun Transit (FAST): April Cobb
- C. Rio Vista Delta Breeze: Brandon Thomson
- D. Solano County Transit (SolTrans): Bisi Ibrahim/John Sanderson
- E. Vacaville City Coach: Not Present

9. COMMENTS FROM MEMBERS, STAFF AND REPRESENTATIVES FROM ADVISORY COMMITTEES

Ernest Rogers raised safety issue at the bus terminal in downtown Vallejo during the power shutoffs. Chair Hooks concurred and noted that it is a community issue.

Richard Burnett discussed the “pop-up” workshops held around the region by MTC as part of the development of Plan Bay Area 2050. Mr. Burnett shared an online tool called *Mayor of Bayville*, where residents from of all nine Bay Area counties can participate to prioritize and comment on proposed strategies.

Terri Ruggiero announced that effective February 1, 2020, IHSS providers will need to enroll in the electronic services portal or the telephone timesheet option to submit timesheets for Solano County.

James Williams expressed his gratitude to the Council.

Cynthia Tanksley commented on SolTrans’ process for returning calls. Ms. Tanksley also raised safety concern on the SolTrans cut out bus.

10. FUTURE AGENDA ITEMS PCC COMMENTS

- A. Solano Mobility Study Plan**
- B. Amtrak Platform Wayfinding at Vacaville Station**
- C. Equity Chapter Update**
- D. First and Last Mile Program Update**
- E. Taxi Card Program Update**
- F. Final PCC 2020 Work Plan**

11. ADJOURNMENT

The meeting adjourned at 2:27 p.m. The next regular meeting of the PCC is scheduled to meet at **1:00 p.m., Thursday, January 16, 2020** at the **Joseph Nelson Community Center, Room A, 611 Village Drive, Suisun City, CA 94585.**



DATE: January 16, 2020
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Meeting Schedule for Calendar Year 2020

Discussion:

Attached is the STA Board and Advisory meeting schedule for STA Board and Advisory meeting schedule for the remainder of calendar year 2020 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Meeting Schedule for Calendar Year 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
Thurs., January 2	6:00 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., January 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., January 16	1:00 p.m.	Paratransit Coordinating Council (PCC)	TBD	Confirmed
Thurs., January 23	9:30 a.m.	Consolidated Transportation Services Agency (CTSA-AC)	TBD	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)	Ulatis 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)	TBD	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 RECESS	Intercity Transit Consortium	N/A	N/A
July 25 (No Meeting)	SUMMER 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)	Rio Vista Veterans Hall	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)	SolTrans Operations Facility	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