



ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE MEETING AGENDA

1:30 p.m.
Monday, May 23, 2016
One Harbor Center, Ste. #130
Conference Room 1
Suisun City, CA 94585

ITEM

BOARD/STAFF PERSON

- 1. CALL TO ORDER – SELF INTRODUCTIONS Len Augustine, Chair
2. APPROVAL OF AGENDA (1:30 – 1:35 p.m.) Len Augustine, Chair
3. OPPORTUNITY FOR PUBLIC COMMENT (1:35 – 1:40 p.m.)
4. CONSENT CALENDAR (1:40 – 1:45 p.m.)
A. Minutes of the Arterials, Freeways & Highways Committee Meeting of April 11, 2016 Sheila Ernst, STA
Recommendation: Approve the Arterials, Freeways & Highways Committee Meeting minutes of April 11, 2016. Pg. 3
5. ACTION ITEM
A. Arterials, Highways and Freeways Element – Draft Goal Gap Analysis Robert Macaulay, STA
Forward a recommendation to the STA Board to approve the Arterials, Highways and Freeways Element – Goal Gap Analysis provided as Attachment A. (1:45 – 1:55 p.m.) Pg. 5

Arterials, Highways and Freeways Committee Committee Members

Table with 9 columns: Len Augustine (Chair), Elizabeth Patterson, Steve Bird, Harry Price, Norman Richardson, Pete Sanchez, Jesse Malgapo, Erin Hannigan, Shawn Cunningham, City of Vacaville, City of Benicia, City of Dixon, City of Fairfield, City of Rio Vista, City of Suisun City, City of Vallejo, County of Solano, TAC Rep.

6. INFORMATIONAL ITEMS – DISCUSSION

- A. Comprehensive Transportation Plan (CTP) Update -
Routes of Regional Significance** Robert Macaulay, STA
(1:55 – 2:05 p.m.)
Pg. 15

- B. Current Project Priorities Addressing Element Goals** Janet Adams, STA
(2:05 – 2:15 p.m.)
Pg. 19

- C. Regional Transportation Impact Fee (RTIF) Status** Robert Guerrero, STA
(2:15 – 2:25 p.m.)
Pg. 35

7. FUTURE AGENDA TOPIC

Meeting 7

- 1. Draft Element – Robert Macaulay

8. ADJOURNMENT

Len Augustine, Chair

The next meeting of Arterials, Highways, & Freeways Committee is tentatively scheduled for **June 20, 2016 at 1:30 p.m. at the STA.**



**ARTERIALS, HIGHWAYS, & FREEWAYS COMMITTEE
AGENDA
Draft Minutes for the meeting of
April 11, 2016**

1. CALL TO ORDER – SELF INTRODUCTIONS

Len Augustine called the meeting to order at 12:00 p.m. in STA Conference Room 1.

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

Len Augustine	City of Vacaville
Steve Bird	City of Dixon
Erin Hannigan	County of Solano
Elizabeth Patterson	City of Benicia
Harry Price	City of Fairfield
Norman Richardson	City of Rio Vista
Pete Sanchez	City of Suisun City

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

Shaun Cunningham	Technical Advisory Committee Representative
Jesse Malgapo	City of Vallejo

Also Present: *In Alphabetical Order by Last Name*

Anthony Adams	STA
Janet Adams	STA
Nick Burton	County of Solano
Ryan Dodge	STA
Sheila Ernst	STA
Andrew Fremier	STA
Drew Hart	STA
Nathan Hodgens	Congressman Garamendi's Office
Robert Macaulay	STA
Ashley Nguyen	MTC

2. APPROVAL OF AGENDA

Robert Macaulay proposed moving Agenda Item 5 after Agenda Item 6.

With a motion from Board Alternate Member Hannigan, and a second by Board Member Patterson, the Arterials, Highways, and Freeways committee unanimously approved the April 11, 2016 Agenda as amended above in ***bold and italics***. (7 Ayes, 2 Absent)

3. OPPORTUNITY FOR PUBLIC COMMENT

None.

4. CONSENT CALENDAR

A. Minutes of the Arterials, Freeways & Highways Committee Meeting of March 2, 2016

Recommendation:

Approve the Arterials, Freeways & Highways Committee Meeting minutes of March 2, 2016.

With a motion by Board Member Patterson, and a second by Board Alternate Member Hannigan, the Arterials, Highways, and Freeways committee approved the recommendation. (7 Ayes, 2 Absent)

5. PRESENTATION

A. Presentation on Role of Bay Area Toll Authority (BATA)

Andrew Fremier provided a presentation on the Role of Bay Area Toll Authority (BATA).

Board Alternate Member Hannigan asked for clarification on how much money is lost due to vehicles passing through bridge tolls without license plates.

Andrew Fremier responded that between the Bay and the Golden Gate bridges an estimated \$10 million dollars are lost due to no plates or obstructed plates. He explained that MTC is currently working with the California Legislature to get a law passed that requires a unique identifier for every vehicle when it leaves the car lot. He concluded that California is the only state that doesn't require that law.

The group discussed AC Transit, RM3 and election results for regional measure's 1 and 2.

6. INFORMATIONAL ITEMS - DISCUSSION

A. Summary of RM2 Bridge Toll Funding Solano County Projects

Janet Adams provided a presentation on Summary on RM2 Bridge Toll Funding Solano County Projects.

B. Hwy 37 Update

Janet Adams provided a presentation on Highway 37 and outlined the State Route 37 Corridor White Paper.

C. Arterials, Highways and Freeways Element – Draft Goal Gap Analysis

Robert Macaulay provided an overview of the Arterials, Highways and Freeways Element – Draft Goal Gap Analysis. He explained that the State of the System and Goals have been approved by the STA Board. A Goal Gap Analysis has been drafted to show the gap between the current and desired system, and is being presented to the Committee today and the Technical Advisory Committee (TAC) on April 27 for the first time.

7. FUTURE AGENDA ITEMS

A summary of the future agenda items for 2016 was presented.

8. ADJOURNMENT

The meeting adjourned at 1:02 p.m. The next Arterials, Highways, and Freeways committee is scheduled to meet at 1:30 p.m. on May 23, 2016 at the Solano Transportation Authority.



DATE: May 16, 2016
TO: STA Arterials, Highways, and Freeways Committee
FROM: Robert Macaulay, Director of Planning
RE: Arterials, Highways and Freeways Element – Goal Gap Analysis

Background:

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

The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition. The first step in preparing the Arterials, Highways and Freeways Element was identification of those services and facilities that the Element’s policies are designed to influence; namely, the roadways that connect Solano County’s communities with each other, with key economic and civic locations, and with the broader Northern California region. These are known as Routes of Regional Significance (RORS). The RORS consist of:

1. Solano County Congestion Management Program (CMP) Network

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

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

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

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

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

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

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

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

- Kaiser Permanente- Vallejo and Vacaville
- Six Flags Discovery Kingdom- Vallejo
- Genentech (Vacaville and Dixon Facilities)
- Westfield Shoppingtown- Fairfield
- Travis Air Force Base
- Benicia Industrial Park
- County Government Center in Fairfield
- Industrial Park in Fairfield on SR 12

4. Intercity and Freeway/Highway Connection

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

- Jepson Parkway
- North Connector
- Columbus Parkway
- Fry Road between Leisure Town Road and SR 113

5. Improves Countywide Emergency Response

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

- Lyon Road (Solano County near I-80)
- Lopes Road (Solano County near I-680)
- McCormick Road (Solano County near SR 12)
- McGary Road (Fairfield and Solano County near I-80)
- North Connector (Suisun Parkway/Business Center Drive near I-80 and SR12)
- Canright and Azevedo Roads north of SR 12

The State of the System and Goals have been approved by the STA Board. A Goal Gap Analysis has been drafted to show the gap between the current and desired system, and is being presented to the Committee today and the Technical Advisory Committee (TAC) on April 27 for the first time for review and comment.

The development of the Solano CTP is driven by the activities to implement its purpose statement, which is:

The Solano Comprehensive Transportation Plan will help fulfill the STA’s mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Within the Solano CTP the Arterials, Highways and Freeways Element Purpose Statement is:

Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

Discussion:

The Goal Gap Analysis uses the following criteria are used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

For some Arterials, Highways and Freeways Goals, the Gap analysis is mixed: **Significant Progress** in terms of policy establishment, but only **Preliminary** implementation.

A summary of the Goal Gap analysis is that a solid policy foundation has been laid for improving and maintaining Solano's critical roadways; but, the implementation of those policies is falling short. This shortfall is due to the lack of funding for maintenance, targeted expansion, and system efficiency projects. This funding shortfall also hurts other modes of travel, as almost every trip uses a roadway for some of its length.

The Goal Gap Analysis was previously distributed to the TAC for review and comment. No substantial comments have been received. This item is now ready for action by the STA Board.

Following approval of the Goal Gap Analysis, staff will complete chapters on performance measures and milestones, available resources to address the identified gaps and policies to help guide the allocation of those resources.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Arterials, Highways and Freeways Element – Goal Gap Analysis provided as Attachment A.

Attachment:

- A. Arterials, Highways and Freeways Element – Goal Gap Analysis

Arterials, Highways, and Freeways Element

Goal Gap Analysis

OVERALL COMPREHENSIVE TRANSPORTATION PLAN

PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's mission by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

Arterials, Highways, and Freeways Element Purpose Statement: Identify existing and future safety, capacity, and enhancement needs for the major arterials, highways, and freeways in Solano County that serve inter-city and interregional travel.

Measuring Goals. The following criteria are used to measure the progress on meeting the goals of the Arterials, Highways and Freeways Element:

- **Completed** – this is a goal with a specific end-point that has been reached, such as the construction of a facility or the identification of Transit Facilities of regional Significance. This also includes studies that have been adopted (even if recommendations have not yet been implemented) and the initiation of an on-going program.
- **Significant Progress** – this is a project with substantial completion; typically, more than 10% Plans, Specifications and Estimates (PS&E) but not yet into construction or completion. It also includes studies where data collection and analysis has started, but final recommendations have not been adopted.
- **Preliminary Proposal** – finally, this category covers projects that have less than 10% PS&E, plans that have not started data collection, and programs that have no administrative and/or financial commitments and no start date.

For some AHF Goals, the Gap analysis is mixed: **Significant Progress** in terms of policy establishment, but only **Preliminary** implementation. This is largely a function of the on-going significant shortfall of funding for both new projects and maintenance of existing facilities.

Goals. Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Arterials, Highways, and Freeways Element of the overall purpose of the Solano CTP, the following goals are established:

Create an AHF System that improves mobility for all modes of travel.

- Prioritize funds for projects that improve Routes of Regional Significance. This goal has seen **Significant Progress**. STA funding choices have been focused on RORS, but STA staff reports and recommendations do not routinely identify to the TAC and Board whether or not a roadway is an RORS.
 - Special emphasis should be given to roadways that support regionally important economic centers and goods movement. **Preliminary Proposal – Formal identification**

of a goods movement (aka freight) network is a relatively new task, both at a local and a regional level. However, the National Freight Strategic Plan was recently completed and does include I-80 on the National Highway Freight Network. Additionally, the **California Freight Mobility Plan** was adopted in December 2014. The I-80 and State Route 12 corridors are on the State freight network. In addition, MTC has recently completed a *regional* goods movement plan, and this complements goods movement investments efforts *at* the state and national level. STA has *significantly* invested in goods movement infrastructure in the past, notably the I-80 Eastbound truck scales in Cordelia and the first construction Package of I-80/I680/SR 12 Interchange. As the routes of regional significance definition has been expanded to include roadways serving major economic centers in Solano County, this will increase the ability of STA to make future investment decisions in projects that support goods movement. STA will use information from these plans to help further identify and seek funding for goods movement facilities. It should be noted that goods movement also includes rail and ship born traffic, and not just vehicles on roadways.

- Freeways – support development and operation of a comprehensive Express/HOV network on I-80 and I-680. **Preliminary Proposal.** A HOV lane extends for 8.7 miles in each direction on I-80 (Red Top Road to Air Base Pkwy), and design funds have been allocated to convert the existing HOV lanes to Express lanes and extend them past I-505. In addition, the Express Lane connector ramps in the I-80/I-680/SR-12 Interchange complex and the actual construction of Express Lanes is proposed for regional funding in Plan Bay Area. The remaining portions of the network are from Vacaville to the Yolo County line, through the City of Vallejo, and along the length of I-680 in Solano County. MTC has indicated that the project will be included in Plan Bay Area, but currently no additional funding for project implementation has been approved.
- Seek consistent width to avoid congestion caused by reduction in number of lanes. **Preliminary Proposal.** This goal is a direct response to comments received during the public outreach performed by STA in May – October of 2015 and to observations included in the Arterials, Highways and Freeways State of the System report. Most of the significant areas of recurring delay on the interstate freeway and the state highway system are found where the number of lanes is reduced. One major drop lane location is along Eastbound I-80 at Air Base Pkwy. This drop lane will be removed one the I-80 Express Lanes are constructed past I-505. This project will reduce the congestion caused by the drop lanes at this location.
- Implement Complete Streets appropriate to the context of the roadway. This goal has seen **Significant Progress in terms of Policy.** Most Solano jurisdictions have complete streets Incorporated into their General Plan, Zoning Ordinance, or have a resolution committing to complete streets implementation. This means new development proposals have the opportunity to fully incorporate complete streets standards. However, no jurisdiction in Solano County has adopted a Complete Streets Plan that designates specific streets that will require which facilities in order to implement the ideals of complete streets. Implementing this goal will be an on-going activity for the County.
Preliminary Proposal in terms of implementation. Complete Streets features have been

incorporated into the construction of roadways such as Military West, Wilson Avenue, Suisun Parkway and Jepson Parkway. Most Routes of Regional Significance were constructed before Complete Street became a requirement, and require some sort of retrofit to properly accommodate all forms of transportation. Jurisdictions have typically not updated their standard specifications to include a complete streets standards.

- Improve system efficiency through technology prior to adding lanes. **Significant Progress.** In 2010 the STA adopted the Solano Highways Operations Plan. This Plan identified ITS strategies to improve operations along the I-80 corridor through lower cost capital investments. Implementation of the Plan has been on-going through the investments of Ramp Metering from Fairfield through Vacaville. Further, pavement detection loops along I-80 were installed as part of the major roadway rehabilitation work that was completed. Recently MTC is developing a Managed Lanes Implementation Plan (MLIP) that will link transit through the corridor to increase through put.
- Identify and preserve needed rights of way for future transportation projects. **Preliminary Proposal.** Even though this is a Goal in the adopted Solano CTP – Arterials, Highways and Freeways element, no specific steps have been taken to implement this Goal. However, the I-80/I-680/SR 12 Interchange environmental Document has been completed, that can serve as the basis for land development restrictions within the identified foot print of the project.
- Prepare and periodically update corridor studies to identify and prioritize specific projects. This goal has seen **Significant Progress.** Corridor plans have been completed for I-80, -680 and -780: SRs 12 and 113; and some corridor planning work has been done for SR 29. Planning work is underway for SR 37. The only major roadway lacking recent corridor planning is I-505, and the conditions and volumes on I-505 place this route on a low priority for a corridor study; the existing Caltrans Interstate 505 Corridor Plan is sufficient at this time. Similarly, roadways such as SRs 84, 128 and 220 are adequately covered by Caltrans documents, and do not require additional work by STA. A schedule or set of conditions to trigger updates of these plans has not been developed. Staff is recommending that each corridor plan be reviewed for minor updates every five years to update traffic volumes and the status of implementation with a more detailed update every ten years.

Improve system safety

- Identify locations on local arterial streets with above-average number or rates of collisions, and fund improvements to reduce collisions to average. This goal has seen **Significant Progress.** The STA adopted a Solano Travel Safety Plan in January of 2016; this was an update to the 2005 Solano Travel Safety Plan. Forty-five projects identified in the 2015 plan have been completed. Recent corridor studies, such as the SR 12 multi-jurisdictional study, have gathered and analyzed safety and accident data. However, there is not a standard format for gathering and analyzing such data, and not all corridor plans of other studies have up-to-date safety information.

Maintain the system at an appropriate level

- Seek to fund an average PCI rating of all RORS as 75, with no RORS being rated below 60. This goal has seen **Significant Progress in terms of policy and focus**. The adopted 2005 Solano CTP – Arterials, Highways and Freeways element does not have a PCI Goal. MTC’s 2013 Plan Bay Area has a PCI goal of 75. The Solano County Pothole Report, first adopted in 2014, also contains information on the PCI of local roadways and the funds needed to maintain or improve that PCI, but does not call out the PCI of the RORS.

This is a **Preliminary Proposal in terms of implementation**. Establishing a target PCI is only a first step. The next task is to identify those roadways that fall below the target PCI. The 2014 Solano pothole report, which is based the identification of each segment using Street Savor Software.

The 2014 Solano pothole report also identifies the trend in PCI over the last five years. Those communities building new roadways have seen an increase or steady PCI. Those strictly seeking to maintain existing roadways, without the new roadways associated with new construction, have seen their PCI decrease. PCI decreases can be largely attributable to a substantial reduction in state gas tax revenues provided to the cities and county needed to achieve the PCI targets established in the Solano CTP. Information in the 2014 pothole report shows that, at the current funding levels, the existing PCI for local streets and roads and arterials cannot be maintained. The Solano Pothole Report shows an annual shortfall of \$24 million dollars per year simply to maintain current PCI of 65.

In order to improve the PCI and eventually gain the target of 75, an additional \$50 million per year in new revenue for local streets and roads maintenance would be required.

- Work with Caltrans to ensure that a similar standard is maintained on the State system. This goal has seen **Significant Progress in terms of Policy and Implementation**. Caltrans rates pavement by visual inspection of the pavement surface and use lasers mounted on a Caltrans vehicle to collect the International Roughness Index (IRI) data, and has set a target of an IRI of 170 inches or less per mile.

Funding for maintenance of the state highway system is done throughout the SHOPP. While the SHOPP faces a situation similar to local roads maintenance; namely, lack of funding. Caltrans does not currently have adequate funding to maintain the entire state freeway and highway system at the desired level. Solano County has however, had recent significant SHOPP investment along I-80, and I-680, and SR 12 in recent years.

Support the creation of Solano County jobs and other locally-decided land uses

- Identify roadway improvements that improve goods movement or reduce the impact of goods movement in Solano County. **Preliminary Proposal**. Both MTC and the Alameda County CMA have completed Goods Movement plans, and there are freight plans at state and federal levels as well. These plans cover the gamut of goods movement modes – road, rail, port and air. All four of these modes are present in Solano County. At every level of goods movement planning,

the I-80 / I-680 / SR-12 interchange is identified as a key facility. In addition, the I-80 Cordelia Truck Scales are also key *goods movement* facilities. The Westbound Truck facility need to be replaced and has been identified as a project in MTC's *Regional Goods Movement Plan*. The I-80 corridor is identified in the National Freight Plan and the SR 12 corridor is recognized as a Goods Movement corridor along with I-80 in the State Freight Plan.

While STA has identified individual projects that are important to local and regional goods movement, it has not undertaken a comprehensive study to identify these facilities in a single document. An initial list of goods movement priorities will be included as part of the CTP.

- Identify roadway improvements that support retention or expansion of regionally important employment centers, retail centers and civic facilities. This goal has seen **Significant Progress**. STA has identified regionally significant employment centers, and designated the major roads that serve them as Routes of Regional Significance. STA has not identified those improvements to the roadways that are needed to support each center's continued economic viability. *This task will be undertaken* has part of the Solano County's Moving Solano Forward Phase 2 effort.
- Prioritize available funds to support PDAs and PCAs, with special emphasis being given to support for Transit Facilities of Regional Significance. This goal has seen **Significant Progress**. STA has assisted local agencies in funding road and transit projects in PDAs in each of the seven Solano cities, and has designated PCA funding (both planning and project construction) in Solano County. The requirements of the OBAG 2 funding program require that at least 50% of those funds be spent on projects located in or directly supporting PDAs. In addition, *the* STA Board has approved a list of priority *Managed Lanes Implementation Program (MLIP)* facilities. These facilities include express Lanes that directly support carpool, vanpool and express bus services. Large facilities such as the Curtola Park and Ride and Fairfield Transportation Center *expansions and upgrades*, which serve both carpool and express bus services, are located in or directly adjacent to the PDAs.
 - All TFORS are in or adjacent to PDAs

Anticipate and mitigate system construction and operation impacts

- Special emphasis should be given to projects and designs that reduce emissions of criteria pollutants and greenhouse gasses. **Preliminary Proposal**. Analysis of GHG emissions occurs during the environmental phase of a project, but so far has not been an explicit quantitative criteria in the early prioritization and selection of projects or programs. New state requirements require projects to use Vehicle Miles Traveled (VMT) as a measure of assessing a project's traffic impacts, rather than the traditional Level of Service (LoS). This change will how project GHG emissions are calculated at an early stage in the project's development, and may serve as an effective tool to implement this policy. STA has elected to focus funds for recapitalization of express buses on alternative fuel vehicles to meet federal and state low and zero emission requirements. STA has also adopted an Alternative Fuels plan and sought Cap and Trade funds for projects to reduce GHG emissions.

- Support projects that reduce emissions of criteria pollutants in sensitive communities or Communities of Concern. **Preliminary Proposal.** STA has not done a statistical or mapping project to identify projects with Communities of Concern.

- Where possible, use the avoidance and mitigation standards from the Solano Habitat Conservation Plan for STA transportation projects. **Preliminary Proposal.** The Solano HCP has not yet been adopted nor is the STA a signatory to the HCP. STA regularly mitigates projects in accordance with the draft HCP's mitigation ratios.



DATE: May 16, 2016
TO: STA Arterials, Highways, and Freeways Committee
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Routes of Regional Significance

Background:

The Solano Comprehensive Transportation Plan (CTP) is one of the STA’s primary long-range planning document, along with the Congestion Management Program (CMP) and the Metropolitan Transportation Commission’s Regional Transportation Plan, known as Plan Bay Area. The CTP consists of three main elements: Active Transportation; Arterials, Highways and Freeways; and, Transit and Ridesharing. The overall purpose of the CTP is to identify opportunities and resources to move the countywide transportation system from its current condition to a desired future condition, and to then prioritize steps to bring this change to fruition.

STAs policies and investments focus on those facilities and programs that link the cities of Solano County with each other, and with the broader Northern California region. Local issues, such as collector streets and bus routes, are not the subject of STA policies and investments, even though STA does work to help local agencies acquire funds for operation and maintenance of such facilities. The important roadways are referred to as Routes of Regional Significance.

Discussion:

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

1. Solano County Congestion Management Program (CMP) Network

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

Changes that are being contemplated to the CMP legislation by state legislators and the

Governor's Office of Planning and Research may lead to a re-evaluation of the Solano CMP network in the next few years.

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

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

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

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

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

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

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

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

4. Intercity and Freeway/Highway Connection

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

- Jepson Parkway
- North Connector
- Columbus Parkway
- Fry Road between Leisure Town Road and SR 113

5. Improves Countywide Emergency Response

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

- Lyon Road (Solano County near I-80)
- Lopes Road (Solano County near I-680)
- McCormick Road (Solano County near SR 12)
- McGary Road (Fairfield and Solano County near I-80)
- North Connector (near I-80 and SR12)
- McCormack, Canright and Azevedo Roads north of SR 12

As STA finalizes policies for the Arterials Highways and Freeways Element and prioritizes funding, it will focus those resources that are available on the Routes of Regional Significance. One of the few potential exceptions to this focus is the requirement that 50% of the funds from One Bay Area Grant (OBAG 2) must be spent on projects in or connected to Priority Development Areas. While some roadways that support PDA's are also Routes of Regional Significance, others are not. Each jurisdiction receiving OBAG 2 funds must make its own determination as to whether those funds will be targeted to a Route of Regional Significance. STA will then determine if, in aggregate, the OBAG 2 expenditures meet the 50% PDA requirement.

Fiscal Impact:

None.

Recommendation:

Information.

Attachment:

- A. Arterials Highways and Freeways Element: Routes of Regional Significance Map

Solano County Routes of Regional Significance

ATTACHMENT A

Legend

Roads

— Local Roads

Transit and Park and Ride Facilities

(Existing Facilities)

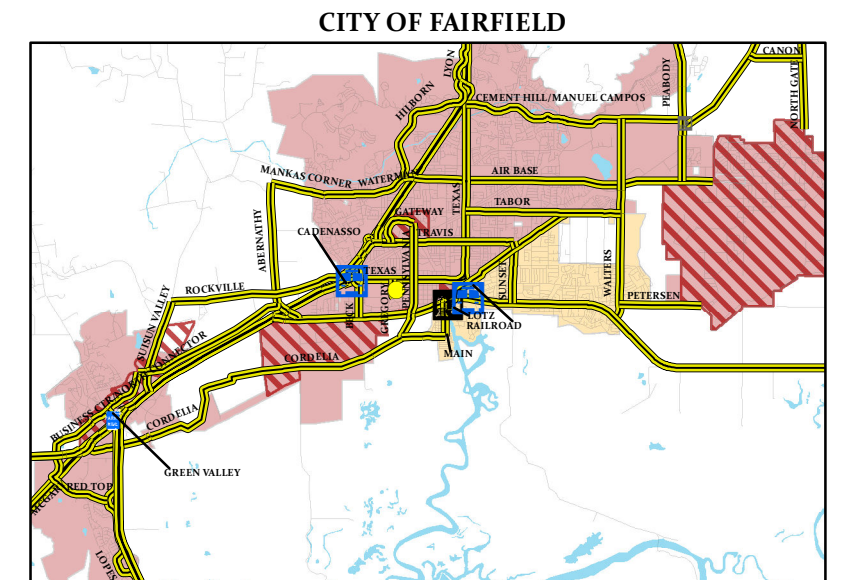
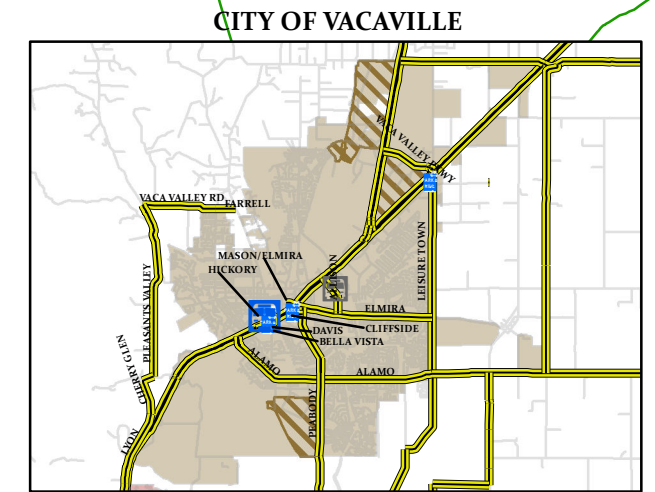
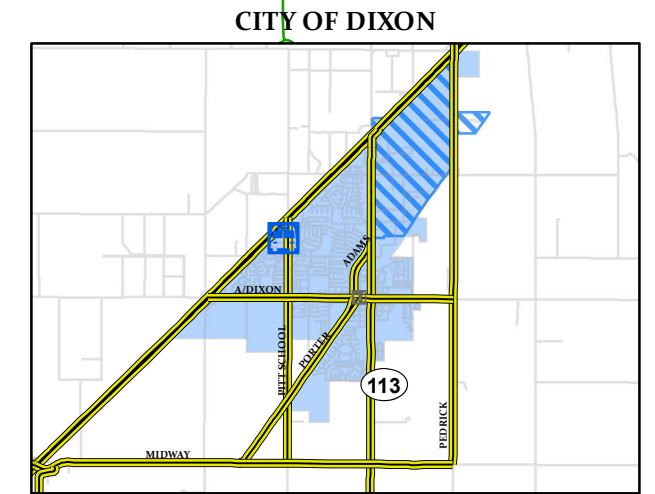
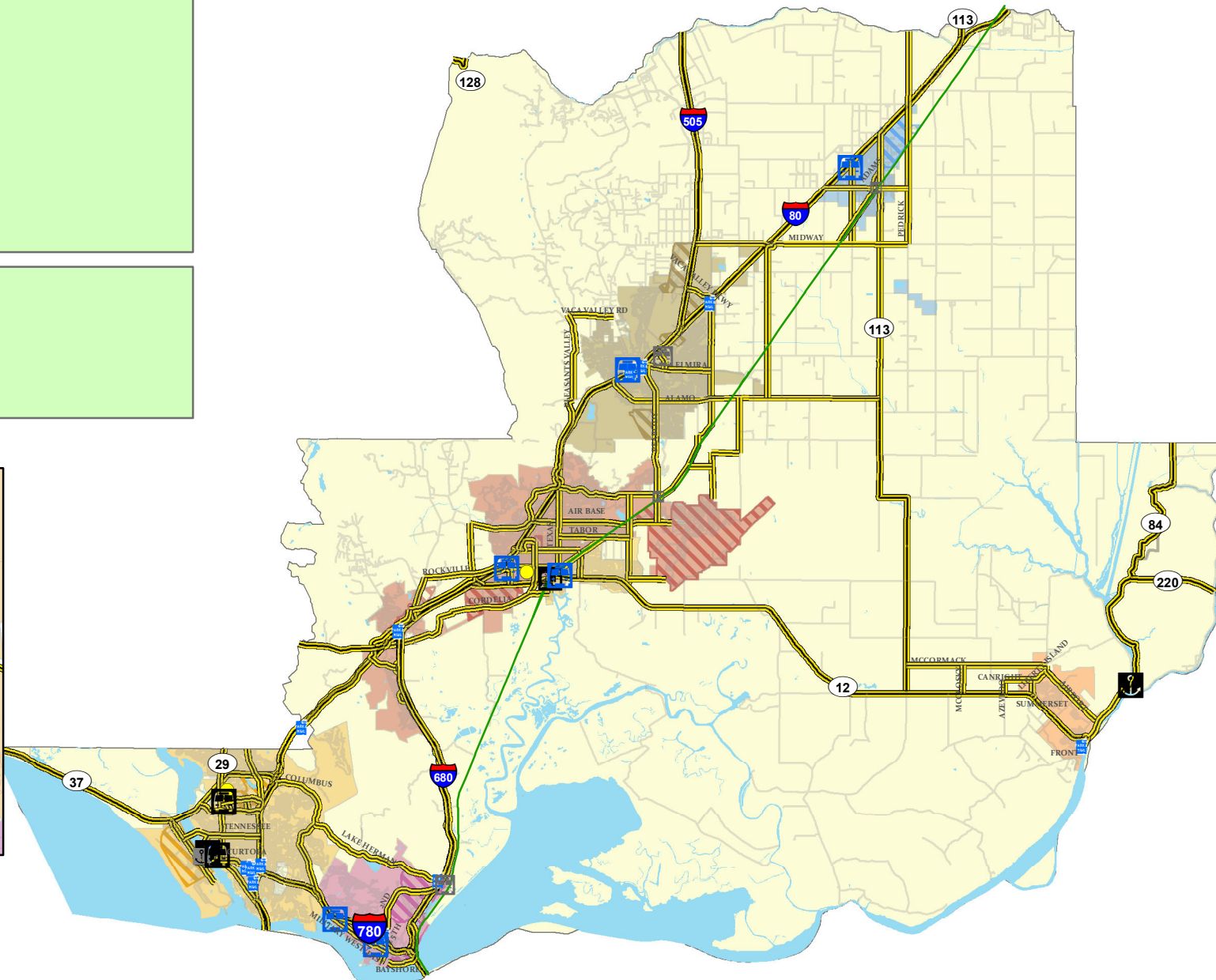
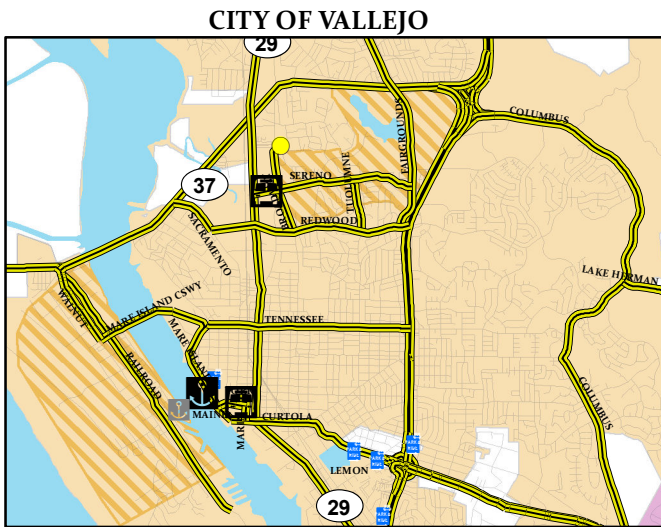
- Regional Commuter Rail Lines
- Bus Stop/Station and Park & Ride Lot
- Bus Stop Only
- Intercity Bus Service Yard
- Park and Ride Lot
- Ferry Facility
- Rail Station

(Future Facilities)

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

Cities and Major Employment Centers

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



UNIFIED PROJECT LIST – June 2015

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This is a Route of Regional Significance.	Vision	No	
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Install traffic signals and related traffic control and circulation improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Upgrade ramps to meet current standards. This is a Route of Regional Significance.	Vision	No	
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Upgrade ramps to meet current standards. This is a Route of Regional Significance.	Vision	No	
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo. This is a Route of Regional Significance. Design to start FY 2015-2016 with improvements in FY 2016-2017. Estimated cost \$710,000.	Vision	No	

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 213	Dixon	I-80/SR 113 Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 215	Dixon	I-80/West A St. Interchange	Construct overcrossing and ramp improvements. This is a Route of Regional Significance.	Vision	No	
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This is a Route of Regional Significance. This project is an option identified in the SR 113 MIS.	Vision	No	STA SR 113 MIS
09CTP 217	Dixon	Parkway Blvd Overcrossing AGENCY PRIORITY PROJECT	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Design- At the right-of- way acquisition stage but dependent on development	No	
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks. This is a Route of Regional Significance.	Vision	No	

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source
09CTP 222	Dixon	Pedrick Road Overcrossing	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road. Project includes 2 travel lanes in each direction plus Class I bike/ped facility. This is a Route of Regional Significance.	Vision	No	
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Complete landscaping and pedestrian improvements in A Street/1st Street/Railroad track area in downtown Dixon. This is a Route of Regional Significance.	Vision	No	

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 189	Fairfield	I-80/West Texas St Ramp Improvement	Reconfigure I-80 Eastbound Off Ramp to West Texas Street and Fairfield Transportation Center. Improve transit, pedestrian, and bicycle access to Transit center with direct connection to Linear Park Trail. This area is one of the county's PDAs. This is a Route of Regional Significance.		No	Fairfield General Plan
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Construct an interim 2 lane (2015-16), ultimately 6?-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway. This is a Route of Regional Significance.		No	Fairfield General Plan
09CTP 121	STA/ Caltrans	SR 12 and Red Top Road/ Business Center Drive Interchange	Construct a new interchange linking the North Connector, Red Top Road and SR 12. This is a Route of Regional Significance.			
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Peabody Rd.	Widen from 2-lanes to 6 lanes This is a Route of Regional Significance.		No	Fairfield General Plan
09CTP 181	STA/ Caltrans	SR 12 and Beck Avenue Interchange	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.			
09CTP 182	STA/ Caltrans	SR 12 and Pennsylvania Avenue Interchange	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange. This is a Route of Regional Significance.			

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Ongoing	No	Solano County Capital Improvement Plan (CIP)
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. This is a Route of Regional Significance. See <u>Projects 09CTP 148 and 09CTP 146 (Vallejo)</u>	Initiated – environmentally cleared, initiating design	No	STA Routes of Regional Significance (RRS)
09CTP 037	Solano County	Jepson Parkway connection to the south gate of Travis Air Force Base	Construct improvements to Petersen Road. This is a Route of Regional Significance.	Designed – construction in 2015	No	STA RRS
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility. This is a Route of Regional Significance.	Vision	No	STA RRS / Fairfield Train Station Specific Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Source of Project:
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Lewis Road, Fry Road, Meridian Road and McCory Road. This is a Route of Regional Significance.	Ongoing	No	STA RRS / Solano County CIP
	Solano County	Suisun Valley Farm to Market project	Construct a Class II bicycle lane loop and pedestrian improvements on various roads in the Suisun Valley as part of the Farm to Market program, including Suisun Valley Road, Rockville Road, Mankas Corner Road, Abernathy Road, and Ledgewood Road	Initiated – undergoing environmental review	Yes	General Plan / Suisun Valley Strategic Plan / STA Countywide Bicycle/Pedestrian Plan
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area. This is a Route of Regional Significance.	Vision	No	General Plan / Northeast Dixon Agricultural Services Area Plan / STA RRS
	Solano County	Midway Road – Porter Road – Pitt School Road connector improvements	Intersection and roadway improvements to connect City of Dixon with Midway. Supported by City of Dixon.	Vision / environmentally cleared	Yes	Solano County CIP

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Lotz Way Improvements - Bicycle & Pedestrian Path AGENCY PRIORITY PROJECT	Construct a Class I pedestrian/bicycle path along Lotz Way from Marina Boulevard to the Train Depot on Main Street. This is a Route of Regional Significance.		Yes	2012 Countywide Bike Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Grade Crossing at UPRR Tracks on Main Street	Restore an at grade crossing of the railroad tracks to connect downtown Suisun City with downtown Fairfield.		Yes	2012 Countywide Pedestrian Plan and 2012 Countywide Pedestrian Plan
	Suisun City	Sunset Avenue Widening at UPRR Tracks	Widen and improve the roadway, including the pedestrian/bicycle crossing on Sunset Avenue at the UPRR tracks that separate Suisun City from Fairfield. This is a Route of Regional Significance.		Yes	2012 Countywide Pedestrian Plan
	Suisun City	Cordelia Road West of Old Town	Widen Cordelia Road from one lane in each direction to multi-lanes in each direction. This is a Route of Regional Significance.		Yes	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Highway 12 Corridor Improvements	Construct improvements within the Highway 12 Corridor from Pennsylvania Avenue to Walters Road. This is a Route of Regional Significance.		Yes	SR12 Corridor System Management Plan
	Suisun City	Highway 12 Widening	Widen and improve Highway 12. This is a Route of Regional Significance		Yes	SR12 Corridor System Management Plan and 2012 SR12 Comprehensive Evaluation and Corridor Management Plan
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA. This is a Route of Regional Significance.		No	2012 Countywide Pedestrian Plan
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. This is a Route of Regional Significance.		No	Suisun City's 2015 CTP List

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Pennsylvania Avenue Widening	Widen Pennsylvania Avenue from Highway 12 to Cordelia Road. This is a Route of Regional Significance.		Yes	Suisun City's 2015 CTP List
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment (Middle and East Segment)	Widen and reconstruct Railroad Avenue from Sunset Avenue to Humphrey Drive to a 3-lane arterial with Class 2 bike lanes. Realign and widen Railroad Avenue from Humphrey Drive to East Tabor Avenue with new intersection at East Tabor Avenue and Olive Street. This is a multi-phase project. This is a Route of Regional Significance.		No	Suisun City's 2015 CTP List
09CTP 076	Suisun City	Railroad Avenue Extension (West Segment)	Extend Railroad Avenue from Marina Boulevard to the Main Street/Highway 12 westbound On-Ramp and make a signalized intersection at Main St/Hwy 12 On-Ramp. This is a Route of Regional Significance.		No	Suisun City's 2035 General Plan
	Suisun City	Highway 12 Overpass at Pennsylvania Avenue	Construct a grade-separated overpass over Highway 12 at Pennsylvania Avenue. This is a Route of Regional Significance		Yes	2001 Highway 12 Major Investment Study

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Suisun City	Highway 12 Flyover to West Street	Construct an off-ramp/flyover from Highway 12 at Pennsylvania Avenue to Old Town Suisun over the UPRR railroad tracks. This is a Route of Regional Significance.		Yes	SR12 Corridor System Management Plan
09CTP 066	Suisun City	Travis AFB South Gate Project & Petersen Road Pedestrian/Bike Path	Widen Petersen Road from Walters Road to the Travis AFB South Gate. This project includes constructing a Class I pedestrian/bicycle path to the Suisun City Sports Complex. This is a Route of Regional Significance.		No	Suisun City's 2015 CTP List
09CTP 070	Suisun City	Rail Station Improvements	Construct general enhancements to the Suisun-Fairfield Train Station including improvements to the facility, new additional bicycle lockers, corridor signage, traffic modifications, & rider experience improvements. Develop a station master plan consistent with the City's planned PDA for the area. This is a Transit Facility of Regional Significance.		No	2012 Countywide Pedestrian Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection. This is a Route of Regional Significance.	Vision	No	Vacaville General Plan and Transportation Impact Fee
09CTP 078	Vacaville	I-80 WB/Alamo Dr.- Merchant St On-Ramp	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance..	Complete		
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance..	Not a City Project		
09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Extend WB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance..	Not a City Project		
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance..	Not a City Project		
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge. This is a Route of Regional Significance..	Not a City Project		

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

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
	Vacaville	Vaca Valley Parkway	Widen Vaca Valley Pkwy from I-80 to I-505 to 6 lane divided arterial – This is a Route of Regional Significance	Vision	No	Vacaville General Plan and Transportation Impact Fee
	Vacaville	Peabody Road South of Alamo	Widen to 6 lane divided Arterial. This is a Route of Regional Significance.	Vision	No	Vacaville General Plan

CTP ID	Agency	Location / Title	Description	Project Status: Vision/ Initiated/ Designed	New Project: Yes/ No	Project Source:
09CTP 199	Rio Vista	SR 12/Church Road and Amerada Intersections	Improve the SR 12 and Church Road intersection. Construct 40 Space Park and Ride Lot at Church Road @ SR 12. The park-and-ride lot may be installed with development of a shopping center at this intersection. A PSR is being prepared for the project. This is a Route of Regional Significance.			
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossings	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street. SR 12 is a Route of Regional Significance.		Yes	Rio Vista General Plan

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DATE: May 13, 2016
TO: STA Arterials, Highways, and Freeways Committee
FROM: Robert Guerrero, Senior Project Manager
RE: Regional Transportation Impact Fee (RTIF) Status

Background:

The STA and the County of Solano coordinates on the collection and management of the Regional Transportation Impact Fee (RTIF), a component of the County’s Public Facilities Fee (PFF). The County Board of Supervisors added a \$1,500 per dwelling unit equivalent for the RTIF as part of the update to the PFF at their meeting on December 3, 2013. The RTIF collection formally began on February 3, 2014 with a five year funding horizon of 2019. The RTIF officially became 2 years old during the month of February 2016 with a total of \$2.435 million collected for the following eligible transportation projects within their respective jurisdiction:

1. Jepson Parkway – Working Group District 1
2. Hwy 12/Church Road Project – Working Group District 2
3. Fairgrounds Drive – Working Group District 3
4. Green Valley Overcrossing – Working Group District 4
5. SR 113 Corridor – Working Group District 5
6. Benicia Bus Hub – Transit Working Group District 6
7. County Eligible Roads – County Unincorporated Working Group District 7

The eligible RTIF projects were selected and included in the 2014 RTIF Nexus Report, a requirement to calculate the maximum allowable fee that could be charged pursuant to the requirements of AB 1600. The original RTIF Nexus Report was approved on July 13, 2014 with the list of eligible projects and categories that were the result of several years of consensus building. Any project amendments and/or new projects considered for future RTIF funding require an update to the RTIF Nexus Report. The STA amended the RTIF Nexus Report on November 19, 2014 to include the Green Vallejo Overcrossing as part of Working Group District 5. This was the only amendment to the RTIF Nexus Report since the program began.

Discussion:

Five out of the seven RTIF projects are advancing and will be receiving a RTIF disbursement for eligible project expenditures based on the STA Board’s approved funding disbursement on July 8, 2015 and on February 10, 2016. To date, a total disbursement of \$1.079 million has been completed for the Jepson Parkway, Green Valley Overcrossing, and Benicia Bus Hub Project. Attachment A provides a summary for the RTIF Program disbursement.

Additional funding RTIF requests for the Hwy 12/Church Road Project and the Fairgrounds Project are anticipated later this year. District 5 (SR 113 Corridor) and District 7 (County Unincorporated) have not initiated their eligible projects and will work with STA staff to have a Board approval for future funding requests. STA is requesting the RTIF funds collected in

District 5 and 7 be committed to a RTIF eligible project by December 2016. If these two RTIF districts opt not to identify a project that will give other potentially eligible project sponsors at least a year and half to accept the funds and deliver their project prior to the RTIF program being extended or lapse.

In addition, STA staff intends to work with the Planning Directors over the next two months to develop an updated RTIF revenue projections based on building permit activities anticipated in the next couple of years. Previous estimates were generous in expected building permit activities, particularly in Districts 3 and 4. This resulted in a higher projected estimate than actually received. Attachment B highlights the differences between the projected revenue versus the actual received in FY 2014-15.

A separate update will be provided to the June 2016 TAC meeting with the new RTIF projections and progress report on any updates to Working Group Districts 5 and 7.

Fiscal Impact:

None to the STA General Fund. Funding disbursements are from revenue collected for the Regional Transportation Impact Fee (RTIF) Program.

Recommendation:

Informational.

Attachments:

- A. RTIF Program Distribution Summary
- B. RTIF Program Forecast and Actual Received

**RTIF District Disbursement Summary
4/27/2016**

Projects	Authorized Disbursement. Board Action July 8, 2015	Authorized Disbursement. Board Action Feb 10, 2016*	Total Authorized Disbursement	Revenue	Cumulative Disbursement Amount	Remaining RTIF Fund Balance
District 1 Jepson Corridor- Jepson Parkway Project	\$750,000	\$800,000	\$1,550,000	\$ 1,257,745.02	\$ 1,177,350.87	\$ 80,394.15
District 2 SR 12 Corridor- SR 12/Church Rd Intersection	\$ 300,000.00		\$300,000	\$ 66,906.08	\$ -	\$ 66,906.08
District 3 South County- Fairgrounds Drive	\$ 40,000.00		\$40,000	\$ 53,036.65	\$ -	\$ 53,036.65
District 4 Central County - Green Valley Overcrossing Project	\$ 475,701.00		\$475,701	\$ 640,198.99	\$ 445,000.00	\$ 195,198.99
District 5 SR 113 - SR 113 Corridor	-		\$0	\$ 173,809.05	\$ -	\$ 173,809.05
District 6 Transit (5%) - Benicia Bus Hub Project	\$ 87,848.00		\$87,848	\$ 121,760.88	\$ 32,127.64	\$ 89,633.24
District 7 County Road (5%) - TBD	-		\$0	\$ 121,760.88	\$ -	\$ 121,760.88
Project Total	\$1,653,549	\$800,000	\$2,453,549	\$2,435,218	\$1,654,479	\$780,739

*Approved for the entire balance collected for FY 2015-16, estimated at \$800k

Projects	Disbursement				Total Disbursement
	#1- 10/7/2015	#2 - 01/11/2016	#3-3/21/16	#4	
District 1 Jepson Corridor- Jepson Parkway Project	\$ 126,399.75	\$ 475,446.00		\$ 575,505.12	\$ 1,177,350.87
District 2 SR 12 Corridor- SR 12/Church Rd Intersection					\$ -
District 3 South County- Fairgrounds Drive					\$ -
District 4 Central County - Green Valley Overcrossing Project			\$ 445,000.00		\$ 445,000.00
District 5 SR 113 - SR 113 Corridor					\$ -
District 6 Transit (5%) - Benicia Bus Hub Project	\$ 32,127.64				\$ 32,127.64
District 7 County Road (5%) - TBD					\$ -

FY 2014-15 to FY 2018-19 Revenue Forecast

Estimated Fee Revenue						
Fee Allocation	2015	2016	2017	2018	2019	Five-year Total
Returned to District 1	\$582,271	\$731,241	\$881,881	\$1,047,566	\$1,046,677	\$4,289,636
Returned to District 2	\$101,933	\$230,544	\$237,826	\$376,750	\$384,241	\$1,331,294
Returned to District 3	\$325,349	\$311,190	\$312,043	\$312,898	\$313,755	\$1,575,234
Returned to District 4	\$357,028	\$300,063	\$170,488	\$337,362	\$304,676	\$1,469,618
Returned to District 5	\$75,753	\$90,226	\$154,855	\$179,776	\$129,694	\$630,305
Dedicated to Transit	\$80,130	\$92,404	\$97,616	\$125,242	\$121,058	\$516,449
Dedicated to County Roads	\$80,130	\$92,404	\$97,616	\$125,242	\$121,058	\$516,449
Total	\$1,602,594	\$1,848,072	\$1,952,327	\$2,504,836	\$2,421,159	\$10,328,987

Notes:

- 1) 5% of all RTIF revenues are dedicated to County roads, and 5% are dedicated to transit projects. The Districts receive the remaining 90%.
- 2) These estimates are based on projections of future building permit activity provided by local jurisdictions; these estimates are subject to change over time as new information becomes available about the timing and location of new developments.

RTIF Actual Revenue Received

	FY 2013-14 Carryover	FY 2014-15				FY 2014-15 Total	FY 2015-16		FY 2015-16 Total	GrandTotal
		1st Quarter	2nd Quarter	3rd Quarter	4th Quarter		1st Quarter	2nd Quarter		
RTIF Revenue for Eligible Projects	\$ 382,574.05	\$ 118,061.28	\$ 267,644.09	\$ 583,912.50	\$ 404,773.09	\$ 1,374,390.96	\$ 328,897.74	\$ 349,354.79	\$ 678,252.53	\$ 2,435,217.54
District 1 Jepson Corridor	\$ 281,633.54	\$ 63,665.84	\$ 117,272.34	\$ 161,121.67	\$ 243,381.88	\$ 585,441.73	\$ 164,796.81	\$ 225,872.93	\$ 390,669.75	\$ 1,257,745.02
District 2 SR 12 Corridor	\$ 27,761.55	\$ 5,693.30	\$ 5,672.91	\$ -	\$ 5,116.05	\$ 16,482.26	\$ 3,281.04	\$ 19,381.23	\$ 22,662.27	\$ 66,906.08
District 3 South County	\$ 4,492.56	\$ 2,672.80	\$ 11,182.44	\$ 3,000.28	\$ 20,166.78	\$ 37,022.30	\$ 7,663.57	\$ 3,858.22	\$ 11,521.80	\$ 53,036.65
District 4 Central County	\$ 30,429.00	\$ 10,563.71	\$ 91,384.02	\$ 305,642.30	\$ 37,681.92	\$ 445,271.95	\$ 99,449.45	\$ 65,048.59	\$ 164,498.05	\$ 640,198.99
District 5 SR 113	\$ -	\$ 23,659.50	\$ 15,367.97	\$ 55,757.00	\$ 57,949.16	\$ 152,733.62	\$ 20,817.09	\$ 258.34	\$ 21,075.43	\$ 173,809.05
District 6 Transit (5%)	\$ 19,128.70	\$ 5,903.06	\$ 13,382.20	\$ 29,195.62	\$ 20,238.65	\$ 68,719.55	\$ 16,444.89	\$ 17,467.74	\$ 33,912.63	\$ 121,760.88
District 7 County Road (5%)	\$ 19,128.70	\$ 5,903.06	\$ 13,382.20	\$ 29,195.62	\$ 20,238.65	\$ 68,719.55	\$ 16,444.89	\$ 17,467.74	\$ 33,912.63	\$ 121,760.88
Total:	\$ 382,574.05	\$ 118,061.28	\$ 267,644.09	\$ 583,912.50	\$ 404,773.09	\$ 1,374,390.96	\$ 328,897.74	\$ 349,354.79	\$ 678,252.53	\$ 2,435,217.54