



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

Area Code 707  
424-6075 • Fax 424-6074



Members:

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

**INTERCITY TRANSIT CONSORTIUM  
AGENDA**

**10:00 A.M., Wednesday, May 25, 2005**  
**Solano Transportation Authority**  
**One Harbor Center, Suite 130**  
**Suisun City, CA**

<u>ITEM</u>	<u>STAFF PERSON</u>
<b>I. CALL TO ORDER</b>	John Harris, Chair
<b>II. APPROVAL OF AGENDA (10:00 - 10:05 a.m.)</b>	
<b>III. OPPORTUNITY FOR PUBLIC COMMENT</b>	
<b>IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF (10:05 – 10:10 a.m.)</b>	
<b>V. CONSENT CALENDAR</b> <i>Recommendation: Approve the following consent items in one motion.</i> (10:10 – 10:15 a.m.)	
<b>A. Minutes of the Consortium Meeting of April 27, 2005– Pg. 1</b> <i>Recommendation: Approve minutes of April 27, 2005.</i>	Johanna Masiclat
<b>B. STA Meeting Schedule Update - Pg. 7</b> <i>Informational</i>	Johanna Masiclat
<b>C. Funding Opportunities Summary- Pg. 9</b> <i>Informational</i>	Sam Shelton

## VI. ACTION ITEMS

- A. Revisions to Draft Solano Comprehensive Transportation Plan (CTP) 2030** Dan Christians
- Recommendations:  
*Recommend that the STA Board adopt a Resolution to:*
- 1. Approve the Final Solano Comprehensive Transportation Plan 2030 including all recommended revisions, necessary edits, and formatting recommended to the Draft CTP and contained in the attached addendum;*
  - 2. Authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the CTP 2030 and related studies and component plans referenced in the CTP in accordance with CEQA; and*
  - 3. Print and distribute copies of the Final CTP to various agencies, libraries, the general public and the business community and post it on the STA website.*
- (10:15 – 10:25 a.m.) – Pg. 15
- B. FY 2005-06 TDA Distribution for Solano County** Elizabeth Richards
- Recommendation:  
*Recommend to the STA Board to approve the countywide TDA Matrix for Solano County for FY 2005-06.*
- (10:25 – 10:30 a.m.) – Pg. 95
- C. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07** Elizabeth Richards
- Recommendation:  
*Recommend the STA Board approve the FY 2005-06 STAF project list on Attachment A and preliminary FY 2006-07 STAF project list on Attachment B.*
- (10:30 – 10:40 a.m.) – Pg. 101
- D. Status of Unmet Transit Needs Process for FY 2005-06** Elizabeth Richards
- Recommendations:  
*Recommend to the STA Board:*
- 1. Approve the responses to MTC's Unmet Transit Needs issues; and*
  - 2. Authorize the Executive Director to submit the responses to MTC.*
- (10:40 – 10:45 a.m.) – Pg. 105

- E. Legislative Update – May 2005** Jayne Bauer  
Recommendation:  
*Forward recommendation to the STA Board to adopt the following position:*
- *AB 850 – Watch*
  - *AB1266 – Support*
  - *SB 705 – Support in concept*
- (10:45 – 10:50 a.m.) – Pg. 113
- F. Solano Travel Safety Plan, Phase 1** Jennifer Tongson  
Recommendation:  
*Forward a recommendation to the STA Board to approve the final draft of the Solano Travel Safety Plan, Phase 1.*  
 (10:50 – 10:55 a.m.) – Pg. 149
- G. Transit Consolidation Study Consultant Selection Process** Elizabeth Richards  
Recommendation:  
*Select a Consortium member to participate in the Transit Consolidation consultant selection process.*  
 (10:55 – 11:00 a.m.) – Pg. 169

## VII. INFORMATION ITEMS

- A. Status of Development of County Transportation Expenditure Plan (CTEP)** Daryl Halls  
Informational (11:00 – 11:10 a.m.) – Pg. 171
- B. Preliminary Service Plan for SR 12 Transit Corridor Study** Dan Christians  
Informational (11:10 – 11:15 a.m.) – Pg. 179
- C. TEA-21 Reauthorization Bill (T3)** Andy Fremier  
Informational (11:15 – 11:20 a.m.) – Pg. 181
- D. SNCI Monthly Issues** Anna McLaughlin  
Informational (11:20 – 11:25 a.m.) – Pg. 183
- E. 2005 Congestion Management Program (CMP) Update** Sam Shelton  
Informational (11:25 – 11:30 a.m.) – Pg. 185
- F. Local Transit Issues** Group

## VIII. ADJOURNMENT

The next regular meeting of the STA SolanoLinks Intercity Transit Consortium is scheduled for **10:00 a.m. on Wednesday, June 29, 2005.**





**INTERCITY TRANSIT CONSORTIUM**  
**Minutes of the meeting of**  
**April 27, 2005**

**I. CALL TO ORDER**

The regular meeting of the SolanoLinks Intercity Transit Consortium was called to order by Chair Harris at approximately 10:05 a.m. in the Solano Transportation Authority Conference Room.

**Consortium Present:**

Robert Sousa  
Jeff Matheson  
Mike Duncan  
Gian Aggarwal  
John Harris

Benicia Transit  
Dixon Redit-Ride  
Fairfield/Suisun Transit  
Vacaville City Coach  
Vallejo Transit

**Also Present:**

John Andoh  
Daryl Halls  
Dan Christians  
Elizabeth Richards  
Jayne Bauer  
Robert Guerrero  
Sam Shelton  
Jennifer Tongson  
Johanna Masielat  
Dave Campbell  
John Siragusa  
Amber Villarreal  
Nancy Whelan

Benicia Transit  
STA  
STA  
STA/SNCI  
STA  
STA  
STA  
STA  
STA  
East Bay Bicycle Coalition  
MV Transportation  
MV Transportation  
Whelan and Associates

**II. APPROVAL OF AGENDA**

On a motion by Jeff Matheson, and a second by Robert Sousa, the SolanoLinks Intercity Transit Consortium approved the agenda with the exception to move Agenda Item VIII.F, Safe Routes to Transit Program to Agenda Item IV.

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### **IV. REPORTS FROM CALTRANS, MTC, AND STA STAFF**

**Caltrans:** None presented.

**MTC:** None presented.

**STA:** Daryl Halls introduced Jayne Bauer, STA's new Marketing and Legislative Program Manager.

Jayne Bauer distributed the invitation flyer on the Jepson Parkway Ribbon Cutting & Art Dedication Ceremony to be held on Friday, May 6, 2005.

#### **V. CONSENT CALENDAR**

On a motion by Jeff Matheson, and a second by Robert Sousa, the SolanoLinks Intercity Transit Consortium unanimously approved the Consent Calendar.

Recommendation:

- A. Approve Minutes of the Consortium Meeting of March 30, 2005.
- B. STA Meeting Schedule Update
- C. Funding Opportunities Summary

#### **VI. ACTION ITEMS**

**A. Draft Service Concept and Implementation Plan for Oakland-Auburn Regional Rail Study**

Dan Christians presented the concept plan of the Policy Review Draft for the Oakland-Auburn Regional Rail Study, which proposes a new regional commuter rail service in the corridor extending from Oakland to Auburn. He outlined the completed tasks, service plan, capital improvements, service phasing and stations, ridership, costs and funding, and next steps to the project study.

Recommendation:

Forward a recommendation to the STA Board to endorse the findings and recommendations of the Draft Service Concept and Implementation Plan for the Oakland-Auburn Regional Rail Study.

On a motion by Jeff Matheson, and a second by Gian Aggarwal, the SolanoLinks Intercity Transit Consortium approved the recommendation.

**B. Transit Consolidation Study Preliminary Scope of Work**

Elizabeth Richards reviewed the process to initiate a countywide Transit Consolidation Study. She outlined the Board approved criteria and principles to guide the development of a scope of work for a transit consolidation study.

After discussion, the Consortium proposed to modify the language to Develop and Evaluate Alternative of the Preliminary Draft Scope of Work.

**Recommendation:**

Recommend the STA Board:

1. Approve the preliminary scope of work for a Transit Consolidation Study; and;
2. Authorize the Executive Director to release a Request for Proposals (RFP) for a Transit Consolidation Study in an amount not to exceed \$75,000.

On a motion by Mike Duncan, and a second by Jeff Matheson, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation to include the modifications requested to the preliminary scope of work for a Transit Consolidation Study.

**C. Legislative Update – April 2005**

Jayne Bauer outlined the positions and analysis of five bills still in the formulative stages. The bills are as follows: ACA 10 (Nunez), ACA 11 (Oropeza), SB 44 (Kehoe), SB 172 (Torklakson), and SB 1024 (Perata).

**Recommendation:**

Forward recommendations to the STA Board to approve the following positions:

1. ACA 10 – Watch
2. ACA 11 – Watch
3. SB 44 – Watch Forward to cities and counties to request comments.
4. SB 172 – Watch
5. SB 1024 – Watch

On a motion by Robert Sousa, and a second by Mike Duncan, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**D. Status of Unmet Transit Needs Process for FY 2005-06**

Elizabeth Richards reviewed the status of the responses to MTC's issues as transmitted in January 2005. She noted that the goal is to secure the STA's Board approval by June 2005 and submit the responses to MTC by the end of June and allow the FY 2005-06 TDA claims to be processed for streets and roads purposes.

Elizabeth requested that this item be tabled to the next Consortium meeting of May 25, 2005 to allow additional information to be submitted to the STA.

**Recommendation:**

Recommend to the STA Board:

1. Approve the responses to MTC's Unmet Transit Needs issues; and
2. Authorize the Executive Director to submit the responses to MTC.

On a motion by Mike Duncan, and a second by Robert Sousa, the SolanoLinks Intercity Transit Consortium unanimously approved to table this item for action at the next Consortium meeting of May 25, 2005.

**E. FY 2005-06 TDA Distribution for Solano County**

Elizabeth Richards reviewed the first draft of the FY 2005-06 TDA Matrix reflecting the amounts for agencies that have submitted their TDA figures by service or program. She outlined the TDA distribution differences for Fairfield Suisun Transit's Rt. 30, Rt. 40 and Vallejo Transit's Rt. 85, Rt. 90, and Rt. 91.

After discussion, the Consortium recommended to have a special meeting on May 12, 2005 at 2:00 p.m. to discuss the TDA distribution differences between Fairfield Suisun Transit and Vallejo Transit and present an updated matrix at the next Consortium meeting of May 25, 2005.

Recommendation:

Recommend to the STA Board to approve the countywide TDA Matrix for Solano County for FY 2005-06.

On a motion by Mike Duncan, and a second by Gian Aggarwal, the SolanoLinks Intercity Transit Consortium unanimously approved to table this item for action at the next Consortium meeting of May 25, 2005.

**F. SNCI Bus Wraps**

Elizabeth Richards discussed a wide range of marketing strategies to promote non-drive alone travel to the public. She cited that the STA is coordinating with Vallejo Transit and Fairfield-Suisun Transit on two bus wraps that would promote the SNCI program for at least one year. She added that the \$60,000 cost would be covered by existing SNCI and SolanoLinks marketing budgets.

Recommendation:

Approve the following:

1. Recommend to the STA Board to authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Vallejo Transit bus for at least one year to increase public awareness of SNCI programs.
2. Recommend to the STA to authorize the Executive Director to enter into a contract not-to-exceed \$30,000 to wrap a Fairfield-Suisun Transit bus for at least one year to increase public awareness of SNCI programs.

On a motion by Mike Duncan, and a second by Robert Sousa, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**G. FY 2005-06 TFCA 40% Program Manager Funds**

Robert Guerrero provided a summary of the funding allocation of available funds for Solano TFCA Program Manager for FY 2005-06 (including carry-over funds from FY 2004-05). He noted that the STA's Alternative Modes Committee is working on developing a funding program and guidelines that will include future allocations of Solano TFCA Program Manager funds for priority projects such as bicycle, pedestrian, and Transportation for Livable Communities.

Recommendation:

Forward a recommendation to approve a resolution authorizing the Solano Transportation for Clean Air 40% Program Manager projects as specified in Attachment A.

On a motion by Robert Sousa, and a second by Jeff Matheson, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation.

**H. Introduction to Safe Routes to School Plan/Phase II of Countywide Travel Safety Plan**

Jennifer Tongson identified the accident data collected for Solano County's local streets and highways to the draft Travel Safety Plan, Phase 1. She cited that the STA would accept comments on the draft plan until May 13, 2005. In addition, she recommended the expansion of the Solano Travel Safety Plan through the initiation of a Safe Routes to School Study (SR2S), Phase 2. She cited that Phase 2 of the Travel Safety Plan would expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvement and safety projects eligible for the SR2S Program. Daryl Halls noted that the Consortium had recommended adding a Safe Routes to Transit component.

After discussion, the Consortium recommended the release of an RFP for the Travel Safety Plan, Phase 2 with inclusion of a Safe Routes to Transit component.

Recommendation:

1. Review the Draft Travel Safety Plan, Phase 1 and submit comments to STA by May 13, 2005.
2. The STA Board to authorize the Executive Director to release a Request for Proposals to conduct the Safe Routes to Schools Study / Solano Travel Safety Plan, Phase 2 for an amount not to exceed \$50,000.

On a motion by Mike Duncan, and a second by Jeff Matheson, the SolanoLinks Intercity Transit Consortium unanimously approved the recommendation to include the release of an RFP for the Travel Safety Plan, Phase 2 with inclusion of a Safe Routes to Transit component.

**VII. INFORMATION ITEMS**

**A. Status of Development of County Transportation Expenditure Plan**

Daryl Halls provided a status report on the development of an expenditure plan for a future local sales tax measure. He noted the prospects and options to place a follow up measure on the ballot as part of the special election in November 2005 and general election in November 2006 will be discussed at the May 11, 2005 STIA Board meeting.

**B. Comments on Solano Comprehensive Transportation Plan (CTP) 2030**

Dan Christians summarized the review period and public hearing process of the draft CTP. He cited that final comments to the draft CTP is due Wednesday, May 11, 2005 and will be reviewed by three STA Committee meetings in late May.

- C. MTC RM 2 Transit Connectivity Study**  
Elizabeth Richards reviewed the RM 2 funded Transit Connectivity Study. She noted that the Fairfield Transportation Center has been added to the primary list of regional hubs. She also described the process to develop a list of five prototype hubs. She cited that one hub that is proposed to be a prototype is El Cerrito del Norte where Vallejo Transit buses stop.
- D. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07**  
Elizabeth Richards scheduled a meeting at 2:00 p.m. on May 12, 2005 to discuss candidate projects/programs for STAF funding for FY 2005-06 and FY 2006-07.
- E. MTC/BAAQMD Spare the Air Transit Promotion**  
Elizabeth Richards gave an update on the status of this regional campaign. With new staff on board, Benicia Transit indicated that they plan to participate. She cited that Vallejo Transit's interest in the campaign is important because they are a regional operator. She noted that STA would assist Vallejo Transit in preparing the campaign planning documents for the Spare the Air Transit promotion.
- F. Safe Routes to Transit Program**  
David Campbell, East Bay Bicycle Coalition (EBBC) Executive Director, discussed the first cycle of funding for the program and solicited input on ways to promote and make the SR2T program a success.
- G. SNCI Monthly Issues**  
Elizabeth Richards provided updates to all Solano and Napa transit operators as well as the Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and the Bike to Work Week campaign scheduled mid-May.
- H. Local Issues**  
  
Fairfield/Suisun Transit, Vallejo Transit, and Vacaville City Coach provided updates on several staff issues.  
  
Benicia Transit and Vallejo Transit discussed potential transit coordination to operate expanded express service on the I-680/I-780 Corridor and paratransit.

**IX. ADJOURNMENT**

The meeting was adjourned at approximately 11:40 a.m. The next meeting is scheduled for **Wednesday, May 25, 2005 at 10:00 a.m.** in the STA Conference Room.



DATE: May 18, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Johanna Masclat, Acting Clerk of the Board  
RE: STA Meeting Schedule Update

**Background:**

Attached is the updated STA meeting schedule for the calendar year 2005 that may be of interest to the Consortium.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. 2005 STA Meeting Schedule



**STA BOARD  
2005 MEETING SCHEDULE**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
May 25	9:00 a.m.	Arterials, Highways and Freeways Committee	STA Conference Room	X
	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
May 26	9:30 a.m.	Alternative Modes Committee	TBD	
June 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
June 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
November 9	6:00 p.m.	STA Board Meeting/STA Annual Awards	TBD - Dixon	X
November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

Updated: 5/10/2005  
jm



DATE: May 19, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant  
RE: Funding Opportunities Summary

The following funding opportunities will be available to STA member agencies during the next few months. Also attached are summary fact sheets for each program. Please distribute this information to appropriate departments within your jurisdiction.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
San Francisco Bay Trail Grant Program	Maureen Gaffney, Bay Trail (510) 464-7909	<b>Open until all funds are allocated</b>
Regional Transportation Fund for Clean Air Program (60% Regional Funds)	Karen Chi, BAAQMD, (415) 749-5121	Workshop May 17, 2005 <b>Due June 30, 2005</b>
Safe Routes to School (SR2S) Program	Muhaned Aljabiry, Caltrans (510) 286-5226	<b>June 30, 2005</b>
Safe Routes to Transit (SR2T) Program	Amber Crabbe, TALC (510) 740-3105	Workshop May 2005 <b>Due July, 2005</b>



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*FUNDING OPPORTUNITY:*

**San Francisco Bay Trail Grant Program**

The application period is open until all funds are allocated

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the San Francisco Bay Trail Grant Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities, counties, special districts, state government agencies, federal government agencies, land trusts, non-profit organizations are eligible to apply.

Program Description: This is a grant program to aid in trail planning and construction projects that complete gaps in the Bay Trail.

Funding Available: \$3,800,000 is available from Proposition 40 to fund projects that complete the Bay Trail. There is no minimum or maximum grant. Previous grants range from \$14,000 to \$500,000.

Eligible Projects: Maximize development of new trail miles by:

- Planning Studies
- Trail Design Work
- Feasibility Studies
- Construction of new Bay Trail Segments and associated amenities (50% match is competitive for construction)

Previously awarded Solano Projects:

- Benicia State Recreation Area Bay Trail (\$100,000)
- Solano Countywide Trails Plan (\$46,000)

\* Mitigation projects and permit work are not eligible. Projects funded under this grant must be able to demonstrate that all proposed work will be completed by no later than **June 30, 2007**.

Funding Contact: Maureen Gaffney, Bay Trail, (510) 464-7909

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)

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*FUNDING OPPORTUNITY:*

**Regional Transportation Fund for Clean Air Program  
(60% Regional Funds)**

Applications Due June 30, 2005

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Regional Transportation Fund for Clean Air Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

**Eligible Project Sponsors:** Cities of Benicia, Fairfield, Suisun, and Vallejo, the County of Solano, school districts and universities in the Bay Area Air Basin.

**Program Description:** This is a regional air quality program to provide grants to local and regional agencies for clean air projects.

**Funding Available:** Approximately \$10 million is available for FY 05/06. Eligible projects must be between \$10,000 to \$1,000,000. Projects over \$100,000 require 20% match.

**Eligible Projects:** Shuttle/feeder buses, arterial management, bicycle facilities, clean air vehicles, and "Smart Growth" projects.

**Further Details:** Workshop for project applicants Tuesday, May 17, 2005 at 9:30 am at the 7<sup>th</sup> Floor Board Room, Bay Area Air Quality Management, District Office 939 Ellis Street San Francisco, CA 94109

**Funding Contact:** Karen Chi, BAAQMD, (415) 749-5121

**STA Contact Person:** Robert Guerrero, Associate Planner, 707.424.6014  
[rguerrero@sta-snci.com](mailto:rguerrero@sta-snci.com)

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*FUNDING OPPORTUNITY:*

**Safe Routes to School (SR2S) Program**

Applications Due June 30, 2005

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to School (SR2S) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Cities and counties are eligible to apply.

Program Description: This program encourages additional students to walk and bike by constructing facilities that enhance the safety for pedestrians and bicyclists.

Funding Available: \$24-\$28 million is estimated to be available over the next three years. The maximum grant per project is \$450,000 with a 10% local match.

Eligible Projects: Pedestrian & bicycle facilities, traffic calming devices, traffic control devices, public outreach & education.

\* Education, enforcement or encouragement activities must not exceed 10% of the project construction costs. Crossing guards are ineligible for funding.

Previously Funded Projects:

- FY 2004/2005: *Fairfield* - sidewalk improvements, curb cuts and crossing improvements - \$53,100 grant.
- FY 2002/2003: *Vacaville* - active school zone radar signs and other school crossing signs - \$178,200 grant.
- Solano County* - curb, gutter, sidewalks and curb ramps - \$81,000 grant.

Funding Contact: <http://www.dot.ca.gov/hq/LocalPrograms/saferoute2.htm>  
Muhaned Aljabiry, Caltrans District 4 Local Assistance  
(510) 286-5226, [Muhaned.Aljabiry@dot.ca.gov](mailto:Muhaned.Aljabiry@dot.ca.gov)

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)



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*FUNDING OPPORTUNITY:*

**Safe Routes to Transit (SR2T) Program**

Workshop expected in May  
Applications due July 29, 2005

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TO: SolanoLinks Intercity Transit Consortium

FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to Transit (SR2T) Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public agencies, who may partner with nonprofits or other organizations.

Program Description: This program promotes planning and constructing bike and pedestrian access improvements near transit facilities.

Funding Available: \$4 million will be allocated by 2-year cycles on a competitive grant basis from Regional Measure 2 funds (\$20 million available over the next 35 years). The minimum reward for planning is \$25,000 and \$100,000 for construction. The recommended maximum request is \$1.5 million for construction and \$100,000 for planning per sponsoring agency.

Eligible Projects:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit stations/stops/pods
- Removal of ped/bike barriers near transit stations
- **System wide** transit enhancements to accommodate bicyclists or pedestrians

Projects should have a “bridge nexus,” meaning that SR2T projects should reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods. **System wide** improvements are strongly encouraged.

Further Details: [http://www.transcoalition.org/c/bikeped/bikeped\\_saferoutes.html](http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html)  
Workshop expected to be scheduled in May 2005.

Program Contact Person: Amber Crabbe, (510) 740-3105, [amber@transcoalition.org](mailto:amber@transcoalition.org)

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014  
[rguerrero@sta-snci.com](mailto:rguerrero@sta-snci.com)

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DATE: May 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Dan Christians, Assistant Executive Director/Director for Planning  
RE: Revisions to Draft Solano Comprehensive Transportation Plan 2030

**Background:**

On February 9 and March 9, 2005, the STA Board authorized the release of the Arterials, Freeways, and Highways, Transit, and Alternative Modes Elements of the Solano Comprehensive Transportation Plan (CTP) 2030. These three updated elements of the Draft Solano Comprehensive Transportation Plan (Draft CTP), dated January 2005, have now been distributed to a large mailing list including the general public, Solano County libraries, elected officials, regional, state and federal agencies. Since mid-March 2005, the elements have also been posted on the STA's web site: [www.solanolinks.com](http://www.solanolinks.com).

On March 17, 2005, STA staff circulated an Initial Study/Environmental Checklist per the California Environmental Quality Act (CEQA) to each of the STA member agencies and submitted a Notice of Completion for a proposed Negative Declaration to the State Clearinghouse for a 30-day review period. A public notice on the proposed environmental document was published in the Vallejo Times Herald, the Fairfield Daily Republic and the Vacaville Reporter. The 30-day state required environmental review period officially ended on April 14, 2005 and no comments on the proposed Negative Declaration were received from the State Clearinghouse.

The STA Board has requested that each of the City Councils and the Board of Supervisors review and provide written confirmation of the transportation needs submitted for each jurisdiction. This request was made to each of these agencies in Solano County via a transmittal letter dated March 29, 2005.

On April 13, 2005, the STA Board held a public hearing to provide an additional opportunity for members of the public to comment on any of the policies, needs and recommendations contained in the plan. The Draft CTP has been circulated for a 30-day review period ending April 29, 2005. The STA Board opened the public hearing on April 13, 2005 to hear comments on the CTP and then continued the hearing to May 11, 2005. At that meeting the hearing was closed and the STA Board directed the CTP committees, STA TAC and Transit Consortium to review all comments received and submit any revisions to the Draft CTP to the next Board meeting on June 8, 2005. Prior to that meeting, staff will develop responses and/or incorporate revisions into an addendum for review and recommendation by the CTP committees, TAC, and Consortium.

**Discussion:**

Since the release of the Draft CTP dated January 2005, the comment letters and memos have been received from the following agencies, individuals and community groups:

- Caltrans District 4
- City of Benicia
- City of Rio Vista
- City of Fairfield
- County of Solano, Transportation Department
- Eva Laevastu, Pedestrian Advisory Committee member
- Fair and Safe Traffic Solutions
- Mark Hall, Solano County Property Owner

Attached are copies of all letters received to date (Attachment C).

In response to all comments received, STA staff reviewed and prepared an addendum (Attachment B) incorporating recommended revisions to the Draft CTP and grouped the responses by the three elements. The addendum is being circulated to the STA's CTP committees, the TAC and Consortium for a recommendation at each of the next meetings. All meetings are scheduled during the next two weeks of May, 2005. Final approval of CTP 2030 by the STA Board is scheduled for June 8, 2005.

The three STA Committees are scheduled to review all comments and recommend revisions on the following dates:

- Transit Committee: May 18, 2005, 5:30 p.m.
- Arterials, Highways and Freeways Committee: May 25, 2005, 9:00 a.m.
- Alternative Modes Committee: May 26, 2005, 10:30 a.m.

Most of the written and verbal comments have mainly been technical in nature, with some wording changes requested. In addition to updating some of the local needs for certain member agencies (i.e. County of Solano, and City of Benicia) the major comments and requested revisions are summarized as follows:

**Arterials, Highways and Freeways Element**

- Develop a strong link to the development of a travel safety program.
- Emphasize the use of performance measures to gauge effectiveness of projects, policies and programs.
- Request for additional routes to be designated "Routes of Regional Significance," such as Pleasants Valley Road and Suisun Valley Road.
- Enhance access to North and South Gates of Travis Air Force Base.
- Update certain traffic impact fees collected by member agencies.
- Provide information on how local agencies are addressing local traffic congestion.
- Link the Jepson Parkway to the South Parkway alternative of the I-80/680/12 project.
- Include a commitment for the South Parkway alternative of the I-80/680/12 interchange project prior to building the North Connector Project.
- Use public- private partnerships to fund local and regional projects,

### Transit Element

- Revise Objective E of the Transit Element, currently entitled “Environmental Justice” in the Draft CTP.
- Update operating costs and recent cost sharing arrangements for various routes by member agencies.
- Include various references on the need for future ferry service for Benicia.
- Update description of the future intercity routes proposed between Vallejo Ferry to the Benicia Industrial Park and from Benicia and Vallejo to El Cerrito del Norte BART based on the I-80/680/780 Transit Corridor Study.

### Alternative Modes Element

- Add Vacaville-Dixon Bike Route to the list of recommended future priority projects.
- Add Old Town Cordelia Improvement Project to the list of priority pedestrian projects.

The addendum provides a comprehensive, detailed set of specific responses and recommendations to each of the comments received. In addition to various text revisions, staff is recommending that the map depicting the “Federal Functional Classification System” (FFCS) be included in the final Arterials, Highways and Freeways Element (see proposed maps contained in addendum). This map identifies all roads in Solano County that are eligible to receive federal transportation funding and is used for street and roads funding purposes. That map identifies a much broader range of local and regional roads than the map entitled “Routes of Regional Significance,” which contains only those major regional routes that provide interregional or intercity mobility in Solano County and would be potentially eligible to receive Interregional Transportation Improvement Program (ITIP) funds.

### **Fiscal Impact:**

None. This is a long range planning study and any specific proposals in the plan will require separate STA Board and/or sponsor actions to implement using various combinations of local, regional, state and federal funds.

### **Recommendation:**

Recommend that the STA Board adopt a Resolution (Attachment A) to:

1. Approve the Final Solano Comprehensive Transportation Plan 2030 including all recommended revisions, necessary edits, and formatting recommended to the Draft CTP and contained in the attached addendum;
2. Authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the CTP 2030 and related studies and component plans referenced in the CTP in accordance with CEQA; and
3. Print and distribute copies of the Final CTP to various agencies, libraries, the general public and the business community and post it on the STA website.

### Attachments:

- A. Proposed Resolution Adopting Final CTP 2030
- B. Addendum, dated May 2005, to Draft CTP 2030 including responses and recommended revisions
- C. Comment letters received through May 16, 2005 on Draft CTP 2030



## RESOLUTION NO. 2005-

**A RESOLUTION OF THE SOLANO TRANSPORTATION AUTHORITY  
APPROVING THE FINAL SOLANO COMPREHENSIVE TRANSPORTATION  
PLAN 2030 INCLUDING VARIOUS REVISIONS TO THE DRAFT CTP AND  
AUTHORIZING FILING OF A NOTICE OF DETERMINATION FOR THE  
NEGATIVE DECLARATION FOR THE CTP AND RELATED COMPONENT  
PLANS**

**WHEREAS**, on February 9, 2005 and March 9, 2005 the Solano Transportation Authority (STA) released the Draft Solano Comprehensive Transportation Plan 2030 (CTP 2030), dated January 2005, including the, Transit Element, Arterials, Highways and Freeways Element, and Alternative Modes Element; and

**WHEREAS**, other STA studies and specific plans referenced in the CTP 2030 Plan, (as approved by the STA Board), are incorporated as components of the CTP including but not limited to the I-80/680/780 Corridor Study, the I-80/680/780 Transit Corridor Study, the State Route 12 Major Investment Study, Solano County Senior and Disabled Transit Study, the Solano Transportation for Livable Communities Plan, Jepson Parkway Concept Plan, the Cordelia Truck Scales Relocation Study, the Countywide Bicycle Plan, the Countywide Pedestrian Plan, the Auburn-Oakland Commuter Regional Rail Study, Solano Travel Safety Study, and the Solano Napa Countywide Travel Demand Model; and

**WHEREAS**, approximately 150 copies of each of the three elements of the Draft CTP were circulated to the local libraries, elected officials, general public, community groups, regional, state and federal agencies, businesses, and advisory committees; and

**WHEREAS**, copies of the entire plan including the three elements were made available on the [www.solanolinks.com](http://www.solanolinks.com) web site; and

**WHEREAS**, opportunity for public input was provided between March 29, 2005 and April 29, 2005; and

**WHEREAS**, a Notice of Intent to prepare a proposed Negative Declaration was prepared and publicly noticed in one or more newspapers of general circulation in Solano County in accordance with the California Environmental Quality Act (CEQA), was posted at the Solano County Clerk's Office and no comments were submitted to the State Clearinghouse; and

**WHEREAS**, the STA Board, the CTP Committees, and STA Advisory Committees and individual members (including the TAC, SolanoLinks Transit Consortium,) and members of the public have submitted comments and certain recommended changes have been made to the Draft Plan as contained in Attachment "A", entitled Comprehensive Transportation Plan 2030 Addendum;

**NOW, THEREFORE, BE IT RESOLVED**, that the STA Board hereby approves the January 2005 "Draft Solano Comprehensive Transportation Plan" including the Arterials, Highways and Freeways, Transit, and Alternative Modes Elements, as amended in the addendum, Attachment "B";

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, that the STA Board hereby authorizes any other necessary technical edits and refinements determined by the Executive Director are needed for consistency, formatting, printing and distribution of the Final CTP to various agencies, libraries, the general public and the business community and posting on the STA web site;

**NOW, THEREFORE, BE IT FURTHER RESOLVED**, that the STA staff is authorized to file with the Solano County Recorder a Notice of Determination on the Negative Declaration prepared for the Solano Comprehensive Transportation Plan 2030 including all studies and component plans referenced in the CTP.

---

Mary Ann Courville, Chair  
Solano Transportation Authority

I, Daryl K. Halls, the Solano Transportation Authority Executive Director, do hereby certify that the above and foregoing resolution was regularly introduced, passed, and adopted by said Authority at a regular meeting thereof held this 8th day of June 2005.

---

Daryl K Halls, Executive Director  
Solano Transportation Authority

# COMPREHENSIVE TRANSPORTATION PLAN 2030 ADDENDUM

This Comprehensive Transportation Plan Addendum “Committee Edition” contains the public comments received during the public review period held from March 29, 2005 through April 29, 2005 on the Draft Comprehensive Transportation Plan 2030 as part of the Negative Declaration Process as required by California Environmental Quality Act (CEQA). Each of the three elements of the Draft CTP were also released to the CTP committees, the STA Technical Advisory Committee, the SolanoLinks Intercity Transit Consortium, and other transportation agencies between January and March, prior to the official public review period.

STA updates and responses to public comments are detailed in the CTP Addendum. The CTP Addendum is organized as follows:

<b>COMPREHENSIVE TRANSPORTATION PLAN 2030 ADDENDUM.....</b>	<b>1</b>
<b>1.0 SUMMARY OF UPDATES TO THE DRAFT CTP 2030 .....</b>	<b>2</b>
<b>2.0 LIST OF AGENCIES AND PERSONS COMMENTING.....</b>	<b>3</b>
<b>3.0 ARTERIALS, HIGHWAYS, AND FREEWAYS ELEMENT COMMENTS AND RESPONSES.....</b>	<b>4</b>
<b>4.0 TRANSIT ELEMENT COMMENTS AND RESPONSES.....</b>	<b>20</b>
<b>5.0 ALTERNATIVE MODES ELEMENT COMMENTS AND RESPONSES.....</b>	<b>31</b>

Comments are split by element and are followed by the STA staff’s comments and recommendations.

## **1.0 SUMMARY OF UPDATES TO THE DRAFT CTP 2030**

The STA incorporated many public comments into the initial draft and this final addendum of the 2005 Comprehensive Transportation Plan 2030.

## 2.0 LIST OF AGENCIES AND PERSONS COMMENTING

This following table is a complete list of agencies and persons who commented on the Draft CTP 2030 during the public review period and during the extension period given to city councils and the Board of Supervisors to approve comments to the Draft CTP.

Agency	Person	Date Received	Page Number			
			General Comment	Arterials, Highways, and Freeways	Transit	Alternative Modes
Caltrans District 4	Cameron Oakes	January 2005		4	20	
Solano County	Paul Wiese	February 11, 2005 and May 2005		7	21	31
PAC Chairperson	Eva Laevastu	February 22, 2005				35
City of Benicia	Mayor and City Council Members, Dan Schiada	April 4, 2005		14	26	42
Property Owner	Mark D. Hall	April 29, 2005		16		
City of Rio Vista	Felix Ajayi	May 5, 2005	46			
City of Fairfield	William Duncan	May 6, 2005				45

### 3.0 ARTERIALS, HIGHWAYS, AND FREEWAYS ELEMENT COMMENTS AND RESPONSES

#### 3.1 CALTRANS DISTRICT 4, CAMERON OAKES, JANUARY 2005

##### COMMENTS

**Solano County  
Comprehensive Transportation Plan  
Draft January 2005**

**Comments**

##### 3.1.1

1. **Executive Summary, Vision of the CTP 2030, Page i.**

**Comment:** "Enhance Safety" is mentioned in the CTP Vision Statement, but isn't carried forward into the Arterials, Highways & Freeways Element in its Goals & Objectives. This despite the fact that many of the recommended improvements in various corridors are safety-related. A Travel Safety Program is mentioned on page 20, but the link to the Arterials, Highways & Freeways Element is not clear.

##### 3.1.2

2. **Arterials, Highways and Freeways Element, Traffic Management Program, Page 19.**

**Comment:** Caltrans appreciates that STA recognizes the need for ITS and other traffic management systems as well as STA's recommendation to develop a Countywide Traffic Management Plan to implement that Vision. This is an area where Caltrans would be strongly supportive of working with STA. The STA's Traffic Management Program description should note that such a Plan would be developed to complement the Bay Area ITS Regional Architecture completed by MTC last October.

##### RESPONSES

- 3.1.1 Comment noted. The STA concurs that the Arterials, Highways, and Freeways Element does not specifically contain a "Enhance Safety" objective and has added it to the draft element. Safety is discussed in Objective B "Serve Highway Needs" on page 2 of the Arterials, Highways, and Freeways element, that includes the implementation of several Major Investment and Corridor Studies that address the implementation of safety enhancements. Page 12 lists several "Safety Improvements" under the near-term recommendations for State Route 12. Safety enhancement goals are incorporated as part of Objective B's Goals and Policy actions. In an effort to accelerate project delivery for major highway projects in Solano County, the STA Board approved criteria that will prioritize a list of projects for STA completed Project Study Reports. "Traffic Safety" is the second criteria on a list of seven criteria. Several major investment and corridor studies, listed under Objective B "Serve Highway Needs" in the Arterials, Highways, address the implementation of safety enhancements.

**Recommendation:**

Modify the goals and policies of Objective B “Serve Highway Needs” to properly reflect the safety goals of various major investment studies and corridor studies as follows:

**Objective B - Serve Highway Needs**

Develop a plan and implementation program for the highway system that serves current and future needs.

Objective B Policy Actions:

Implement the I-80/I-680/I-780 Major Investment & Corridor Study identifying needed capacity and safety improvements to the highway system in Solano County.

Implement the State Route 12 Major Investment Study and conduct major investment studies for SR 113 and SR 29.

1. Prepare long-term corridor plans for all roadways of countywide significance that are not on the state highway system.
2. Support improvements to roadways of regional significance based on the need to improve transportation system efficiency balanced with quality urban design and, where appropriate, design roadways with consideration for safety, transit, bikeway and pedestrian facilities.
3. Give priority to improvements of highways and roadways that also serve as major transit corridors.

- 3.1.2 Comment noted. The STA acknowledges the need for Solano ATMS plans to complement the Bay Area ITS Regional Architecture completed by MTC last October.

**Recommendation:**

Add language to the ATMS section of the CTP that will complement the Bay Area ITS Regional Architecture need to into the CTP 2030 as follows: “The Solano’s ATMS plans should parallel the goals of the “San Francisco Bay Area Regional Intelligent Transportation Systems (ITS) Plan” that covers a broad spectrum of Intelligent Transportation Systems, including Traffic Management, Transit Management, Traveler Information, Emergency Management, and Emergency/Incident Management over the next ten years.”

3.1.3

3. Arterials, Highways and Freeways Element, Systems Performance Measures, Page 26.  
Comment: The language here acknowledges the intent of performance measures to gauge effectiveness of projects, policies and programs linked to STA's goals and objectives. Is it the intention of STA to eventually link CTP goals and objectives to performance measures? Or only if McPeak's 2004 effort yields some level of statewide consensus?

3.1.3 Comment noted. The STA recognizes the potential for performance measures to “systematically look at and gauge transportation system performance, then guide and influence policy decisions,” as stated on page 26 of the Arterials, Highways, and Freeways element. The CTP 2025 stated that a “more detailed evaluation of the performance measures needs to be conducted so that STA can determine which measures and thresholds are most appropriate given the agency’s stated goals and objectives” and listed several examples of potential performance measures in the CTP 2025 appendix. This continues to be the direction that the STA is taking in regard to performance measures and will be cited in the Performance Measures section of the CTP 2030. Evaluation of the Secretary of Business, Transportation, and Housing, Sunne Wright McPeak’s collaborative effort regarding performance measures is intended to aid the STA in this determination.

**Recommendation:**

Add the following STA commitment to the CTP 2030 at the end of the “Performance Measures” section on page 26 of the Draft Arterials, Highways and Freeways Element:

“The STA will continue to evaluate potential performance measures, in addition to those already in use, such as LOS by the Congestion Management Program”.

## 3.2 COUNTY SOLANO, PAUL WIESE, FEBRUARY 11, 2005

### COMMENTS

I have the following comments on the Comprehensive Transportation Plan:

#### 3.2.1 Arterials, Highways and Freeways element

Page 5 - 7) It is not clear to me what role major collectors play. Only a few are listed. It should be clarified that only certain roads have been selected, and that the list on page 7 is only partial. I would also add Pleasants Valley Road and Suisun Valley Road as routes of regional significance, since they are major routes connecting Solano County to Napa County and Yolo County.

### RESPONSES

3.2.1 Routes of Regional Significance consists of the long range primary roadway network in Solano County and were intended to include only those major roads critical to maintaining interregional and intercity mobility. It only includes major commuter and goods movement corridors that typically provide approximately 10,000 – 25,000 or more daily vehicle trips to provide access to significant destinations (such as I-80, I-505, SR 12, Air Base Parkway, Columbus Parkway and Peabody Road). When the 2002 CTP was prepared, the STA was very careful in only including those major countywide highways, major arterials and major collector roads (approximately 220 miles of roadways) that provide the most significant intercity or intracounty mobility to maintain traffic flow, primarily between and through the major population and employment corridors. While Pleasants Valley Road and Suisun Valley Road are clearly important local collector roads, their traffic volumes are fairly low (i.e. in the range of about 500 – 3,000 daily vehicle trips respectively) and they are usually not considered major commuter or goods movement corridors.

I-505 generally serves as the primary Route of Regional Significance in the north county area and serves an average of about 15,000 to 20,000 cars a day (with substantial capacity available for future growth). However, the two county roads mentioned are designated on the Federal Functional Classification System (See Attachment A), and are therefore eligible for federal funds to improve their condition and safety but are not expected to be widened or improved to accommodate substantially larger volumes of vehicles as is the case with most of the other routes of regional significance.

It is not recommended that any changes be made to the Routes of Regional Significance as part of the CTP, but contained as part of the Routes of Regional Significance. However, if the Arterials, Highways and Freeways Committee would like to consider local collectors be added to the map it is recommended that they be included under a new category entitled “Minor Collectors.” However, STA staff is recommending the Federal Functional Classification System section and map be included into the element. Suisun Valley Road and Pleasants Valley Road are both included in that map.

**Recommendation:**

No changes be made to the Routes of Regional Significance; however, if the Arterials, Highways and Freeways Committee would like to consider that local collectors be added to the map, then it is recommended that they be included under a new category entitled “Minor Collectors.”

**Recommendation:**

Add the following new section following pages of the draft Arterials, Highways, and Freeways Element:

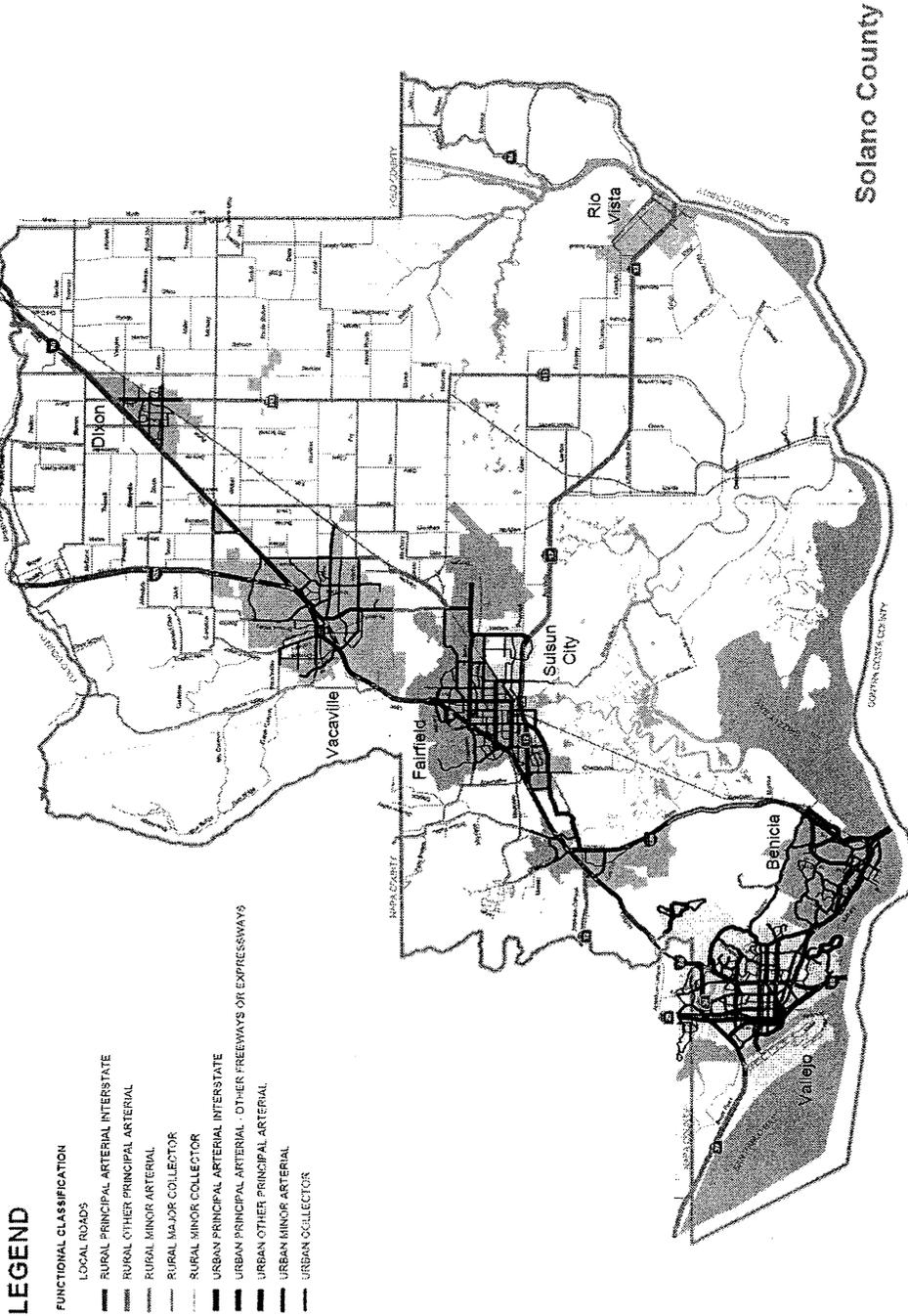
FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM

The Federal Functional Classification System (FFCS) is a system used by the Federal Highway Administration (FHWA) and Caltrans to classify roadways based upon an objective set of criteria. The Federal Government requires roadways to be on the FFCS to be eligible to use federal funding. The FFCS is defined as the system of roadways inclusive of all streets and roads classified as urban collectors and above or rural major collector and above. Attached is the current FFCS of roadways for Solano County.

In 1991, the Metropolitan Transportation Commission (MTC) established the Metropolitan Transportation System (MTS), which included all interstate highways, state routes, and a portion of the street and road system operated and maintained by Cities and Counties. The stated purpose at the time was to set up a system of roadways recognized as “regionally significant” to be subsequently analyzed and potentially “managed” to help relieve congestion through the application of system management techniques like signal coordination, special lane designation, etc. In the STA’s CTP 2025 Plan, approved in May 2002, a map depicting “Routes of Regional Significance”, which primarily designates major roadways critical to maintaining intercity mobility and potentially obtaining Interregional Transportation Improvement Program (ITIP) funds from the California Transportation Commission (CTC). However, those regionally designated routes were never intended to be used to determining the conditions of the roads or qualify roads for federal funding eligibility, which is the primary purpose of the FFCS.

On January 12, 2005, based on a recommendation by the STA Technical Advisory Committee and the Local Streets and Roads Committee of the Bay Area Partnership Board, the STA Board supported replacing the MTS with the FFCS, which will provide objective and rational funding eligibility and needs determinations for local streets and roads.

However, the STA believes there is merit in identifying both the routes of eligible under the FFCS as well as identifying “Routes of Regional Significance” for intercity mobility purposes.



Streets and roads are eligible for federal STP funding if their functional classification is of a higher system than urban local (19), rural local (09), or rural minor collector (08). If a street is not found in this database, then it is either an urban local or rural local route and so it is not a federal aid route.



Miles  
0 5  
8.4.2005

Figure #

Caltrans Functional Roadway Classifications

Comprehensive Transportation Plan



---

## COMMENTS, PAUL WIESE (CON'T)

- |       |  |
|-------|--|
| 3.2.2 | Page 9) Please add “Safety improvements to Pleasants Valley Road and Suisun Valley Road” to Solano County’s needs.   |
| 3.2.3 | Page 18, first paragraph) The discussion of maintenance should also refer to the use of slurry seals and chip seals. |
| 3.2.4 | Page 18, fourth paragraph) The first sentence is garbled, and needs to be corrected.                                 |

## RESPONSES

- 3.2.2 Comment noted.

**Recommendation:**

Add “Safety Improvements to Pleasants Valley Road” and “Safety Improvements to Suisun Valley Road” under Appendix A.

- 3.2.3 Comment noted.

**Recommendation:**

The first paragraph on page 18 of the Arterials, Highways and Freeways element will be changed to the following:

“The STA member agencies currently maintain a total of 3,415 lane-miles of local roadway in Solano County. Ongoing work on the county’s roadway system includes routine maintenance (i.e., fill potholes, slurry seal, and chip seals) as well as more intensive rehabilitation work that includes overlays and street reconstruction.”

- 3.2.4 Comment noted.

**Recommendation:**

Change the first sentence of the fourth paragraph on page 18 of the Arterials, Highways and Freeways element to the following:

“Most road maintenance work is funded through Transportation Development Act funds, the state gas tax subvention program, federal transportation funds, and/or Proposition 42, passed by California voters in March 2002. Solano County’s share of Proposition 42 funds is estimated to provide \$133 million for local road maintenance over 20 years beginning in the 2008/09 fiscal year, if these funds are diverted to the State’s General Fund.”

## FINAL CTP ADDENDUM

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### COMMENTS, PAUL WIESE (CON'T)

3.2.5

Page 21) County fees range from \$5,613 to \$5,714 per unit.

3.2.6

Page 33) Insert "to four lanes" after "Widen Peabody Road". Insert "deficient" after rehabilitate existing".

### RESPONSES

3.2.5 Comment noted.

**Recommendation:**

Change the local development fee range for Solano County listed on page 21 of the Arterials, Highways and Freeways element as follows:

"Solano County: \$5,613 - \$5,714 per unit"

3.2.6 Comment noted.

**Recommendation:**

Change two lines in Solano County's Local Needs listing in Appendix A as follows:

"Widen Peabody Rd to four lanes from Markley Lane to Vacaville City Limit."

"Replace or rehabilitate existing deficient County bridges"

**ADDITIONAL COMMENTS SUBMITTED BY COUNTY OF SOLANO, PAUL WIESE,  
MAY 2005**

**ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT  
Solano County Comprehensive Transportation Plan 2030**

Solano County's Local Needs

- Improve I-80/I-680/SR12 Interchange
- Improve SR12 East from I-80 to Rio Vista
- Improve SR12 West from I-80 to SR29
- Widen I-80 from Leisure Town Road to Kidwell Road
- Widen I-80 from Vallejo to SR37
- Construct the North Connector
- Construct the Jepson Parkway
- Widen Peabody Road to four lanes from Markley Lane to the Vacaville City Limit
- Improve County roads to meet standards for width, alignment and structural strength
- Increase funding for maintenance of the County road system
- Replace or rehabilitate existing deficient County bridges
- Enhance access to the north and south gates of Travis Air Force Base
- Construct safety improvements to Suisun Valley Road and Pleasants Valley Road

Note: Underlined items are suggested additions.

3.2.7

**RESPONSE**

3.2.7 Comment noted.

**Recommendation:**

Include underlined comments as suggested in the Solano County Local Needs List of the Arterials, Highways, and Freeways Element.

3.3 CITY OF BENICIA, MAYOR AND CITY COUNCIL MEMBERS, DAN SCHIADA, PUBLIC WORKS DIRECTOR

COMMENTS

3.3.1

**I. ARTÉRIALS, HIGHWAYS AND FREEWAYS ELEMENT**

**Needs on Routes of Regional Significance**

- Improve I-80/I-680/SR-12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Connect HOV System on I-80 and I-680
- Install I-780 (E 2<sup>nd</sup> to E 5<sup>th</sup>) auxiliary lanes
- Install I-780 (Columbus Pkwy to Military West) auxiliary lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southampton/West 7<sup>th</sup> St. interchange ramps
- Improve I-780/East 2<sup>nd</sup> St. interchange ramps

**Local Needs for Benicia (in addition to those listed above)**

- Install Citywide Traffic Calming improvements
- Widen & extend Industrial Way (I-680 to Lake Herman Rd) to 4 lanes w/median

STEVE MESSINA, Mayor  
Members of the City Council  
ELIZABETH PATTERSON, Vice Mayor · TOM CAMPBELL · BILL WHITNEY · DANIEL C. SMITH

JIM ERICKSON, City Manager  
VIRGINIA SOUZA, City Treasurer  
LISA WOLFE, City Clerk



- Widen East 2<sup>nd</sup> St. (Industrial Way to Lake Herman Rd) to 4 lanes w/median
- Construct connector road between East 2<sup>nd</sup> St. and Park Road
- Enhance First Street Corridor
- New traffic signal at Benicia High School
- Install citywide traffic signal & intersection improvements per CIP
- Widen Columbus Parkway to 4 lanes w/median
- Widen East 5<sup>th</sup> Street (I-780 to Military) with median
- Widen East 2<sup>nd</sup> Street (I-780 to Military) with median
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Rd (Industrial Way to Sulphur Springs Creek) to 4 lanes w/median
- Widen Park Rd (Adams St. to new connector road) with median.

3.3.2

**Specific comments to this section of the draft CTP:**

1. On page 21, please revise the local traffic impact fees for Benicia to reflect our current fee which is \$1,029.00 for single family residential and \$550.00 for high density residential.
2. On page 30, please revise the list of Benicia projects to match the list above.

See 3.3.1

## RESPONSES

### 3.3.1 Comment Noted.

#### **Recommendation:**

Incorporate the City of Benicia’s “Needs on Routes of Regional Significance” and “Local Needs for Benicia” needs lists into the CIP 2030 as follows:

#### **Needs on Routes of Regional Significance by Jurisdiction**

##### **Benicia:**

- Improve I-80/I-680/SR12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Widen State Park Road Overcrossing at I-780 with bike/ped access
- Construct HOV System on I-80 and I-680
- Install I-780 (E 2<sup>nd</sup> to E 5<sup>th</sup>) Auxiliary Lanes
- Install I-780 (Columbus Pkwy to Military West) Aux Lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southhampton/West 7<sup>th</sup> interchange ramps
- Improve I-780/East 2<sup>nd</sup> Street interchange ramps

#### **APPENDIX A**

#### **All Local Needs Submitted From Member Jurisdictions**

##### **Benicia**

- Improve I-80/I-680/SR12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Construct HOV System on I-80 and I-680
- Install Citywide Traffic Calming Improvements
- Install I-780 (E 2<sup>nd</sup> to E 5<sup>th</sup>) Auxiliary Lanes
- Install I-780 (Columbus Pkwy to Military West) Aux Lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southhampton/West 7<sup>th</sup> interchange ramps
- Improve I-780/East 2<sup>nd</sup> Street interchange ramps
- Widen and extend Industrial Way (I-680 to Lake Herman Rd) to 4 lanes w/median
- Widen East 2<sup>nd</sup> Street (Industrial Way to Lake Herman Rd) to 4 lanes w/median
- Construct connector road between East 2<sup>nd</sup> Street and Park Road
- Enhance First Street Corridor
- New traffic signal at Benicia High School
- Install New citywide traffic signal and intersection improvements per CIP citywide
- Widen East 5<sup>th</sup> Street (780 to Military) w/median
- Widen East 2<sup>nd</sup> Street (780 to Military) w/median
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Road (Industrial Way to Sulphur Creek) to four lanes/median
- Widen Park Road (Adams Street to new Connector Road) with median
- Widen Columbus Parkway to 4 lanes w/median

### 3.3.2 Comment Noted.

#### **Recommendation:**

Change fees for Benicia to the following: “Benicia     \$550 - \$1,029 per unit”

3.4 MARK D. HALL, SOLANO PROPERTY OWNER

COMMENTS

3.4.1

Mark D. Hall  
1855 Olympic Boulevard, Suite 250  
Walnut Creek, California 94596

April 29, 2005

Board of Directors  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, California 94585

To the STA Board of Directors:

I am writing to comment on the Draft Comprehensive Transportation Plan 2030 Elements (CTP). I understand from your website that comments from the public will be accepted during the 30 day review period ending April 29, 2005.

Please consider the following observations as you prepare the final version of the plan:

1. The Fairfield General Plan proposes to concentrate jobs and housing into two high-density, transit-oriented developments (TOD) around rail stations in its northeast and downtown areas. Even supporters agree TOD does not dramatically reduce auto use, yet density around the transit node must be very high to make it work. The CTP should make clear how the increased local congestion will be handled so that neighborhood traffic concerns do not prevent their development.

RESPONSES

3.4.1 Comment noted. The CTP primarily addresses major corridors in Solano County referred to as "Routes of Regional Significance." In addition, various major local transportation improvements are identified by each jurisdiction to support mobility throughout the county. Local traffic congestion is primarily addressed at the local level though the environmental review process, traffic analyses, and local impact fees and/or conditions of approval to provide transportation improvements that mitigate impacts of each development. Each jurisdiction, through the standards and requirements adopted in their local General Plan and zoning ordinance, provide traffic congestion relief at a local level consistent with state and local land use policies, procedures, and requirements. For major land use developments, the public is provided various opportunities to comment on environmental studies, general plan amendments and discretionary approvals before decisions are made by the local jurisdiction.

**COMMENTS, MARK D. HALL (CON'T)**

- |       |   |
|-------|---|
| 3.4.2 | 2. Because Fairfield's General Plan directs most new housing to the northeast and downtown growth areas, many future residents will use east-west routes such as Manuel Campos Parkway, Air Base Parkway, Travis Boulevard, West Texas Street, and SR 12 to reach I-80, and then travel along the congested I-80 corridor through central Fairfield to reach shopping and employment. The CTP should describe the expected traffic impacts on these arterials and I-80 and explain how they will be mitigated by planned projects.                                      |
| 3.4.3 | 3. One of the most effective ways to reduce traffic on the east-west arterials (and on I-80) would be to link the Jepson Parkway to the proposed South Parkway. This would give the thousands of new employees and residents of northeast and downtown Fairfield easy access to and from I-680. Completing this long-envisioned reliever route will reduce local travel on the interstate, improve access to Travis AFB, and prevent diversion into Cordelia neighborhoods. The CTP should state clearly whether it intends to complete the reliever route in this way. |

**RESPONSES**

- 3.4.2 Comment noted. As part of the CTP's major roadway network, to improve countywide mobility for planning and traffic relief purposes, the "Routes of Regional Significance" includes only major corridors (that typically provide approximately 10,000 – 25,000 or more daily vehicle trips such as I-80, SR 12 and Air Base Parkway). Other roads, such as Manual Campos Parkway, Travis Boulevard and North Texas Street, although very important to the local community's circulation needs, are listed under the jurisdiction's local transportation needs. Local jurisdictions model improve these roadways on a regular basis with local funds.
- 3.4.3 The Environmental Impact Statement/Report (EIS/R) for the 12-mile long Jepson Parkway Project is underway to evaluate four alternative alignments and combinations of segments including Walters Road, Walters Road Extension, Air Base Parkway, Huntington Drive, Cement Hill Road, Vanden Road, Leisure Town Road and Peabody Road. The project limits end SR 12 at Walters Road on the south end and I-80 at its northerly end. The advantages and disadvantages of a South Parkway Project are being evaluated as one of the alternatives in the I-80/I-680/SR 12 environmental document. Until the technical studies are completed, additional traffic modeling is conducted and the Draft EIR/EIS is released (expected during 2007-08), STA – as the lead agency on the environmental document – cannot make a commitment or take a position on which alternative may eventually be selected, based on the procedures established in the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA).

COMMENTS, MARK D. HALL (CON'T)

- |       |  |
|-------|--|
| 3.4.4 | 4. Although the CTP mentions the South Parkway while discussing the I-80/I-680/SR 12 interchange improvements, it does not state clearly that it is a planned project. Nor is it included on the list of "Needs of Regional Significance by Jurisdiction," despite the fact that building a southern bypass as an alternative to widening Cordelia Road is a General Plan policy. The South Parkway is a key component of the central Solano arterial system and a project that can do more at less cost and sooner than almost any other project to stop diversion and relieve congestion. The CTP should clarify whether or not it will be included on any future Traffic Relief Plan (CTEP) put before county voters, and be included on MTC's RTP to make it eligible for funding. |
| 3.4.5 | 5. Building the North Connector before making interchange and corridor improvements will cause frustrated northbound I-680 commuters to divert at Gold Hill Road, then follow Lopes Road and Green Valley Road to the North Connector when the interchange is congested. Building the South Parkway before or instead of the North Connector would prevent this. The CTP should propose the South Parkway as a separately phased project that can be pursued independently of interchange improvements and prior to any North Connector improvements. The CTP should make clear the relative merits of the two bypass routes and why they have been sequenced as they are.   |

RESPONSES

- 3.4.4 See Comment 4.4.3. In addition the I-80/680/12 Interchange has been included in each of the past two County Transportation Expenditure Plans (CTEPs) (i.e. 2002 and 2004). The EIR/S currently underway for the interchange is examining various alternatives including the widening of frontage roads along I-80 and I-680, I-680/I-80 viaduct, South Parkway, and a "No Project" alternative. Whichever alternative is ultimately selected as part of the I-80/680/12 Interchange EIR/S is expected to be eligible as part of any proposed CTEP that may be placed on a future ballot. The Solano Transportation Improvement Authority (STIA) is just commencing the preparation of a Supplement to the Programmatic EIR and a potential new CTEP (i.e. for 2005 or 2006) that is expected to include the I-80/680/12 Interchange as one of the priority projects.
- 3.4.5 Comment noted. The North Connector was deemed to have independent utility, and therefore was not considered an alternative to the I-80/680/12 interchange project. Therefore, the North Connector is being studied under a separate environmental document from the I-80/I-680/SR 12 EIS/R. Upon completion of a final alignment plan and the environmental document for the North Connector, the STA, the City of Fairfield and the County of Solano will determine a final sequencing, funding and implementation plan for the staging of the North Connector with other phases of the I-80/680/SR 12 interchange project.

**COMMENTS, MARK D. HALL (CON'T)**

- 3.4.6 6. Given the enormous funding shortfall, and support for the idea from Governor Schwarzenegger and the Secretary of Business, Transportation and Housing Sunne Wright McPeak, it is surprising that the CTP does not encourage or even mention innovative public-private partnerships for funding local and even regional projects (beyond mandatory impact fees) and suggest how such partnerships might work.
- 3.4.7 Also related to funding, the CTP should properly set the public's expectations regarding matching funds. While the average citizen might assume "matching" means one-for-one, experience in other counties shows a dollar of local funding is likely to be matched by only 50 cents in state and federal monies.

**RESPONSES**

- 3.4.6 Many of the new funding ideas from the state have just recently proposed by the new administration and the STA has not had time to explore the appropriateness and applicability for implementing Solano County projects using these funding options. To date, the STA Board has not taken positions on such funding mechanisms. However, in the future the STA may continue evaluating the potential of using public-private partnerships such as toll roads, high occupancy toll lanes, etc.
- 3.4.7 Comment noted. Depending on the project, local matching funds can vary significantly. Local match can range from the minimum required 11.5% local to 88.5% federal funds, to an approximately 50%-50% split for some projects and up to 100% local funds. Examples of a wide range of local match to federal funds includes the use of 100% state and federal funds (no local matching funds) for the recently completed I-80/I-680 auxiliary lanes project and 100% local funding proposed for the I-80/North Texas Street Interchange in Fairfield. In Vacaville an approximately 55% local/45% federal split was used for the I-80/Leisure Town Road Interchange (a portion of the Jepson Parkway Project) and 100% local funding source was used for both the Allison Road overcrossing and the pending Nut Tree Overcrossing, both in Vacaville.

## 4.0 TRANSIT ELEMENT COMMENTS AND RESPONSES

### 4.1 CALTRANS DISTRICT 4, CAMERON OAKES, JANUARY 2005

#### COMMENTS

- |  |  |
|--|--|
| <p>4.1.1</p> <p>4.1.2</p> <p>4.1.3</p> | <p>4. Transit Element, Goals and Objectives, Objective E – Environmental Justice, Page 15.<br/>Comment: Suggest providing statements on community involvement including minority and low to moderate-income populations in Solano County.</p> <p>5. Transit Element, Transit Service for Senior and Disabled (Paratransit), Recommended Plan, Page 86.<br/>Comment: Suggest adding bullets/text for paratransit services to other medical related facilities such as rehabilitation centers, Traumatic Brain Injury (TBI) support groups, etc.</p> <p>6. Transit Element, Transit Service for Senior and Disabled (Paratransit), Recommended Plan, Page 86.<br/>Comment: There is no mention of costs or funding sources needed to deliver the Recommended Plan.</p> |
|--|--|

The Caltrans, District 4 Office of System and Regional Planning appreciates the opportunity to review and comment on the Draft Solano County Comprehensive Transportation Plan.

Please send any questions and/or responses to these comments to:

Cameron Oakes  
Caltrans, District 4  
Office of System and Regional Planning  
111 Grand Avenue/P.O. Box 23660  
Oakland, CA 94623-0660

#### RESPONSES

- 4.1.1 Comment noted. Refer to 4.2.1.
- 4.1.2 Comment noted. Service to Medical Facilities through partnership service is mentioned on page 88.
- 4.1.3 Comment noted. As cited on page 88, "Please refer to the STA's recently completed 'Solano County Senior and Disabled Transit Study' for more detailed data and recommendations on the demand and need for expanded paratransit services over the next 25-30 years."

4.2 SOLANO COUNTY, PAUL WIESE, FEBRUARY 11, 2005

COMMENTS

<u>Transit element</u>
4.2.1 Page 15) I suggest references to “Economic Justice” be replaced with “Economic Considerations”.
4.2.2 Table 1) Delete Solano County’s reference to Local Bus. Put an “F” or some other symbol for Solano County under Intercity Bus and Paratransit to indicate that the County participates in funding those activities.
4.2.3 Page 32) Delete “Fixed routes in unincorporated area” under Solano County.

RESPONSES

4.2.1 Comment noted.

**Recommendation:**

Revise Transit Element Objective E, Page 15 of Draft Transit Element, as follows:

“Objective E – Economic Environmental Justice Considerations

Address economic environmental justice issues as part of the transit programs considerations when conducting transit plans and implementing new services.

Objective E Policy Actions:

1. Provide opportunities for community involvement when improving and expanding various transit services, the transit operators should address the needs of minorities and low and to moderate income populations in Solano County persons whenever feasible.
2. Support proposals of the SolanoWorks (Welfare to Work Program) program and community based or lifeline transportation plans whenever feasible.

4.2.2 Table 1, “Agency Responsibility Matrix” on page 21 does indicate that Solano County participates in funding of transit services and it does not show that Solano County is responsible for operating local bus. No changes to the table are recommended.

4.2.3 Comment noted.

**Recommendation:**

Revise “Transit Needs by Jurisdiction” listing on page 32 to read:

*“Solano County*

- *Solano Paratransit support*
- *More joint bus operations*
- *Increased marketing*
- *Subsidized paratransit taxi service*
- *Fixed routes in unincorporated areas*

## FINAL CTP ADDENDUM

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### COMMENTS, PAUL WIESE (CON'T)

- |       |  |
|-------|--|
| 4.2.4 | Page 43, Operating Costs, second paragraph) Mention that Solano County contributed \$25,000 in FY 04-05 to help subsidize the operations of BARTLink (Routes 85/90/91).          |
| 4.2.5 | Page 46) The table for Benicia Transit is in the wrong location.   |
| 4.2.6 | Page 48, Operating Cost Projections, first paragraph) Mention that Solano County contributed over \$35,000 in FY 04-05 to help subsidize the operations of Routes 20, 30 and 40. |

### RESPONSES

- 4.2.4 Comment noted. Revise the “Operating Costs” on page 43 to read:

**Recommendation:**

The 1999 2001/02 – 2011/12 Vallejo Short Range Transit Plan (SRTP) estimated operating projections for the entire system over a nine ten-year span. According to the STA’s I-80/680/780 Transit Corridor Study completed in 2004, based on the most recent ridership data available that SRTP in the last SRTP reported fiscal year, Vallejo Transit’s four major intercity routes (Routes 80, 85, 90 and 91) cost approximately \$3.2 million to operate a year, was expected to spend about \$1.9 million on regional fixed route operations at an average cost per hour of about \$48 \$39 per hour. The average farebox return for these four routes was 52.2% in 2003-04. In 2004-05, the City of Vallejo provided about \$975,527 of funding for these four routes and the remainder was provided by Solano County (Route 85: \$25,000), Cities of Fairfield and Suisun City (Route 90: \$133,000) and City of Vacaville (Route 91: \$138,000).

The total operating cost net of fares by other STA agencies for these four Vallejo regional routes are was about \$500,000 \$296,000, or about 9.25% 22% of system operating cost net of fares (this share of the subsidy has been decreasing rapidly and needs to be reexamined). The City of Vacaville contributed \$295,000 in FY 2001-02 to help subsidize operation of Route 91.

- 4.2.5 Comment noted.

**Recommendation:**

Table for Benicia Transit will be moved to the Benicia Transit section (pages 48-50).

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4.2.6 Comment noted.

**Recommendation:**

Add or revise the following language for the section entitled "Operating Cost Projections," first paragraph: The FST Short Range Transit Plan estimates operating projections for the entire system over a nine year period. In the current year 2004-05, FST expects to spend about \$2.4 million on local and intercity fixed route operations (including about \$700,000 on the three intercity routes – Routes 20, 30 and 40) at an average cost of about \$50 per revenue hour. Passenger revenue is expected to be about \$650,000, resulting in a 27-28 per cent farebox recovery. The City's of Fairfield and Suisun City contributed about \$300,000, the City of Vacaville contributed more than \$300,000, Solano County contributed \$70,000 and the City of Dixon contributed \$36,000 toward the operation of Routes 20, 30 and 40 during 2004-05.

COMMENTS, PAUL WIESE (CON'T)

- 4.2.7 Page 85, third paragraph) Solano County’s funding support for paratransit should be mentioned.
- 4.2.8 Page 91) I believe the 379 lot Park and Ride lot in Vallejo is at the southwest corner of Curtola and Lemon, while the 64 lot Park and Ride lot in Vallejo is at the southeast corner.

RESPONSES

4.2.7 Comment noted. Add the following to Page 85, third paragraph.

**Recommendation:**

“Intercity paratransit services in Solano County are provided by Vallejo Transit, Fairfield-Suisun Transit and Benicia Transit. Solano Paratransit, the intercity paratransit service for northern Solano County residents, is jointly funded by the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Solano County. Benicia, Vallejo, Fairfield-Suisun, Dixon and Rio Vista also operate local paratransit services.”

4.2.8 Comment noted.

**Recommendation:**

*Revise the following portion of Table 13, page 91 of the Draft Transit Element.*

Vallejo	<i>Curtola Parkway &amp; Lemon Street at I-80 (<del>NW</del>) (<u>SW</u>)</i>	379
Vallejo	<i>Curtola Parkway &amp; Lemon Street at I-80 (<del>NW</del>) (<u>SE</u>)</i>	64

**ADDITIONAL COMMENTS SUBMITTED BY COUNTY OF SOLANO, PAUL WIESE,  
MAY 2005**

4.2.8

**TRANSIT ELEMENT  
Solano County Comprehensive Transportation Plan 2030**

Solano County's Local Needs

- More joint bus operations
- Solano Paratransit support
- Subsidized paratransit taxi service
- ~~Increased marketing~~
- ~~Fixed routes in unincorporated areas~~
- Expand regional express bus service
- Study the consolidation of intercity transit services
- Support Solano County paying its fair share for transit services provided to unincorporated residents by others

Note: Underlined items are suggested additions; crossed-out items are suggested deletes.

**RESPONSE**

4.2.8 Comment noted.

**Recommendation:**

Include underlined comments and delete crossed out items as suggested in Solano County's Local Needs List of the Transit Element.

4.3 CITY OF BENICIA, MAYOR AND CITY COUNCIL MEMBERS, DAN SCHIADA,  
PUBLIC WORKS DIRECTOR

COMMENTS

	<p><b>II. TRANSIT ELEMENT</b></p>
4.3.1	<p><b>Transit needs for Benicia</b></p> <ul style="list-style-type: none"><li>▪ Construct Benicia Intermodal Transportation Station</li><li>▪ Provide ferry service to Benicia</li><li>▪ More joint bus operations</li><li>▪ Improve and/or replace bus shelters</li><li>▪ Improve schedules</li><li>▪ Increased marketing</li><li>▪ Increase service and routes</li><li>▪ Construct transfer facilities (initial transit stop for Benicia Industrial Park at Park Road /Industrial Way)</li></ul>
4.3.2	<p><b>Specific comments to this section of the draft CTP:</b></p> <ol style="list-style-type: none"><li>1. On page 7, please include language about Benicia's desire to have ferry service provided to Benicia, our SRTP underway to provide an initial evaluation and with further analysis required.</li></ol>

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RESPONSES

4.3.1 Comment noted:

**Recommendation:**

Revise the City of Benicia's Transit Needs as follows:

- Construct Benicia ~~Intermodal Transportation~~ Multi-modal Station
- Provide ferry service to Benicia
- Provide more joint bus operations
- Improve and/or replace bus shelters
- Improve schedules
- Increase marketing
- Increase service and routes
- Construct transfer facilities (initial transit stop for Benicia Industrial park at Park Road/Industrial Way)

4.3.2 Comment noted.

**Recommendation:**

Include the following additional language into page 8 of the Draft Transit Element at the end of the section entitled "Ferry Transit Plan:" "The City of Benicia would also like to have ferry service and is studying such a potential service as part of their Short Range Transit Plan currently underway. STA believes that any additional ferry service should be coordinated and jointly operated with Vallejo Baylink ferry service to ensure cost effectiveness of such an expanded service. Perhaps a pilot project between Benicia and Vallejo could be considered after the fifth ferry is in operation and sufficient docking facilities are provided in Benicia."

**COMMENTS, DAN SCHIADA (CON'T)**

- |       |   |
|-------|---|
| 4.3.3 | 2. On page 14, under New Service, please include language to investigate the feasibility of providing ferry service to Benicia.   |
| 4.3.4 | 3. On page 24, please revise the second sentence from the top of the page to read: "Benicia Transit operates intercity service via Interstates 780 and 680 from the Vallejo Ferry Terminal, through Benicia, to the Pleasant Hill BART station."  |
| 4.3.5 | 4. On page 28, in the section on Ferry Service to Benicia, please verify the figures for ridership on the Vallejo Ferry from Benicia residents. Our SRTP consultant indicates that the 15% figure may be low. Also, please consider adding a comment that service stops to Benicia similar to the stops made to Pier 41 in San Francisco could be explored. |
| 4.3.6 | 5. On page 29, in the Benicia Transit section, please revise the first sentence to read: "Discussion is underway to consider transferring the operation of Benicia Route 1 from the Vallejo Ferry Terminal to the Pleasant Hill BART station intercity bus service to Vallejo Transit." Also, please mention that our SRTP is now underway.                 |

**RESPONSES**

4.3.3 Comment noted.

**Recommendation:**

Include the following additional Policy Action on page 14 into Objective B – New Service in the Transit Element: "12. Develop priorities, standards and a funding plan for long range ferry services."

4.3.4 Comment noted:

**Recommendation:**

Revise the second sentence on the top of page 24 as follows: "Benicia Transit operates intercity service via I-780 and I-680 from the Vallejo Ferry Terminal, through Benicia, to the Pleasant Hill BART station."

4.3.5 Comment noted. The percentage of Benicia residents who ride on Baylink ferry (i.e. 10-15%) were based on surveys conducted during fall 2000 and was included in Figure 6-1 of the City of Vallejo's 2001-02 to 2011/12 Short Range Transit Plan. If the City of Benicia has more recent ridership data, STA would be happy to reference it in the Transit Element. Otherwise, no revision to this section is recommended at this time.

4.3.6 Comment noted.

**Recommendation:**

Add the following sentence recommended below to the "Benicia Transit" page 29: "Discussion is underway to consider transferring the operation of Benicia Route 1 from the Vallejo Ferry Terminal to the Pleasant Hill BART station intercity bus service to Vallejo Transit. The City of Benicia is currently updating their Short Range Transit Plan to operating responsibilities to Vallejo."

COMMENTS, DAN SCHIADA (CON'T)

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|--------|--|
| 4.3.7  | 6. On page 32, please revise the list of Benicia projects to match the list above.   |
| 4.3.8  | 7. On page 46, why is the Benicia Transit Route 1 table on this page?  |
| 4.3.9  | 8. On page 48, the heading for Benicia Transit needs to be clear that this is not part of the previous section on Fairfield-Suisun Transit.  |
| 4.3.10 | 9. On page 49, in the Patronage section, remove the word reportedly. Also, this section should include the number of Benicia residents that use the Vallejo Ferry. In the Policies section, need to mention the proposed stop for Route 40 at the I-680 and Industrial Way/Park Rd. intersection with a new park-n-ride lot. |
| 4.3.11 | 10. On page 51, in the section on Route 40, should include the proposed stop for the Benicia Industrial Park at the I-680 and Industrial Way/Park Rd intersection.   |

RESPONSES

4.3.7 Refer to 4.3.1.

4.3.8 Each intercity transit route (including Benicia Route 1) has a table listing each of the basic performance characteristics and are grouped by transit operator (see pages 40, 45 for other transit route information). However, the table entitled "Benicia Transit Route 1" should be moved to the Benicia Transit section of the Draft Transit Element.

**Recommendation:**

Move the table on Benicia Route 1 (page 46 in the Draft CTP Transit Element) to a more appropriate location within the Benicia Transit section (i.e., pages 48-50).

4.3.9 Same response as in comment 4.3.8.

4.3.10 Comment noted.

**Recommendation:**

Revise section entitled "Patronage Characteristics" on the top of page 46 page to read: "Benicia Transit reportedly carries about 450 daily riders to and from Contra Costa County and BART."

4.3.11 Comment noted.

**Recommendation:**

Revised the description of route 40 on Page 51 of Draft Transit Element as follows: "Route: 40 Vacaville-Fairfield-Benicia-Pleasant Hill/Walnut Creek BART... Service would begin at the Vacaville Park and Ride Lot at Davis Street, freeway operation provide express service along I-80 to the Fairfield Transportation Center, express service via I-680 and make a new stop for the Benicia Industrial Park at the I-680 and Industrial Way/Park Rd. then express service via I-680 to Treat Boulevard to Pleasant Hill BART..."

**COMMENTS, DAN SCHIADA (CON'T)**

- |        |  |
|--------|--|
| 4.3.12 | 11. On page 55/56, in the New Route from Vallejo to Benicia Industrial Park, should include the new stop at the I-680 and Industrial Way/Park Rd. intersection which would provide connections to local service and to Route 40.   |
| 4.3.13 | 12. On page 58, why is Benicia Route 1 not listed in the tables 3, 4, 5 or 6?  |
| 4.3.14 | 13. On page 84, need to continue to look further into seasonal, mid-day, weekend and/or commuter ferry service to Benicia.   |
| 4.3.15 | 14. On page 85, under the Vallejo Transit section, need to include description of joint service currently provided by Vallejo and Benicia Transit which includes a single dispatch center and administration by the City of Vallejo. Also, on this same page, please note that Benicia Transit does provide intercity paratransit service. |
| 4.3.16 | 15. On page 95, please revise the second bullet under the I-680 corridor to read: "Industrial Way/Park Rd and/or the Benicia Intermodal Station near Lake Herman Road. On this same page under the I-780 corridor, please revise the last bullet to read: "Downtown area."   |

**RESPONSES**

4.3.12 Comment noted. This new route from Vallejo to Benicia Industrial was originally proposed to extend to Fairfield in the 2002 CIP. However, the I-80/680/780 Transit Corridor Study revised the route to terminate in Benicia.

**Recommendation:**

Revise the section on the bottom of page 55 to read : "New Route: Vallejo to Central Benicia to Benicia Industrial Park to ~~Fairfield~~. This new route establishes a new link connecting the Benicia Industrial Park with both Vallejo and Fairfield and central Benicia. Service would begin at the Vallejo Ferry Terminal, operate via Curtola Parkway to I-780 via I-680 to the Benicia Industrial Park."

4.3.13 Comment noted. The tables on pages 58, 59, 60 and 61 summarize each of the proposed long term routes and list just the two end points for each route. The existing Benicia Route 1 is assumed to become part of both the Vallejo Ferry to Walnut Creek service and the previously entitled routes on each of these tables: "New Ferry to Fairfield via Benicia Industrial Park". Also an additional bus route on I-780 and I-780 from Benicia to El Cerrito Del Norte BART (as proposed in the I-80/680/780 Transit Corridor Study" should also be noted as follows:

**Recommendation:**

Revise the routes pages 58, 59,60 and 61 to read:

<i>Route</i>	<i>To/From</i>
80A	Vallejo and Benicia to El Cerrito (del Norte)
New	Ferry to Fairfield via Benicia Ind. park

4.3.14 Comment noted.

4.3.15 Comment noted.

**Recommendation:**

Revise the third paragraph of page 85 of Draft Transit Element to the following: "Intercity paratransit services in Solano County are provided by Vallejo Transit, Benicia Transit and by Fairfield-Suisun Transit. Benicia, Vallejo, Fairfield-Suisun, Dixon and Rio Vista also operate local paratransit services."

Also revise the section on page 85 entitled "Vallejo Transit" to include the language: "Vallejo transit contracts with a private operator to provide a door-to-door ADA paratransit services in the southern portion of the county for Vallejo and Benicia residents. This joint service is provided by Vallejo and Benicia Transit, which includes a single dispatch center and administration by the City of Vallejo."

4.3.16 Comment noted:

**Recommendations:**

On page 95 of Draft Transit Element, the following revisions are recommended:

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Add the following third bullet point under the I-680 Corridor section : "Industrial Way/Park Rd. and/or the Benicia Intermodal Station near Lake Herman Road."

Revise the third bullet point under the I-780 Corridor section to read: "East H Street Downtown Area"

## 5.0 ALTERNATIVE MODES ELEMENT COMMENTS AND RESPONSES

### 5.1 SOLANO COUNTY, PAUL WIESE, FEBRUARY 11, 2005

#### COMMENTS

Alternative Modes element

- 5.1.1 Table 1) Delete the guaranteed ride home employee program. Add the Vacaville-Dixon Bike Route and the Fulton Avenue sidewalk in unincorporated Vallejo. Add the word "Town" between Old and Cordelia.
- 5.1.2 Page 9) There should be mention that Prop 42 funds have been suspended since FY 02-03, and will likely continue to be suspended for several more years.
- 5.1.3 Page 10) Solano County's Old Town Cordelia improvement project should be listed as a TLC project receiving planning grant funding.

#### RESPONSES

- 5.1.1 Comment noted.

**Recommendation:**

Revise Table 1 on page 2 to the following:

- "Pleasants Valley Road Bike Route
- County Class 2 Bike Routes
- Pedestrian improvements
- Guaranteed Ride Home Employee Program
- Vacaville-Dixon Bike Route
- Fulton Avenue Sidewalk in Unincorporated Vallejo
- Jepson Parkway Landscaping Project
- Green Valley Corridor Landscaping Project
- Old Town Cordelia Path and Landscaping"

- 5.1.2 Comment Noted.

- 5.1.3 Comment noted. Page 10 lists projects that received funding from MTC's Transportation for Livable Communities (TLC) Program.

**Recommendation:**

Add an eighth bullet on page 10 for Solano County's Old Town Cordelia Improvement Project

## FINAL CTP ADDENDUM

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### COMMENTS, PAUL WIESE (CON'T)

5.1.4

Page 21) There should be a paragraph on Solano County's Old Town Cordelia improvement project.

5.1.5

Page 60) The Dixon to Davis Bike Route should be listed as a Solano County project. Also, take out the references to the different phases. Under the bridge replacement discussion, insert the word "been" before "replaced". Also add the "Vacaville-Dixon Bike Route (Solano County)" to the list of specific recommendations for future project.

### RESPONSES

5.1.4 Comment noted.

**Recommendation:**

Include the following on page 21:

"Old Town Cordelia Improvement Project

The goal of this planning study is to define and plan a project that will be strongly supported by the local community, the affected agencies, and MTC, and which would therefore best serve the community and have the best opportunity for the planned project to be constructed. This project should improve the appearance of Cordelia and the Cordelia Road corridor; at the same time increase the livability and safety for the affected community by providing safety measures, historical interest, and walking and bicycle paths."

5.1.5 Comment noted.

**Recommendation:**

Revise on page 60 bullet # 6 under 'Recently completed projects include' to the following:

"Dixon to Davis Bike Route Phase I, II, III, & IV (Solano County)"; Revise bullet # 7 on page 60 to the following: "12 narrow bridges in the unincorporated County have been replaced with widened structures to accommodate bike lanes"; Include Vacaville-Dixon Bike Route (Solano County) under 'Short-term projects and specific recommendations' section.

**COMMENTS, PAUL WIESE (CON'T)**

5.1.6

Page 67) Add the Old Town Cordelia improvement project (Solano County) and the Fulton Avenue Sidewalk in unincorporated Vallejo (Solano County) to the list of projects.

5.1.7

Page 70) If the Jepson Parkway is to be shown as a regional pedestrian route, then the Dixon-Davis Bike Route and the proposed Vacaville – Dixon Bike Route should also be shown. Also, there are two routes shown that I am not aware of: the one along I-80 just west of I-680, and the one north of Lake Herman Road north of Benicia. What are these?

Paul Wiese  
Solano County  
February 11, 2005  
05026.doc

**RESPONSES**

5.1.6 Old Town Cordelia Improvement Project is considered as a priority project for Solano County in the Solano Countywide Pedestrian Plan and will be included in the 'Current Pedestrian-Supportive Projects and Concepts' section of the Alternative Modes Element. However, this section of the Element identifies the top priority pedestrian projects by jurisdiction and since Old Town Cordelia Improvement Project has been identified as the top priority project for the Solano County, Fulton Ave. in Unincorporated Vallejo will not be included at this time.

**Recommendation:**

Insert Old Town Cordelia Improvement Project as part of the 'Current Pedestrian Supportive Projects and Concepts on page 67.

5.1.7 The Jepson Parkway is planned to have Class I facilities for pedestrian users. The Dixon-Davis Bike Route and the Dixon-Vacaville Bike Route have class II facilities and are not considered regional pedestrian routes. The two routes in question are the Class I Solano Bikeway Path and the Rose Drive facilities. The Pedestrian Plan Overview Map will need to be revised to correctly display these routes.

**Recommendation:**

Revise the Countywide Pedestrian Plan Overview Map on page 71 to correctly illustrate the locations of the Class I Solano Bikeway Path and the Class I Rose Drive facility.

ADDITIONAL COMMENTS SUBMITTED BY COUNTY OF SOLANO, PAUL WIESE,  
MAY 2005

ALTERNATIVE MODES ELEMENT  
Solano County Comprehensive Transportation Plan 2030

Solano County's Local Needs

- ~~Old Town Cordelia Improvement Project Path and landscaping~~
- Pleasants Valley Road Bike Route
- Jepson Parkway bike path and landscaping project
- Green Valley corridor landscaping project
- ~~County Class 2 bike routes~~
- ~~Pedestrian improvements~~
- ~~Guaranteed ride home employee program~~
- Reopening of McGary Road
- Vacaville – Dixon Bike Route
- Fulton Avenue sidewalk
- Solano County bridge replacements to provide for pedestrians and bicycles

5.1.8

Note: Underlined items are suggested additions; crossed-out items are suggested deletes.

RESPONSE

5.1.8 Comment Noted.

Recommendation:

Include underlined comments and delete crossed out items as suggested in Solano County's Local Needs List of the Alternative Modes Element.

5.2 EVA LAEVASTU, FEBRUARY 22, 2005

COMMENTS

	<p><b>From:</b> E K Laevastu  <b>Date:</b> February 22, 2005; revised May 3, 2005  <b>Subject:</b> Comments on Draft Alternative Modes Element</p>
5.2.1	<p>Although the integration of transportation and land use planning is identified as one of the goals in the Comprehensive Transportation Plan (page 3, paragraph 3), it is not included in the goal (page 4) nor as one of the objectives (page 5). Recommend adding the following objective:          Objective - Encourage community-oriented plans that enable residents to use a range of travel modes to access jobs, shopping, recreation and other daily activities and basic necessities of living.</p>
5.2.2	<p>There is a Table 1 but no reference to it in any of the text. Any tables and figures should be referred to in the text and should add information or clarification; otherwise, they should not be included.</p>
5.2.3	<p>Move TLC Plan goal and objectives to earlier in TLC section, maybe page 8. Perhaps introduced with a paragraph that reads:          The Solano TLC Plan has been developed as a part of the 2030 Solano Comprehensive Transportation Plan. The Plan presents recommended goals and objectives that will help encourage future transportation and land use linkages and serves as a resource for local jurisdictions.</p>

RESPONSES

5.2.1 Comment noted.

**Recommendation:**

Consider the suggested objective to be included as part of the entire CTP document as it applies to all three elements of the CTP.

5.2.2 Comment noted.

**Recommendation:**

Add the following reference to Table 1: “An early step in the CTP 2030 process was the distribution of Transportation Needs Survey to all STA member agencies. The surveys identified the long -range transportation needs of each agency by identifying specific alternative modes projects. These projects are presented in Table 1.”

5.2.3 Comment noted.

**Recommendation:**

Move TLC Goals, Objectives, and Actions section to page 8.

## FINAL CTP ADDENDUM

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### COMMENTS, EVA LAEVASTU (CON'T)

- 5.2.4 The fourth paragraph on page 24 reads, "Each CMA's approach to the new program ..." What does "new program" refer to and what is CMA? Overall, the paragraph is unclear.
- 5.2.5 I recommend the following revision the first page and a half of *Ridesharing*:
- RIDESHARING**  
Support for carpooling and vanpooling ... (currently 3rd paragraph under Introduction)
- INTRODUCTION**  
Carpooling and vanpooling are popular means of commuting in Solano County (currently 1st paragraph in Ridesharing section)
- Vanpools success in long-distance commutes. The vast majority ...
- 5.2.6 Recommend clarifying the references to Tables 5 and 6 (pages 43 and 44).
- 5.2.7 The paragraph after Table 7 (page 46) indicates that a park-and-ride facility was opened in Dixon in 2002. This information should display in Table 7 rather than be a separate paragraph.

### RESPONSES

- 5.2.4 The "new program" refers to Transportation Planning Land Use Solutions (T-PLUS).

**Recommendation:**

Revise sentence to read, "Each CMA's approach to the new program Transportation Planning Land Use Solutions (T-PLUS)..."

- 5.2.5 Comment noted.

**Recommendation:**

Move the first paragraph in the Ridesharing section to the first paragraph in the Introduction Section on page 29 and move the 3rd paragraph in the Introduction Section to the first paragraph in the Ridesharing section, also on page 29.

Page 29 will be revised to include the following:

**"RIDESHARING**

Support for carpooling and vanpooling is an important strategy to enhance mobility and minimize congestion in Solano County, and ridesharing is a key element of this Solano Comprehensive Transportation Plan. To foster continuing interest in carpooling and vanpooling, a local rideshare program is important. This document includes a policy statement to 'maintain rideshare mode split with county growth' and to support this with another policy statement 'support long-term funding opportunities to maintain and further develop rideshare programs.'

The rideshare component of the Alternative Modes Element is organized into five sections:

- Comprehensive Transportation Plan Relationship
- Rideshare Institutional Organization and Funding
- SNCI Services and Programs
- Historical and Current Commute Rideshare Travel
- Ridesharing Infrastructure
- Potential Program Enhancements

## INTRODUCTION

Carpooling and vanpooling are popular means of commuting in Solano County and provide significant congestion relief benefits along key travel corridors. For at least 10 years, about 20% of Solano residents carpool or vanpool to work. This compares to the next highest alternative mode use, transit, with an approximate 5% mode split. Solano County has the highest rate of car/ vanpooling in the Bay Area. Nearly 250 vanpools operate in/out of Solano, which represents a significant portion of the approximately 650 vanpools in the entire Bay Area. With an average of 12 passengers per vanpool, vanpools carry about 3,600 individuals and eliminate nearly 6,600 daily trips. The vast majority of these are run entirely by private individuals."

5.2.6 Comment noted.

**Recommendation:**

Reference Tables 5 and 6 in text on page 43 and 44 as follows: "Table 5 illustrates Solano County's commute modes split between 1993 to 2004. Table 6 illustrates the entire Bay Area commute split during the same time period."

5.2.7 Although Dixon's Downtown Intermodal Park and Ride Facility was mentioned in the text following Table 7, 'Existing and Planned Park-and Ride Facilities', it wasn't actually included in the table.

**Recommendation:**

Add the City of Dixon's Downtown Intermodal Park and Ride Facility to Table 7 - Existing Park and Ride Facilities.

## FINAL CTP ADDENDUM

---

### COMMENTS, EVA LAEVASTU (CON'T)

- 5.2.8 The first paragraph on page 47 refers to "this update of the intercity Transit Element". I believe this sentence should be revised. The last paragraph on page 47 should perhaps further define the Transit Element (e.g., Transit Element of the Comprehensive Transportation Plan).
- 5.2.9 The first full paragraph on page 48 should be revised as there is no Appendix B. Suggest deleting this sentence.
- 5.2.10 Tables 8 - 11 (page 49+) include existing program although this subsection is titled, *Potential Program Enhancements*. Recommend taking current program elements and moving them to an earlier section in *Ridesharing* in describing the current Ridesharing program, thus to separate them from potential program enhancements.

### RESPONSES

5.2.8 Comment noted.

**Recommendation:**

Make the following revisions to the intercity Transit Element in the 1st and last paragraph on page 47:

~~"A number of park-and-ride facility improvements were identified in the I-80/680/780 Transit Corridor Study and this update of the intercity Transit Element of the Comprehensive Transportation Plan's Intercity Transit Element."~~

~~"Transit oriented park-and ride terminals are identified fully in the Intercity Transit Element of the Comprehensive Transportation Plan."~~

5.2.9 Comment noted. Appendix B was deleted from the Draft Alternative Modes Element.

**Recommendation:**

Delete this sentence that makes references to Appendix B:

~~"The following Program Enhancements refer to Exhibits that are located in Appendix B."~~

5.2.10 Tables 8-11 refer to existing programs and program enhancements and are inconsistent with current text.

**Recommendation:**

Split Tables 8-11 to illustrate existing programs and program enhancements separately and place revised tables accordingly.

---

**COMMENTS, EVA LAEVASTU (CON'T)**

- |        |   |
|--------|---|
| 5.2.11 | Tables 8 - 11 (page 49+) include existing program although this subsection is titled, <i>Potential Program Enhancements</i> . Recommend taking current program elements and moving them to an earlier section in <i>Ridesharing</i> in describing the current Ridesharing program, thus to separate them from potential program enhancements. |
| 5.2.12 | The subsection, <i>Other Measures</i> , (page 57) is very important; recommend upgrading the heading.   |

**RESPONSES**

- 5.2.11 The 'Other Measures' section was inadvertently made into a subsection of Potential Program Enhancements.

**Recommendation:**

Upgrade 'Other Measures' heading to separate it from the Potential Program Enhancements section.

- 5.2.12 Comment noted.

**Recommendation:**

Include the section 'Guidelines for Pedestrian Planning and Design', as described in the Countywide Pedestrian Plan, into the Alternative Modes Element.

COMMENTS, EVA LAEVASTU (CON'T)

5.2.13

I suggest the following content for the new *Guidelines for Pedestrian Planning and Design*:

The Plan provides specific information on planning and designing for pedestrian-oriented communities. This information is useful to local agencies and the public to encourage and facilitate pedestrian activity and circulation. This information is organized into four topics:

- Land Use
- Site Planning and Design
- Street System Planning and Layout
- Pedestrian Routes, Spaces, and Amenities

Recommend revising the paragraph under the heading *Current Pedestrian-Supportive Projects and Concepts* as follows:

The overall goal of the Countywide Pedestrian Plan is "A complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers." Achieving the overall goal requires a long-term commitment. The Plan identifies 39 current pedestrian-support projects. The priority pedestrian projects for Solano County are:

- 1.
2. etc.

The Plan also identifies pedestrian concept projects that have not yet been formally proposed as projects. These concepts originated from various sources, including informal discussion with agency staff, specific policies found in general plans and other policy documents, studies and reports related to pedestrian issues, and public workshops held for development of the Plan.

5.2.14

The first full paragraph on page 68 refers to Table 13, which is not included.

5.2.15

The second full paragraph on page 68 refers to Table 14, which is not included.

RESPONSES

5.2.13 Comment noted.

**Recommendation:**

Revise paragraph immediately under the heading "Current Pedestrian-Supportive Projects" on page 68 to following:

"The Countywide Pedestrian Plan identifies current pedestrian supportive projects and make up the overall pedestrian system for Solano County. Table 13 lists the pedestrian projects by jurisdiction or multi-jurisdiction with the highest priority project for Solano County agencies in bold type and borders. The priority pedestrian project for Solano County are: The overall goal of the Countywide Pedestrian Plan is "A complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers." Achieving the overall goal requires a long-term commitment. The Plan identifies 39 current pedestrian-support projects. The priority pedestrian projects for Solano County are:

1. State Park Road/I-780 Bike/Pedestrian Bridge (City of Benicia)
2. Vallejo Ferry Station Pedestrian and Streetscape Enhancements (City of Vallejo)
3. West Texas Street Urban Village Project (City of Fairfield)
4. Driftwood Drive Pedestrian Project (City of Suisun)
5. Vacaville Creekwalk Extension to McClellan Street (City of Vacaville)
6. Mutli-Modal Transportation Center (City of Dixon)
7. Waterfront Plan and Improvement Project (City of Rio Vista)
8. Jepson Parkway (Multi-Jurisdiction: Fairfield, Suisun, Vacaville, and Solano County)
9. Union Ave to Main Street Streetscape Enhancements Program (Multi-Jurisdiction: Fairfield, Suisun, and Solano County)
10. Old Town Cordelia Improvement Project \*(Subject to a recommended by the STA's Pedestrian Advisory Committee to incorporate this as a "Priority Project" as part of the Countywide Pedestrian Plan).

The Plan also identifies pedestrian concept projects that have not yet been formally proposed as projects. These concepts originated from various sources, including informal discussion with agency staff, specific policies found in general plans and other policy documents, studies and reports related to pedestrian issues, and public workshops held for development of the Plan."

- 5.2.14 Comment noted. Table 13 and Table 14 were inadvertently included in the draft Alternative Modes Element.

**Recommendation:**

Remove references to Table 13 in the first full paragraph of page 68.

- 5.2.15 See response to comment 4.2.14.

5.3 CITY OF BENICIA, MAYOR AND CITY COUNCIL MEMBERS, DAN SCHIADA

COMMENTS

See 5.3.1

<p><b>III. ALTERNATIVE MODES ELEMENT</b></p> <p><b>Alternative mode needs for Benicia</b></p> <ul style="list-style-type: none"><li>▪ Widen State Park Road overcrossing at I-780 with bike/ped access</li><li>▪ Construct Benicia Bridge bike path and walkway improvements</li><li>▪ Construct Park Road (Adams to Oak) bike path and walkway improvements</li><li>▪ Construct First Street Streetscape Project</li><li>▪ Construct 3 new park-n-ride facilities</li><li>▪ Install bike and walkway connections to the historic Arsenal, Clocktower &amp; Camel Barns facilities</li><li>▪ Install Bay Trail shoreline connections between Vallejo and the Benicia Bridge</li><li>▪ Install citywide bike path improvements per General Plan/CIP</li><li>▪ Install citywide walkway improvements per General Plan/CIP</li><li>▪ Install citywide Traffic Calming improvements</li><li>▪ Construct Benicia Intermodal Transportation Station</li><li>▪ Provide ferry service to Benicia</li></ul>
--

RESPONSES

5.3.1 Comment noted.

**Recommendation:**

Revise City of Benicia's Alternative Modes Needs Project List on page 2 to the following:

*"Benicia:*

- ~~State Park Road Bike/Pedestrian Bridge~~
- ~~Park Road Bike Path~~
- ~~Benicia Martinez Bridge Bike Path~~
- ~~Bicycle signage and markings~~
- ~~I 780/ Columbus Park and Ride lot~~
- ~~First Street Streetscape Project~~
- ~~Traffic calming measures~~
- Widen State Park Road Overcrossing at I-780 with bike/ped access
- Construct Benicia Bridge bike path and walkway improvements
- Construct Park Road (Adams to Oak) bike path and walkway improvements
- Construct First Street Streetscape Project
- Construct 3 new park-n-ride facilities
- Install bike and walkway connections to the historic Arsenal, Clocktower & Camel Barns facilities
- Install Bay Trail shoreline connections between Vallejo and the Benicia Bridge
- Install citywide bike path improvements per General Plan/CIP
- Install Citywide Walkway improvements per General Plan/CIP
- Install citywide Traffic Calming improvements
- Construct Benicia Intermodal Transportation Station
- Provide ferry service to Benicia"

**COMMENTS, DAN SHIADA (CON'T)**

- Specific comments to this section of the draft CTP:**
- 5.3.1 1. On page 2, please revise the list of Benicia projects to match the list above.
  - 5.3.2 2. On page 27, please revise the figure to list the Benicia Intermodal Transportation Station (not train).
  - 5.3.3 3. On page 46, please revise the park-n-ride project #16 to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman) at I-680." Also, this should list only 300 to 500 spaces.
  - 5.3.4 4. On page 46, please revise the park-n-ride project #18 to read: "West Military/Southampton Road Area".
  - 5.3.5 5. On page 47, please revise the second bullet for the I-680 park-n-ride lots to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman)".

**RESPONSES**

5.3.2 Comment noted.

**Recommendation:**

Revise figure on page 27 to read, " Benicia Intermodal Transportation Train Station"

5.3.3 Comment noted.

**Recommendation:**

Revise bullet # 16 on page 46 to read: "~~Benicia Intermodal Rail Station at Lake Herman Road & I-680~~ Industrial Way/ Park Road and/or Benicia Intermodal Transportation Station (Lake Herman) at I-680" with 300 to 500 spaces as part of the planned spaces on column five.

5.3.4 Comment noted.

**Recommendation:**

Revise bullet # 18 on page 46 to read: "~~E and H Street~~ West Military/ Southampton Road Area."

5.3.5 Comment noted.

**Recommendation:**

Revise second bullet under Interstate 680 on page 47 to the following: "~~Vista/Lake Herman Road-Industrial Way/Park Road and/or Benicia Intermodal Transportation Station- Lake Herman~~ (Benicia)."

## FINAL CTP ADDENDUM

### COMMENTS, DAN SHIADA (CON'T)

5.3.6

6. On page 47, please revise the second bullet for the I-780 park-n-ride lots to read: "West Military/Southampton Road Area".

5.3.7

7. On page 60, please revise the second to last bullet to read: "Benicia's State Park Road Overcrossing at I-780 Bike/Ped project."

5.3.8

8. On page 67, Table 13 is referenced but not included.

5.3.9

9. On page 76, in the Alternate Fuels section, should include a discussion with a list of all the existing electric vehicle charging stations (including the one at Benicia City Hall) and all the proposed stations in the county.

Thank you for the opportunity to comment on the draft CTP. Please let me know if you have any questions or if additional information will be required as part of this process. Just give me a call at (707) 746-4240.

Sincerely,



Daniel Schiada

### RESPONSES

5.3.6 Comment noted.

**Recommendation:**

~~Revise second bullet under Interstate 780 on page 47 to the following: "H Street West Military/Southampton Road Area (Benicia)."~~

5.3.7 Comment noted.

**Recommendation:**

Revise second to last bullet on page 60 to the following: "Benicia's State Park Road Overcrossing at I-780 Bike/Ped Bridge"

5.3.8 Comment noted. Table 13 and Table 14 were inadvertently included in the draft Alternative Modes Element.

**Recommendation:**

Remove references to Table 13.

5.3.9 Comment noted. Electric vehicle charging stations have been a viable resource for electric vehicle owners, and still is for those remaining individuals or city fleets fortunate to continue operating electric vehicles.

**Recommendation:**

Include a list of existing electric charging stations in Solano County in the Alternative Fuels section on page 76

5.4 CITY OF FAIRFIELD, WILLIAM DUNCAN, MAY 3, 2005

COMMENTS



Home of  
Travis Air Force Base

**CITY OF FAIRFIELD**

Founded 1856

FAIRFIELD TRANSPORTATION CENTER  
2000 CADENASSO DRIVE  
FAIRFIELD, CA 94533

MAY - 9 2005

Incorporated December 12, 1903

707.428.7635  
FAX 707.428.3298

**COUNCIL**

Mayor  
Karin MacMillan  
707.428.7395

Vice-Mayor  
Hairy I. Price  
707.429.6298

Councilmembers  
707.429.6298

Jack Bolton

John English

Marilyn Farley

\*\*\*

City Manager  
Kevin D Bourke  
707.428.7400

\*\*\*

City Attorney  
Greg Stepanovich  
707.428.7419

\*\*\*

City Clerk  
Aletta K. Cortright  
707.428.7384

\*\*\*

City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7496

Department of Public Works

May 6, 2005

Daryl Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**RE: City of Fairfield Projects for the Comprehensive Transportation Plan**

Dear Daryl:

On May 3, 2005, the Fairfield City Council approved the City of Fairfield transportation needs as shown in the Draft Solano County Comprehensive Transportation Plan. However, the title of the last City of Fairfield project shown in the Alternative Modes Element should be corrected as follows:

North Texas Street Transit Hub Pedestrian Access to Teen Center.

Please contact me at 428.7632 if you have any questions.

Sincerely,



**William M. Duncan, P.E**  
Assistant Public Works Director/Transportation

**DEPARTMENTS**

Community Services  
707.428.7455

\*\*\*

5.4.1

RESPONSE

5.4.1 Recommendation:

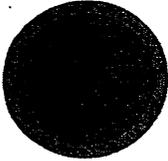
Revise Table 1 'Alternative Mode Needs by Jurisdiction' bullet # 13 under Fairfield to the following: "North Texas Street Transit Hub & Access to Teen Center"

Comment noted.

FINAL CTP ADDENDUM

6.0 CITY OF RIO VISTA, MAYOR AND CITY COUNCIL MEMBERS, FELIX AJAYI

COMMENTS



**CITY OF RIO VISTA**  
One Main Street, Rio Vista, California 94571

MAY - 5 2005

May 3, 2005

**City Council**  
Mayor Eddie Woodruff  
Vice Mayor Ronald Jones  
Council Member Samuels Bhalda  
Council Member William Kelly  
Council Member Jan Vick

**City Website Address**  
<http://www.ci.rio-vista.ca.us>

**City Manager**  
One Main Street  
Rio Vista, CA 94571  
707/374-6451  
707/374-5063 Fax

**Community Development**  
One Main Street  
Rio Vista, CA 94571  
707/374-2205  
707/374-5531 Fax

**Finance**  
One Main Street  
Rio Vista, CA 94571  
707/374-2170  
707/374-5531 Fax

**Fire**  
353 Main Street  
Rio Vista, CA 94571  
707/374-2233-Business  
707/421-7090-Dispatch  
707/374-6324 Fax

**Police**  
50 Poppy House Road  
Rio Vista, CA 94571  
707/374-8306-Business  
707/374-2300-Dispatch  
707/374-6217 Fax

**Public Works**  
789 St. Francis Way  
Rio Vista, CA 94571  
707/374-6747  
707/374-6047 Fax

**Daryl Halls**  
Executive Director  
Solano Transportation Authority  
One Harbor Center  
Suite 130  
Suisun City, CA 94585

**RE: Solano County Comprehensive Transportation Plan**

Dear Mr. Halls:

The City of Rio Vista City Council has reviewed and discussed the January 2005 draft of the above referenced document and it was found to address the needs of the City at this time. The City agrees with the contents of the document in regards to the City of Rio Vista.

If you have any questions, please do not hesitate to contact me at (707) 374-6451.

Sincerely,  
  
Felix Ajayi  
Interim Director of Public Works

6.1.0

RESPONSES

6.1.0 Comment noted.

**Solano County  
Comprehensive Transportation Plan  
Draft January 2005**

**Comments**

1. **Executive Summary, Vision of the CTP 2030, Page i.**  
**Comment:** "Enhance Safety" is mentioned in the CTP Vision Statement, but isn't carried forward into the Arterials, Highways & Freeways Element in its Goals & Objectives. This despite the fact that many of the recommended improvements in various corridors are safety-related. A Travel Safety Program is mentioned on page 20, but the link to the Arterials, Highways & Freeways Element is not clear.
2. **Arterials, Highways and Freeways Element, Traffic Management Program, Page 19.**  
**Comment:** Caltrans appreciates that STA recognizes the need for ITS and other traffic management systems as well as STA's recommendation to develop a Countywide Traffic Management Plan to implement that Vision. This is an area where Caltrans would be strongly supportive of working with STA. The STA's Traffic Management Program description should note that such a Plan would be developed to complement the Bay Area ITS Regional Architecture completed by MTC last October.
3. **Arterials, Highways and Freeways Element, Systems Performance Measures, Page 26.**  
**Comment:** The language here acknowledges the intent of performance measures to gauge effectiveness of projects, policies and programs linked to STA's goals and objectives. Is it the intention of STA to eventually link CTP goals and objectives to performance measures? Or only if McPeak's 2004 effort yields some level of statewide consensus?
4. **Transit Element, Goals and Objectives, Objective E - Environmental Justice, Page 15.**  
**Comment:** Suggest providing statements on community involvement including minority and low to moderate-income populations in Solano County.
5. **Transit Element, Transit Service for Senior and Disabled (Paratransit), Recommended Plan, Page 86.**  
**Comment:** Suggest adding bullets/text for paratransit services to other medical related facilities such as rehabilitation centers, Traumatic Brain Injury (TBI) support groups, etc.
6. **Transit Element, Transit Service for Senior and Disabled (Paratransit), Recommended Plan, Page 86.**  
**Comment:** There is no mention of costs or funding sources needed to deliver the Recommended Plan.

The Caltrans, District 4 Office of System and Regional Planning appreciates the opportunity to review and comment on the Draft Solano County Comprehensive Transportation Plan.

Please send any questions and/or responses to these comments to:

Cameron Oakes  
 Caltrans, District 4  
 Office of System and Regional Planning  
 111 Grand Avenue/P.O. Box 23660  
 Oakland, CA 94623-0660

APR - 4 2005



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4210 • FAX (707) 747-8120

JIM ERICKSON  
*City Manager*

March 31, 2005

Mr. Daryl Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN**

Dear Mr. <sup>Daryl</sup>Halls:

I wanted to clarify the action taken by our City Council at their meeting of March 15, 2005 regarding the draft Solano County Comprehensive Transportation Plan (CTP). Our Council did approve the list of transportation priorities in the February 22 letter sent by Director of Public Works, Daniel Schiada. However, they did not specifically take a motion to support the draft CTP as was stated in Mr. Schiada's March 21 letter.

The Council, also by motion, supported the request and platform statement from the "Fair and Safe Traffic Solutions" organization to support their "Sensible Transportation Platform for Solano County."

Sorry about the confusion.

Sincerely,

  
Jim Erickson  
*City Manager*

F:\pub works\data\STA CTP letter from CM

cc: Mayor and City Council Members  
Daniel Schiada, Director of Public Works

STEVE MESSINA, *Mayor*  
Members of the City Council  
ELIZABETH PATTERSON, *Vice Mayor* - TOM CAMPBELL - BILL WHITNEY - T. SMITH

JIM ERICKSON, *City Manager*  
VIRGINIA SOUZA, *City Treasurer*  
LISA WOLFE, *City Clerk*

MAR 22 2005



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-812

March 21, 2005

Mr. Daryl Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN**

Dear Mr. Halls:

At their meeting of March 15, 2005, the Benicia City Council reviewed the draft Solano County Comprehensive Transportation Plan (CTP) and was asked to provide any final comments to the plan and the list of transportation priorities for Benicia. The Council was provided a copy of the February 22 letter I sent to you which included staff's comments and the list of priorities for Benicia. The priorities were listed for the Arterial, Highways and Freeways Element, the Transit Element and the Alternative Modes Element, including the priorities for the Pedestrian and Bicycle components of our transportation system as listed within the recently adopted Solano County Pedestrian Plan and the Solano County Bicycle Plan.

By motion, the City Council supported the draft CTP and the list of priorities for Benicia as outlined in the February 22 letter. The Council also received a request from "Fair and Safe Traffic Solutions" to support their "Sensible Transportation Platform for Solano County." In their motion, the City Council also supported this request and the platform statement from this organization.

Should you have any further questions, please contact me at (707) 746-4240.

Sincerely,

Daniel Schiada  
Director of Public Works

DS:kt

F:\pubworks\dan\STA Transportation Plan

cc: Mayor and City Council Members  
Jim Erickson, City Manager

STEVE MESSINA, Mayor  
Members of the City Council

ELIZABETH PATTERSON, Vice Mayor - TOM CAMPBELL - BILL WHITNEY - E 69 SMITH

JIM ERICKSON, City Manager  
VIRGINIA SOUZA, City Treasurer  
LISA WOLFE, City Clerk

# Fair and Safe Traffic Solutions

*A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities*

## Sensible Transportation Platform for Solano County

Solano County's traffic problems get worse every year. Job creation has not kept pace with housing development, and so many residents make long daily commutes to distant jobs. We have not adequately invested in a coordinated transportation system to handle today's needs and those of future generations. We need a comprehensive transportation plan that coordinates land use planning with our investments in transportation.

Fair and Safe Traffic Solutions are eager to support a transportation sales tax that will accomplish the following:

### 1. Fix the interchange

The first funding priority should be to unscramble and expand the I-80/I-680/SR-12 interchange, including ways to make sure carpools and public transit can move easily through the interchange.

### 2. Repair existing roads

Existing roads have fallen into disrepair countywide. The cost of fixing our roads is rising, while gas tax revenues to repair them are diminishing. We must protect our investment in existing roads by raising the funds to fix our potholes and repave our local streets.

### 3. Plan for the future

As a community we should identify future growth opportunities and clearly designate where growth is and is not appropriate. Traffic will only get worse unless we plan well for accommodating future growth. Only cities that are doing their part to reduce traffic should get their share of our transportation dollars. Transportation funding should be linked to land use planning by conditioning "return to source" funding on the following:

- Establishment of and compliance with a county-wide Urban Limit Line
- Renewal of Solano County's Orderly Growth Initiative
- Implementation of a development mitigation program
- Participation in a cooperative planning program to reduce total vehicle miles traveled

### 4. Improve health and mobility

Solano County has the highest asthma rate in the Bay Area, affecting thousands of children and elderly citizens. Vehicle emissions are the number one cause of asthma. The most cost-effective way to reduce vehicle emissions—and address the asthma epidemic—is to encourage public transit and reduce car dependence. We can do this by improving ferry, train, and express bus service for commuters, and expanding transit opportunities for the elderly, the disabled, children, and others who cannot drive. We can also encourage public transit by establishing Transportation for Livable Communities (TLC) programs. TLC programs provide funding for downtown and neighborhood revitalization projects that enhance transit facilities and increase transit accessibility. Another way to reduce vehicle emissions is to reduce the number of cars on the road by encouraging carpooling. We can encourage carpooling by funding park and ride lots and creating high occupancy vehicle lanes on Solano County highways.

---

# Fair and Safe Traffic Solutions

*A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities*

An improved and expanded public transit network, effective TLC programs, and a network of HOV lanes will make Solano County's transit system viable and accessible for all its residents, while reducing the threat of asthma. In both these respects, a balanced transportation system will benefit our seniors and children most of all.

## **5. Improve safety**

Twenty percent of the people who die in traffic accidents are pedestrians. But we are not spending nearly enough to make the streets safe for pedestrians. We must improve safety, not only on major highways, but also on local streets within our communities. We need to ensure that children have safe routes to schools and that Solano's streets are safe for everyone.

## **6. Ensure protection for farms and natural areas**

The sales tax plan should ensure that all highway projects are accompanied by conservation measures that protect farmland and provide open space mitigation.



CITY HALL • 250 EAST L STREET • BENICIA, CA 94510 • (707) 746-4200 • FAX (707) 747-8120

February 22, 2005

Mr. Daryl Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**SUBJECT: STA COMPREHENSIVE TRANSPORTATION PLAN**

Dear Daryl:

At the Technical Advisory Committee (TAC) meeting on January 26, 2005, the draft Solano County Comprehensive Transportation Plan (CTP) was handed out and staff from each agency was requested to review and provide their comments for the next TAC meeting scheduled for February 23, 2005. Listed below are my comments and the draft list of regional and local transportation priorities for the City subject to final approval by the Benicia City Council. Please be advised that our City Council will review this information at their meeting of March 15, 2005 to then provide the STA with their final comments and list of transportation priorities.

## **I. ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT**

### **Needs on Routes of Regional Significance**

- Improve I-80/I-680/SR-12 Interchange
- Improve I-680/Lake Herman Road Interchange
- Widen I-680 from Benicia Bridge to I-80
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Connect HOV System on I-80 and I-680
- Install I-780 (E 2<sup>nd</sup> to E 5<sup>th</sup>) auxiliary lanes
- Install I-780 (Columbus Pkwy to Military West) auxiliary lanes
- Improve I-680/Bayshore/Industrial interchange connections
- Improve I-780/Southampton/West 7<sup>th</sup> St. interchange ramps
- Improve I-780/East 2<sup>nd</sup> St. interchange ramps

### **Local Needs for Benicia (in addition to those listed above)**

- Install Citywide Traffic Calming improvements
- Widen & extend Industrial Way (I-680 to Lake Herman Rd) to 4 lanes w/median

STEVE MESSINA, Mayor  
Members of the City Council  
ELIZABETH PATTERSON, Vice Mayor - TOM CAMPBELL - BILL WHITNEY - DANIEL C. BETH

JIM ERICKSON, City Manager  
VIRGINIA SOUZA, City Treasurer  
LISA WOLFE, City Clerk

- Widen East 2<sup>nd</sup> St. (Industrial Way to Lake Herman Rd) to 4 lanes w/median
- Construct connector road between East 2<sup>nd</sup> St. and Park Road
- Enhance First Street Corridor
- New traffic signal at Benicia High School
- Install citywide traffic signal & intersection improvements per CIP
- Widen Columbus Parkway to 4 lanes w/median
- Widen East 5<sup>th</sup> Street (I-780 to Military) with median
- Widen East 2<sup>nd</sup> Street (I-780 to Military) with median
- Widen State Park Road overcrossing at I-780 with bike/ped access
- Extend Bayshore Road between Park Road and Industrial Way
- Widen Park Rd (Industrial Way to Sulphur Springs Creek) to 4 lanes w/median
- Widen Park Rd (Adams St. to new connector road) with median.

**Specific comments to this section of the draft CTP:**

1. On page 21, please revise the local traffic impact fees for Benicia to reflect our current fee which is \$1,029.00 for single family residential and \$550.00 for high density residential.
2. On page 30, please revise the list of Benicia projects to match the list above.

## **II. TRANSIT ELEMENT**

### **Transit needs for Benicia**

- Construct Benicia Intermodal Transportation Station
- Provide ferry service to Benicia
- More joint bus operations
- Improve and/or replace bus shelters
- Improve schedules
- Increased marketing
- Increase service and routes
- Construct transfer facilities (initial transit stop for Benicia Industrial Park at Park Road /Industrial Way)

**Specific comments to this section of the draft CTP:**

1. On page 7, please include language about Benicia's desire to have ferry service provided to Benicia, our SRTP underway to provide an initial evaluation and with further analysis required.
2. On page 14, under New Service, please include language to investigate the feasibility of providing ferry service to Benicia.
3. On page 24, please revise the second sentence from the top of the page to read: "Benicia Transit operates intercity service via Interstates 780 and 680 from the Vallejo Ferry Terminal, through Benicia, to the Pleasant Hill BART station."
4. On page 28, in the section on Ferry Service to Benicia, please verify the figures for ridership on the Vallejo Ferry from Benicia residents. Our SRTP

consultant indicates that the 15% figure may be low. Also, please consider adding a comment that service stops to Benicia similar to the stops made to Pier 41 in San Francisco could be explored.

5. On page 29, in the Benicia Transit section, please revise the first sentence to read: "Discussion is underway to consider transferring the operation of Benicia Route 1 from the Vallejo Ferry Terminal to the Pleasant Hill BART station intercity bus service to Vallejo Transit." Also, please mention that our SRTP is now underway.
6. On page 32, please revise the list of Benicia projects to match the list above.
7. On page 46, why is the Benicia Transit Route 1 table on this page?
8. On page 48, the heading for Benicia Transit needs to be clear that this is not part of the previous section on Fairfield-Suisun Transit.
9. On page 49, in the Patronage section, remove the word reportedly. Also, this section should include the number of Benicia residents that use the Vallejo Ferry. In the Policies section, need to mention the proposed stop for Route 40 at the I-680 and Industrial Way/Park Rd. intersection with a new park-n-ride lot.
10. On page 51, in the section on Route 40, should include the proposed stop for the Benicia Industrial Park at the I-680 and Industrial Way/Park Rd intersection.
11. On page 55/56, in the New Route from Vallejo to Benicia Industrial Park, should include the new stop at the I-680 and Industrial Way/Park Rd. intersection which would provide connections to local service and to Route 40.
12. On page 58, why is Benicia Route 1 not listed in the tables 3, 4, 5 or 6?
13. On page 84, need to continue to look further into seasonal, mid-day, weekend and/or commuter ferry service to Benicia.
14. On page 85, under the Vallejo Transit section, need to include description of joint service currently provided by Vallejo and Benicia Transit which includes a single dispatch center and administration by the City of Vallejo. Also, on this same page, please note that Benicia Transit does provide intercity paratransit service.
15. On page 95, please revise the second bullet under the I-680 corridor to read: "Industrial Way/Park Rd and/or the Benicia Intermodal Station near Lake Herman Road. On this same page under the I-780 corridor, please revise the last bullet to read: "Downtown area."

### **III. ALTERNATIVE MODES ELEMENT**

#### **Alternative mode needs for Benicia**

- Widen State Park Road overcrossing at I-780 with bike/ped access
- Construct Benicia Bridge bike path and walkway improvements
- Construct Park Road (Adams to Oak) bike path and walkway improvements
- Construct First Street Streetscape Project
- Construct 3 new park-n-ride facilities

- Install bike and walkway connections to the historic Arsenal, Clocktower & Camel Barns facilities
- Install Bay Trail shoreline connections between Vallejo and the Benicia Bridge
- Install citywide bike path improvements per General Plan/CIP
- Install citywide walkway improvements per General Plan/CIP
- Install citywide Traffic Calming improvements
- Construct Benicia Intermodal Transportation Station
- Provide ferry service to Benicia

**Specific comments to this section of the draft CTP:**

1. On page 2, please revise the list of Benicia projects to match the list above.
2. On page 27, please revise the figure to list the Benicia Intermodal Transportation Station (not train).
3. On page 46, please revise the park-n-ride project #16 to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman) at I-680." Also, this should list only 300 to 500 spaces.
4. On page 46, please revise the park-n-ride project #18 to read: "West Military/Southampton Road Area".
5. On page 47, please revise the second bullet for the I-680 park-n-ride lots to read: "Industrial Way/Park Rd and/or Benicia Intermodal Transportation Station (Lake Herman)".
6. On page 47, please revise the second bullet for the I-780 park-n-ride lots to read: "West Military/Southampton Road Area".
7. On page 60, please revise the second to last bullet to read: "Benicia's State Park Road Overcrossing at I-780 Bike/Ped project.
8. On page 67, Table 13 is referenced but not included.
9. On page 76, in the Alternate Fuels section, should include a discussion with a list of all the existing electric vehicle charging stations (including the one at Benicia City Hall) and all the proposed stations in the county.

Thank you for the opportunity to comment on the draft CTP. Please let me know if you have any questions or if additional information will be required as part of this process. Just give me a call at (707) 746-4240.

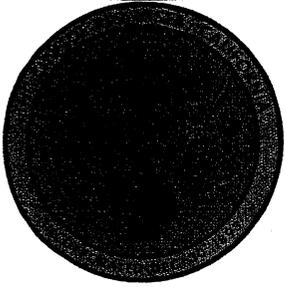
Sincerely,



Daniel Schiada

Director of Public Works

cc: Jim Erickson, City Manager  
 Rob Sousa, Finance Director  
 Michael Throne, City Engineer



**CITY OF RIO VISTA**  
One Main Street, Rio Vista, California 94571

MAY - 5 2005

May 3, 2005

City Council

Mayor Eddie Woodruff  
Vice Mayor Ronald Jones  
Council Member Sanmukh Bhakta  
Council Member William Kelly  
Council Member Jan Vick

City Website Address

<http://www.ci.rio-vista.ca.us>

City Manager

One Main Street  
Rio Vista, CA 94571  
707/374-6451  
707/374-5063 Fax

Community Development

One Main Street  
Rio Vista, CA 94571  
707/374-2205  
707/374-5531 Fax

Finance

One Main Street  
Rio Vista, CA 94571  
707/374-2176  
707/374-5531 Fax

Fire

350 Main Street  
Rio Vista, CA 94571  
707/374-2233-Business  
707/421-7090-Dispatch  
707/374-6324 Fax

Police

50 Poppy House Road  
Rio Vista, CA 94571  
707/374-6366-Business  
707/374-2300-Dispatch  
707/374-6217 Fax

Public Works

789 St. Francis Way  
Rio Vista, CA 94571  
707/374-6747  
707/374-6047 Fax

Daryl Halls  
Executive Director  
Solano Transportation Authority  
One Harbor Center  
Suite 130  
Suisun City, CA 94585

**RE: Solano County Comprehensive Transportation Plan**

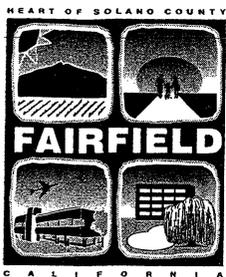
Dear Mr. Halls:

The City of Rio Vista City Council has reviewed and discussed the January 2005 draft of the above referenced document and it was found to address the needs of the City at this time. The City agrees with the contents of the document in regards to the City of Rio Vista.

If you have any questions, please do not hesitate to contact me at (707) 374-6451.

Sincerely,

Felix Ajayi  
Interim Director of Public Works



MAY - 9 2005

# CITY OF FAIRFIELD

Founded 1856

Incorporated December 12, 1903

FAIRFIELD TRANSPORTATION CENTER  
2000 CADENASSO DRIVE  
FAIRFIELD, CA 94533

707.428.7635  
FAX 707.426.3298

Home of  
Travis Air Force Base

## COUNCIL

Mayor  
Karin MacMillan  
707.428.7395

Vice-Mayor  
Harry T. Price  
707.429.6298

Councilmembers  
707.429.6298

Jack Batson

John English

Marilyn Farley

•••

City Manager  
Kevin O'Rourke  
707.428.7400

•••

City Attorney  
Greg Stepanicich  
707.428.7419

•••

City Clerk  
Arietta K. Cortright  
707.428.7384

•••

City Treasurer  
Oscar G. Reyes, Jr.  
707.428.7496

## DEPARTMENTS

Community Services  
707.428.7465

•••

Finance  
707.428.7496

•••

Fire  
707.428.7375

•••

Human Resources  
707.428.7394

•••

Planning &  
Development  
707.428.7461

•••

Police  
707.428.7551

•••

Public Works  
707.428.7485

Department of Public Works

May 6, 2005

Daryl Halls, Executive Director  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

**RE: City of Fairfield Projects for the Comprehensive Transportation Plan**

Dear Daryl:

On May 3, 2005, the Fairfield City Council approved the City of Fairfield transportation needs as shown in the Draft Solano County Comprehensive Transportation Plan. However, the title of the last City of Fairfield project shown in the Alternative Modes Element should be corrected as follows:

**North Texas Street Transit Hub Pedestrian Access to Teen Center.**

Please contact me at 428.7632 if you have any questions.

Sincerely,

**William M. Duncan, P.E**  
**Assistant Public Works Director/Transportation**



**AGENDA SUBMITTAL TO SOLANO COUNTY BOARD OF SUPERVISORS**

<b><u>SUBJECT</u></b>		<b>BOARD MEETING DATE</b>	<b>AGENDA NUMBER</b>
Review and Approve Solano County's Local Transportation Needs to be Included in the Solano Transportation Authority's Solano Comprehensive Transportation Plan 2030		May 24, 2005	
<b>Dept:</b>	Resource Management	<b>Supervisorial District Number</b>	
<b>Contact:</b>	Birgitta Corsello, Director	All	
<b>Extension:</b>	6060		
<b>Noticed/Public Hearing Required?</b>		Yes _____	No <u>X</u> _____

**DEPARTMENTAL RECOMMENDATION:**

The Department of Resource Management recommends that the Board of Supervisors review, comment on, and approve the list of local transportation needs for Solano County, to be included in the updated Solano Comprehensive Transportation Plan 2030 being prepared by the Solano Transportation Authority (STA).

**SUMMARY:**

The STA's Comprehensive Transportation Plan (CTP) was approved in 2002. The STA is now working on an update of the CTP, and has asked Solano County to update the list of local transportation needs for Solano County for inclusion in the revised CTP. When this item was presented to your Board on May 3, the Board requested that a presentation and workshop on transportation planning and funding be conducted first.

The staff recommendation for revisions to the list for each of the three elements of the CTP (Arterials, Highways and Freeways; Transit; Alternative Modes), which your Board previously saw on May 3, is attached. At that meeting, some members of the Board provided input for possible inclusion in the CTP prior to the Board requesting a presentation and workshop.

**FINANCING:**

There is no cost to the County for providing input to the CTP. The CTP will be used by the STA to guide the prioritization of funding for future transportation projects.

## **DISCUSSION:**

The staff recommendations for significant changes to Solano County's local transportation needs to be included in the CTP for each of the elements, and the reasons for the change, are as follows:

### **ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT**

1. Add: Enhance access to the north and south gates of Travis Air Force Base

Reason: The approach roads to these two gates are narrow, two lane roads. This is a particular concern at the south gate, which handles freight delivery to the base. Improvements to these roads would increase traffic safety for vehicles traveling to and from the base.

2. Add: Construct safety improvements to Suisun Valley Road and Pleasants Valley Road.

Reason: These are two significant regional roads with poor alignments (i.e. with many curves), in addition to being narrow. Safety improvements could include items such as improving the alignment, widening the travel lanes to meet standards, adding shoulders, installing additional signing, and installing guardrails. All work would be in accordance with Board policies and direction.

At your meeting of May 3, some members of the Board also suggested adding several items to the list of Solano County's local needs for the Arterials, Highways and Freeways element of the CTP, specifically:

- Construct additional HOV lanes on Interstate 80 and 680
- Construct the Turner Parkway Extension over Interstate 80 in Vallejo
- Construct a new Highway 12 bridge over the Sacramento River near Rio Vista
- Construct a realignment of Highway 113 near Dixon

Staff will need input regarding whether these items should be added to Solano County's list for inclusion in the CTP.

### **TRANSIT ELEMENT**

1. Add: Expand regional express bus service

Reason: As the population of Solano County grows, the use of express buses with connections to major population centers and transit hubs (such as BART) appears to be an efficient means of improving transit capabilities in the County.

2. Add: Study the consolidation of intercity transit services

Reason: Currently, intercity transit services are being provided by several different transit agencies. With the growth of this system, it is appropriate to look at a regional approach to providing those services.

3. Add: Support Solano County paying its fair share for transit services provided to unincorporated residents by others

Reason: Solano County has historically paid at least its fair share of the cost of providing transit services that are used by residents of the unincorporated area. It is important to continue this approach. Conversely, it is important that Solano County not be required to pay more than its fair share of the cost of providing such services.

4. Delete: Increased marketing

Reason: It is important that transit agencies market their services. However, this is not a weakness that needs to be listed as a County priority.

5. Delete: Fixed routes in unincorporated areas

Reason: Because of the generally low density of County residences, it will likely be many years, if ever, before there is a need for fixed transit routes in the unincorporated areas. This does not need to be listed as a County priority.

#### ALTERNATIVE MODES ELEMENT

1. Add: Reopen McGary Road

Reason: The portion of McGary Road located in the City of Fairfield remains closed due to lack of maintenance and landslide problems. This road is the connection between the end of the Solano Bikeway that leads to Vallejo and the City of Fairfield.

2. Add: Vacaville – Dixon bike route

Reason: This route is an extension of the recently completed Dixon – Davis bike route. It will link to the Jepson Parkway as part of a bike route that crosses all of Solano County.

3. Add: Fulton Avenue sidewalk

Reason: This sidewalk connects existing City of Vallejo sidewalks on the east and west side of Vallejo, and represents a major pedestrian path for the Homeacres area.

4. Add: Solano County bridge replacements to provide for pedestrians and bicycles

Reason: This is recognition of the County's ongoing policy of providing shoulders and handrails on major bridges to accommodate pedestrians and bicycles.

5. Delete: County Class 2 bike routes

Reason: This is a very generic need. It is suggested it be replaced by the more specific needs listed above.

6. Delete: Pedestrian improvements

Reason: This is a very generic need. It is suggested it be replaced by the more specific needs listed above.

7. Delete: Guaranteed ride home employee program

Reason: This is a worthwhile program. However, it is suggested the County priorities remain more focused on the other items in the Alternative Modes element.

Also attached for your information is the list of needs submitted by local jurisdictions for each element of the 2002 CTP. In addition, since your Board also discussed some of the major transportation capital improvement projects, the STA's list of Mid-Term and Long-Term I-80/I-680/I-780 major improvement and corridor study projects is attached as well.

**ALTERNATIVES:**

Your Board can modify the list of Solano County's local transportation needs as it sees fit.

**OTHER AGENCY INVOLVEMENT:**

The STA has released the CTP for review and comment. County Counsel has reviewed this item and approved it as to form. The County Administrator's Office has reviewed this item, and concurs with the departmental recommendation.

**CAO RECOMMENDATION:**

**DEPARTMENT HEAD SIGNATURE:**

\_\_\_\_\_  
Birgitta E. Corsello  
Director of Resource Management

\_\_\_\_\_  
Date

Attachments: Proposed List of Solano County's Local Transportation Needs  
Letter from the STA requesting comments on the CTP  
List of local needs from the 2002 CTP  
Mid-Term and Long-Term I-80/I-680/I-780 Major Impvt and Corridor Study  
Projects

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# ARTERIALS, HIGHWAYS AND FREEWAYS ELEMENT

## Solano County Comprehensive Transportation Plan 2030

### Solano County's Local Needs

- Improve I-80/I-680/SR12 Interchange
- Improve SR12 East from I-80 to Rio Vista
- Improve SR12 West from I-80 to SR29
- Widen I-80 from Leisure Town Road to Kidwell Road
- Widen I-80 from Vallejo to SR37
- Construct the North Connector
- Construct the Jepson Parkway
- Widen Peabody Road to four lanes from Markley Lane to the Vacaville City Limit
- Improve County roads to meet standards for width, alignment and structural strength
- Increase funding for maintenance of the County road system
- Replace or rehabilitate existing deficient County bridges
- Enhance access to the north and south gates of Travis Air Force Base
- Construct safety improvements to Suisun Valley Road and Pleasants Valley Road

Note: Underlined items are suggested additions.

# TRANSIT ELEMENT

## Solano County Comprehensive Transportation Plan 2030

### Solano County's Local Needs

- More joint bus operations
- Solano Paratransit support
- Subsidized paratransit taxi service
- ~~Increased marketing~~
- ~~Fixed routes in unincorporated areas~~
- Expand regional express bus service
- Study the consolidation of intercity transit services
- Support Solano County paying its fair share for transit services provided to unincorporated residents by others

Note: Underlined items are suggested additions; crossed-out items are suggested deletes.

# ALTERNATIVE MODES ELEMENT

## Solano County Comprehensive Transportation Plan 2030

### Solano County's Local Needs

- Old Town Cordelia Improvement Project ~~Path and landscaping~~
- Pleasants Valley Road Bike Route
- Jepson Parkway bike path and landscaping project
- Green Valley corridor landscaping project
- ~~County Class 2 bike routes~~
- ~~Pedestrian improvements~~
- ~~Guaranteed ride home employee program~~
- Reopening of McGary Road
- Vacaville – Dixon Bike Route
- Fulton Avenue sidewalk
- Solano County bridge replacements to provide for pedestrians and bicycles

Note: Underlined items are suggested additions; crossed-out items are suggested deletes.

I have the following comments on the Comprehensive Transportation Plan:

Arterials, Highways and Freeways element

Page 5 - 7) It is not clear to me what role major collectors play. Only a few are listed. It should be clarified that only certain roads have been selected, and that the list on page 7 is only partial. I would also add Pleasants Valley Road and Suisun Valley Road as routes of regional significance, since they are major routes connecting Solano County to Napa County and Yolo County.

Page 9) Please add "Safety improvements to Pleasants Valley Road and Suisun Valley Road" to Solano County's needs.

Page 18, first paragraph) The discussion of maintenance should also refer to the use of slurry seals and chip seals.

Page 18, fourth paragraph) The first sentence is garbled, and needs to be corrected.

Page 21) County fees range from \$5,613 to \$5,714 per unit.

Page 33) Insert "to four lanes" after "Widen Peabody Road". Insert "deficient" after rehabilitate existing".

Transit element

Page 15) I suggest references to "Economic Justice" be replaced with "Economic Considerations".

Table 1) Delete Solano County's reference to Local Bus. Put an "F" or some other symbol for Solano County under Intercity Bus and Paratransit to indicate that the County participates in funding those activities.

Page 32) Delete "Fixed routes in unincorporated area" under Solano County.

Page 43, Operating Costs, second paragraph) Mention that Solano County contributed \$25,000 in FY 04-05 to help subsidize the operations of BARTLink (Routes 85/90/91).

Page 46) The table for Benicia Transit is in the wrong location.

Page 48, Operating Cost Projections, first paragraph) Mention that Solano County contributed over \$35,000 in FY 04-05 to help subsidize the operations of Routes 20, 30 and 40.

Page 85, third paragraph) Solano County's funding support for paratransit should be mentioned.

Page 91) I believe the 379 lot Park and Ride lot in Vallejo is at the southwest corner of Curtola and Lemon, while the 64 lot Park and Ride lot in Vallejo is at the southeast corner.

Alternative Modes element

Table 1) Delete the guaranteed ride home employee program. Add the Vacaville-Dixon Bike Route and the Fulton Avenue sidewalk in unincorporated Vallejo. Add the word "Town" between Old and Cordelia.

Page 9) There should be mention that Prop 42 funds have been suspended since FY 02-03, and will likely continue to be suspended for several more years.

Page 10) Solano County's Old Town Cordelia improvement project should be listed as a TLC project receiving planning grant funding.

Page 21) There should be a paragraph on Solano County's Old Town Cordelia improvement project.

Page 60) The Dixon to Davis Bike Route should be listed as a Solano County project. Also, take out the references to the different phases. Under the bridge replacement discussion, insert the word "been" before "replaced". Also add the "Vacaville-Dixon Bike Route (Solano County)" to the list of specific recommendations for future project.

Page 67) Add the Old Town Cordelia improvement project (Solano County) and the Fulton Avenue Sidewalk in unincorporated Vallejo (Solano County) to the list of projects.

Page 70) If the Jepson Parkway is to be shown as a regional pedestrian route, then the Dixon-Davis Bike Route and the proposed Vacaville - Dixon Bike Route should also be shown. Also, there are two routes shown that I am not aware of: the one along I-80 just west of I-680, and the one north of Lake Herman Road north of Benicia. What are these?

Paul Wiese  
Solano County  
February 11, 2005  
05026.doc

**From:** E K Laevastu  
**Date:** February 22, 2005; revised May 3, 2005  
**Subject:** Comments on Draft Alternative Modes Element

Although the integration of transportation and land use planning is identified as one of the goals in the Comprehensive Transportation Plan (page 3, paragraph 3), it is not included in the goal (page 4) nor as one of the objectives (page 5). Recommend adding the following objective:  
Objective - Encourage community-oriented plans that enable residents to use a range of travel modes to access jobs, shopping, recreation and other daily activities and basic necessities of living.

There is a Table 1 but no reference to it in any of the text. Any tables and figures should be referred to in the text and should add information or clarification; otherwise, they should not be included.

Move TLC Plan goal and objectives to earlier in TLC section, maybe page 8. Perhaps introduced with a paragraph that reads:

The Solano TLC Plan has been developed as a part of the 2030 Solano Comprehensive Transportation Plan. The Plan presents recommended goals and objectives that will help encourage future transportation and land use linkages and serves as a resource for local jurisdictions.

The fourth paragraph on page 24 reads, "Each CMA's approach to the new program ..." What does "new program" refer to and what is CMA? Overall, the paragraph is unclear.

I recommend the following revision the first page and a half of *Ridesharing*:

**RIDESHARING**

Support for carpooling and vanpooling ... (currently 3rd paragraph under Introduction)

**INTRODUCTION**

Carpooling and vanpooling are popular means of commuting in Solano County (currently 1st paragraph in Ridesharing section)

Vanpools success in long-distance commutes. The vast majority ...

Recommend clarifying the references to Tables 5 and 6 (pages 43 and 44).

The paragraph after Table 7 (page 46) indicates that a park-and-ride facility was opened in Dixon in 2002. This information should display in Table 7 rather than be a separate paragraph.

The first paragraph on page 47 refers to "this update of the intercity Transit Element". I believe this sentence should be revised. The last paragraph on page 47 should perhaps further define the Transit Element (e.g., Transit Element of the Comprehensive Transportation Plan).

The first full paragraph on page 48 should be revised as there is no Appendix B. Suggest deleting this sentence.

Tables 8 - 11 (page 49+) include existing program although this subsection is titled, *Potential Program Enhancements*. Recommend taking current program elements and moving them to an earlier section in *Ridesharing* in describing the current Ridesharing program, thus to separate them from potential program enhancements.

The subsection, *Other Measures*, (page 57) is very important; recommend upgrading the heading.

I suggest the following content for the new *Guidelines for Pedestrian Planning and Design*:

The Plan provides specific information on planning and designing for pedestrian-oriented communities. This information is useful to local agencies and the public to encourage and facilitate pedestrian activity and circulation. This information is organized into four topics:

- Land Use
- Site Planning and Design
- Street System Planning and Layout
- Pedestrian Routes, Spaces, and Amenities

Recommend revising the paragraph under the heading *Current Pedestrian-Supportive Projects and Concepts* as follows:

The overall goal of the Countywide Pedestrian Plan is “A complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers.” Achieving the overall goal requires a long-term commitment. The Plan identifies 39 current pedestrian-support projects. The priority pedestrian projects for Solano County are:

- 1.
2. etc.

The Plan also identifies pedestrian concept projects that have not yet been formally proposed as projects. These concepts originated from various sources, including informal discussion with agency staff, specific policies found in general plans and other policy documents, studies and reports related to pedestrian issues, and public workshops held for development of the Plan.

The first full paragraph on page 68 refers to Table 13, which is not included.

The second full paragraph on page 68 refers to Table 14, which is not included.

# Fair and Safe Traffic Solutions

*A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities*

## Sensible Transportation Platform for Solano County

Solano County's traffic problems get worse every year. Job creation has not kept pace with housing development, and so many residents make long daily commutes to distant jobs. We have not adequately invested in a coordinated transportation system to handle today's needs and those of future generations. We need a comprehensive transportation plan that coordinates land use planning with our investments in transportation.

Fair and Safe Traffic Solutions are eager to support a transportation sales tax that will accomplish the following:

### **1. Fix the interchange**

The first funding priority should be to unscramble and expand the I-80/I-680/SR-12 interchange, including ways to make sure carpools and public transit can move easily through the interchange.

### **2. Repair existing roads**

Existing roads have fallen into disrepair countywide. The cost of fixing our roads is rising, while gas tax revenues to repair them are diminishing. We must protect our investment in existing roads by raising the funds to fix our potholes and repave our local streets.

### **3. Plan for the future**

As a community we should identify future growth opportunities and clearly designate where growth is and is not appropriate. Traffic will only get worse unless we plan well for accommodating future growth. Only cities that are doing their part to reduce traffic should get their share of our transportation dollars. Transportation funding should be linked to land use planning by conditioning "return to source" funding on the following:

- Establishment of and compliance with a county-wide Urban Limit Line
- Renewal of Solano County's Orderly Growth Initiative
- Implementation of a development mitigation program
- Participation in a cooperative planning program to reduce total vehicle miles traveled

### **4. Improve health and mobility**

Solano County has the highest asthma rate in the Bay Area, affecting thousands of children and elderly citizens. Vehicle emissions and dust kicked up by vehicles are the number one cause of asthma. The most cost-effective way to reduce vehicle emissions—and address the asthma epidemic—is to encourage public transit and reduce car dependence. We can do this by improving ferry, train, and express bus service for commuters, and expanding transit opportunities for the elderly, the disabled, children, and others who cannot drive. We can also encourage public transit by establishing Transportation for Livable Communities (TLC) programs. TLC programs provide funding for downtown and neighborhood revitalization projects that enhance transit facilities and increase transit accessibility. Another way to reduce vehicle emissions is to reduce the number of cars on the road by encouraging carpooling. We can encourage carpooling by funding park and ride lots and creating high occupancy vehicle lanes on Solano County highways.

# Fair and Safe Traffic Solutions

*A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities*

An improved and expanded public transit network, effective TLC programs, and a network of HOV lanes will make Solano County's transit system viable and accessible for all its residents, while reducing the threat of asthma. A balanced transportation system will benefit our seniors and children most of all.

## **5. Improve safety**

Twenty percent of the people who die in traffic accidents are pedestrians. We are not spending nearly enough to make the streets safe for pedestrians. We must improve safety, not only on major highways, but also on local streets within our communities. We need to ensure that children have safe routes to schools and that Solano's streets are safe for everyone.

## **6. Ensure protection for farms and natural areas**

The sales tax plan should ensure that all highway projects are accompanied by conservation measures that protect farmland and provide open space mitigation.

### **Sensible Transportation Platform supporters include:**

Barbara Kondylis, Chair of the Solano County Board of Supervisors

Duane Kromm, Solano County Board of Supervisors

Karin MacMillan, Mayor of Fairfield

Marilyn Farley, Fairfield City Council

Elizabeth Patterson, Vice-Mayor of Benicia

Dan Smith, Benicia City Council

Tom Campbell, Benicia City Council

Gary Cloutier, Vallejo City Council

Ernest Kimme, Chair of Solano County Orderly Growth Committee

Kenn Browne, Chair of Solano Group Sierra Club

Jeff Hobson, Policy Director at Transportation and Land Use Coalition

Brent Schoradt, Greenbelt Alliance

Bob Berman, Greenbelt Alliance

Mark D. Hall  
1855 Olympic Boulevard, Suite 250  
Walnut Creek, California 94596

April 29, 2005

Board of Directors  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, California 94585

To the STA Board of Directors:

I am writing to comment on the Draft Comprehensive Transportation Plan 2030 Elements (CTP). I understand from your website that comments from the public will be accepted during the 30 day review period ending April 29, 2005.

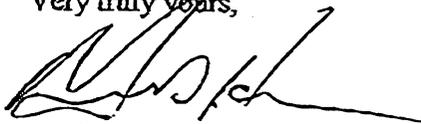
Please consider the following observations as you prepare the final version of the plan:

1. The Fairfield General Plan proposes to concentrate jobs and housing into two high-density, transit-oriented developments (TOD) around rail stations in its northeast and downtown areas. Even supporters agree TOD does not dramatically reduce auto use, yet density around the transit node must be very high to make it work. The CTP should make clear how the increased local congestion will be handled so that neighborhood traffic concerns do not prevent their development.
2. Because Fairfield's General Plan directs most new housing to the northeast and downtown growth areas, many future residents will use east-west routes such as Manuel Campos Parkway, Air Base Parkway, Travis Boulevard, West Texas Street, and SR 12 to reach I-80, and then travel along the congested I-80 corridor through central Fairfield to reach shopping and employment. The CTP should describe the expected traffic impacts on these arterials and I-80 and explain how they will be mitigated by planned projects.
3. One of the most effective ways to reduce traffic on the east-west arterials (and on I-80) would be to link the Jepson Parkway to the proposed South Parkway. This would give the thousands of new employees and residents of northeast and downtown Fairfield easy access to and from I-680. Completing this long-envisioned reliever route will reduce local travel on the interstate, improve access to Travis AFB, and prevent diversion into Cordelia neighborhoods. The CTP should state clearly whether it intends to complete the reliever route in this way.
4. Although the CTP mentions the South Parkway while discussing the I-80/I-680/SR 12 interchange improvements, it does not state clearly that it is a planned project. Nor is it included on the list of "Needs of Regional Significance by Jurisdiction," despite the fact that building a southern bypass as an alternative to widening Cordelia Road is a General Plan policy. The South Parkway is a key component of the central Solano arterial system and a project that can do more at less cost and sooner than almost any other project to stop diversion and relieve congestion. The CTP should

- clarify whether or not it will be included on any future Traffic Relief Plan (CTEP) put before county voters, and be included on MTC's RTP to make it eligible for funding.
5. Building the North Connector before making interchange and corridor improvements will cause frustrated northbound I-680 commuters to divert at Gold Hill Road, then follow Lopes Road and Green Valley Road to the North Connector when the interchange is congested. Building the South Parkway before or instead of the North Connector would prevent this. The CTP should propose the South Parkway as a separately phased project that can be pursued independently of interchange improvements and prior to any North Connector improvements. The CTP should make clear the relative merits of the two bypass routes and why they have been sequenced as they are.
  6. Given the enormous funding shortfall, and support for the idea from Governor Schwarzenegger and the Secretary of Business, Transportation and Housing Sunne Wright McPeak, it is surprising that the CTP does not encourage or even mention innovative public-private partnerships for funding local and even regional projects (beyond mandatory impact fees) and suggest how such partnerships might work. Also related to funding, the CTP should properly set the public's expectations regarding matching funds. While the average citizen might assume "matching" means one-for-one, experience in other counties shows a dollar of local funding is likely to be matched by only 50 cents in state and federal monies.

I appreciate the opportunity to remark on the draft transportation plan and thank you for considering my comments. I hope they will help you develop the strongest plan possible for Solano County citizens.

Very truly yours,



Mark D. Hall  
Solano County Property Owner





DATE: May 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: FY 2005-06 TDA Distribution for Solano County

**Background:**

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes; however, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000 if it is annually determined by the Regional Transportation Planning Agency (RTPA) that all reasonable unmet transit needs have been met.

In addition to using TDA funds for member agencies' local transit services and streets and roads, several agencies share in the cost of various transit services (e.g., Solano Paratransit, Route 30, Route 40, Route 85, etc.) that support more than one agency in the county through the use of a portion of their individual TDA funds.

**Discussion:**

Although each agency within the county and the Solano Transportation Authority (STA) submit individual claims for TDA Article 8 funds, STA is required to review the claims and submit them to the Solano County Paratransit Coordinating Council (PCC) for review prior to forwarding to MTC, the state designated RTPA for the Bay Area, for approval. Because different agencies are authorized to "claim" a portion of another agency's TDA for shared services (e.g., Paratransit, STA transportation planning, Express Bus Routes, etc.), a composite TDA matrix is developed each fiscal year to assist STA and the PCC in reviewing the member agency claims. MTC uses the STA approved TDA matrix to give its claim approvals.

At the April Consortium and TAC meetings, an initial draft of the FY 2005-06 TDA Matrix was shared. The matrix reflected the amounts for those agencies that have submitted their TDA figures by service or program and there were several inconsistencies. These inconsistencies were addressed at a meeting held on May 12, 2005. With the input from all jurisdictions at that meeting and with a few follow up discussions, a Final Draft TDA matrix has been prepared (Attachment A).

New TDA revenue projections were received from MTC May 13, 2005 (Attachment B). All of the projections are lower than previously estimated and assumed in the projected carryover balance on the TDA matrix (see comparison on Attachment C). Claimants may want to keep this information in mind if the lower estimates are higher than the balance remaining for their jurisdiction: this is the case Solano County. TDA claims submitted to MTC must be equal to or lower than shown on the TDA matrix.

**Recommendations:**

Recommend to the STA Board to approve the countywide TDA Matrix for Solano County for FY 2005-06.

**Attachment:**

- A. Final draft of TDA Article 4/8 Matrix for FY 2005-06
- B. FY 2004-05 TDA Carryover Balance Estimates (05/05)
- C. Comparison of 02/05 and 05/05 TDA Carryover Estimates

DRAFT v 051905a	TDA Article 4/B FY 2005-06										Total	Balance									
	TDA Est from MTC 2/29/05	Projected Carryover 6/30/05	Available for Allocation FY 05-06 (1)	Benicia Transit 599,740	Dixon Transit 450,000	F-S Transit	Rio Vista Transit	Vacaville Transit	Vallejo Transit (2)	Demand Response (3)			Local Paratransit (3a)	Solano Paratransit (4)	Route 20 (5)	Route 30 (4)	Route 40 (6)	Routes 85, 90 and 91 (7)	Transit Studies (8)	Transit Capital (9)	Streets & Roads (10)
Benicia	911,108	925,143	1,065,321	599,740	450,000					30,000	336,895						28,224		0	994,559	70,462
Dixon	551,726	58,330	610,056								29,180			59,734			15,000		0	570,846	39,210
Fairfield	3,495,954	960,249	4,456,203			1,155,321				164,963	401,207	191,151		59,734	106,462		107,720	2,041,932	0	4,361,510	94,693
Rio Vista	211,748	575,502	787,250				100,000				9,615						6,403			100,000	416,018
Suisun City	924,606	325,743	1,250,349			619,297				5,695	110,536	45,683					28,590		55,440	200,000	990,241
Vacaville	3,209,124	1,972,454	5,181,578				1,257,000			69,000	390,000	175,126	126,000	59,734	31,500	160,000	58,689	25,000	1,033,000	750,000	260,106
Vallejo	4,086,487	358,930	4,445,417					3,635,537		5,000	565,000	27,601	15,000	34,846	42,500	25,000	126,195		0	4,326,672	118,745
Solano County	664,771	63,931	728,702											34,846			20,406			209,845	N/A
Other	14,055,524	5,240,282	19,524,876	599,740	450,000	1,774,618	100,000	1,257,000	3,635,537	274,678	1,803,638	478,356	141,000	248,892	180,462	493,000	433,099	25,000	3,245,372	1,615,000	1,979,329
<b>Total</b>																					

NOTES:

- Does Not include FY 2004-05 claims processed after 1/31/05. These claims must be subtracted from available amount.
- Includes Vallejo Ferry Operations and Vallejo funds for operations of Routes 85, 90 and 91.
- Taxi Service, etc
- Vallejo paratransit includes demand response/taxi
- Claimed by FST for all agencies. Other is STAF
- Route 40 is claimed by FST for all agencies except Vacaville
- Claimed by Vallejo Transit for all agencies except Vacaville. Fairfield and Solano County fund portions of 85, 90 and 91 from their amounts.
- Claimed by STA for all agencies
- Transit Capital purchases include bus purchases, maintenance facilities, etc.
- TDA funds can be used for repairs of local streets and roads if Solano County does not have transit needs that can reasonably be met.

\*\* The funding "formulas" for all intercity routes and Solano Paratransit are being evaluated. Therefore, these numbers are subject to change.

# 2005 Solano Ending Balance

## FY 2004-05 AVAILABLE NET ASSETS BASED ON ORIGINAL ESTIMATE TRANSPORTATION DEVELOPMENT ACT FUNDS SOLANO COUNTY

FY2004-05 Original Estimate	FY2004-05 Revised Estimate	FY2004-05 Revised Estimate
13. County Auditor Estimate	13,842,714	14,521,690
<b>FY2004-05 Planning and Administration Charges</b>		
14. MTC Administration (0.5% of line 13)	69,214	72,608
15. County Administration (0.5% of line 13)	69,214	72,608
16. MTC Planning (3.0% of line 13)	415,281	435,651
17. Total Charges (Lines 14+15+16)	553,709	580,868
18. TDA Generations Less Charges (Line 13-17)	13,289,005	13,940,822
<b>FY2004-05 TDA Apportionment By Article</b>		
19. TDA Article 3.0 (2.0% of line 18)	265,780	278,816
20. TDA Funds Remaining (Line 18-19)	13,023,225	13,662,006
21. TDA Article 4.5 (5.0% of line 20)	-	-
22. TDA Article 4/8 (Line 20-21)	13,023,225	13,662,006

TDA APPORTIONMENT BY JURISDICTION					
Column	A	B	C	D	E
	6/30/2004	FY 2004-05	FY 2004-05	FY 2004-05	FY 2004-05
Apportionment Jurisdictions	Balance (with interest)	Revised Estimate	Paid & Encumbered	Article Transfer	Available for Allocation
Article 3	469,303	278,816	715,811	-	32,309
Article 4.5	-	-	-	-	-
<b>SUBTOTAL</b>	<b>469,303</b>	<b>278,816</b>	<b>715,811</b>	<b>-</b>	<b>32,309</b>
Article 4/8					
Benicia	54,923	897,147	825,738	-	126,332
Dixon	337,554	535,635	831,660	-	41,529
Fairfield	2,871,941	3,399,540	5,405,925	-	865,556
Rio Vista	405,056	189,877	22,850	-	572,083
Suisun City	573,088	890,514	1,164,767	-	298,835
Vacaville	4,389,489	3,114,311	5,619,864	-	1,883,936
Vallejo	127,970	3,983,266	3,871,051	-	240,185
Solano County	21,995	651,717	629,755	-	43,957
<b>SUBTOTAL</b>	<b>8,782,016</b>	<b>13,662,006</b>	<b>18,371,610</b>	<b>-</b>	<b>4,072,412</b>
<b>GRAND TOTAL</b>	<b>9,251,319</b>	<b>13,940,822</b>	<b>19,087,421</b>	<b>-</b>	<b>4,104,720</b>

MTC Revised FY2004-05 TDA Carryover Revenue Projections  
 May 13, 2005

Comparison with MTC Feb 05 Revenue Projections and Local Jurisdiction Projections

	02/23/2005 Rev Est	Projected Carryover - A (02/05)	Total - A	Projected Carryover -B (05/05)	Total - B	Difference (TotA v TotB)	Local Projected Balance <sup>(1)</sup>	Over/Under
Benicia	\$ 911,108	\$ 925,143	\$ 1,836,251	\$ 126,332	\$ 1,037,440	\$ 27,881	\$ 70,462	\$ 42,581
Dixon	\$ 551,726	\$ 58,330	\$ 610,056	\$ 41,529	\$ 593,255	\$ 16,801	\$ 39,210	\$ 22,409
Fairfield	\$ 3,495,954	\$ 960,249	\$ 4,456,203	\$ 865,556	\$ 4,361,510	\$ 94,693	\$ 94,693	\$ -
Rio Vista	\$ 211,748	\$ 575,502	\$ 787,250	\$ 572,083	\$ 783,831	\$ 3,419	\$ 371,232	\$ 367,813
Suisun City	\$ 924,606	\$ 325,743	\$ 1,250,349	\$ 298,835	\$ 1,223,441	\$ 26,908	\$ 260,108	\$ 233,200
Vacaville	\$ 3,209,124	\$ 1,972,454	\$ 5,181,578	\$ 1,883,936	\$ 5,093,060	\$ 88,518	\$ 1,006,529	\$ 918,011
Vallejo	\$ 4,086,487	\$ 358,930	\$ 4,445,417	\$ 240,185	\$ 4,326,672	\$ 118,745	\$ 118,745	\$ -
Solano County	\$ 664,771	\$ 63,931	\$ 728,702	\$ 43,957	\$ 708,728	\$ 19,974	\$ 18,350	\$ (1,624)
<b>Total</b>	<b>\$ 14,055,524</b>	<b>\$ 5,240,282</b>	<b>\$ 19,295,806</b>	<b>\$ 4,072,413</b>	<b>\$ 18,127,937</b>	<b>\$ 396,939</b>	<b>\$ 1,979,329</b>	<b>\$ 1,582,390</b>

Notes:  
 (1) FY05/06 Balance projection





DATE: May 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: State Transit Assistance Funds (STAF) Proposed Funding Plan  
for FY 2005-06 and FY 2006-07

**Background:**

The Transportation Development Act (TDA) of 1971 established two sources of funds that provide support for public transportation services statewide – the Local Transportation Fund (LTF) and the Public Transportation Account (PTA). Solano County receives TDA funds through the LTF and State Transit Assistance Funds (STAF) through the PTA. State law specifies that STAF funds are to be used to provide financial assistance for public transportation, including funding for transit planning, operations and capital acquisition projects.

**Discussion:**

Solano County receives approximately \$420,000 per fiscal year in STAF funds. STAF funds have been used for a wide range of activities, including providing matching funds for the purchase of buses, funding several transit studies, funding transit marketing activities, covering new bus purchase shortfalls when the need arises, and supporting STA transportation planning efforts.

Member agencies, through their Intercity Transit Consortium member, and STA staff submit candidate projects/programs for STAF funding for both the Northern Counties and the Regional Paratransit. Attached is the proposed STAF Program Allocation for FY 2005-06 STAF program (Attachment A) and a preliminary project list for FY 2006-07. The status of the STAF program was discussed at the April Consortium and TAC meetings. A meeting was held on May 12, 2005, to discuss the STAF candidate projects and overall program. There was general consensus on the attached 2-year program.

Subsequent to the May 12 meeting, STA staff identified an increase in STAF funding for Solano. Because all FY 2005-06 requests were included in list, the increase of \$137,000 has been included in the carryover for FY 2006-07. The additional funds have been distributed to two underfunded projects: Transit Consolidation Implementation Study and Intercity Transit Services in the amounts of \$35,000 and \$115,000 respectively. A balance remains for future programming.

**Recommendation:**

Recommend the STA Board approve the FY 2005-06 STAF project list on Attachment A and preliminary FY 2006-07 STAF project list on Attachment B.

Attachments:

- A. Draft STAF Program Allocation for FY 2005-06
- B. Draft initial FY 2006-07 STA project list



DRAFT  
**State Transit Assistance Funds Program  
 Allocation for FY2005-06**

**Northern Counties STAF**

<i>Revenue Estimates</i>	<u>FY05-06</u>
Projected FY 2004-05 Carryover <sup>1</sup>	\$134,965
FY 2005-06 STAF Estimate (MTC, 2/05) <sup>2</sup>	<u>\$560,939</u>
Total.....	\$695,904

<i>Projects/Programs</i>	
Intercity Transit Operations Assistance (VT, Rt. 85)	\$175,000
Intercity Transit Operations Assistance (FST, Rt. 30)	\$ 35,000
Transit Planning & Studies	\$105,000
SolanoLinks Marketing	\$ 98,000
Transit Consolidation Study	\$ 40,000
Dixon Medical Shuttle <sup>3</sup>	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program <sup>4</sup>	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 27,000
Expenditure Plan	\$ 28,000
<u>ITS Transit Equipment</u>	<u>\$ 45,000</u>
TOTAL.....	\$588,000
Balance	\$107,904

**Regional Paratransit**

<i>Revenue Estimates</i>	<u>FY05/06</u>
Projected FY 2004-05 Carryover	\$ 17,947
FY2005-06 STAF Estimate	<u>\$175,997</u>
Total.....	\$193,944

<i>Projects/Programs</i>	
Vallejo Paratransit Operations	\$ 88,000
Paratransit Vehicles Capital Replacement Fund	\$ 34,000
Paratransit Coordination, PCC	\$ 36,944
<u>Solano Paratransit Assessment Study</u>	<u>\$ 35,000</u>
TOTAL	\$193,944
Balance	\$ 0

<sup>1</sup> Includes \$120,000 returned to STA in FY04-05 for unused funds previously allocated to transit studies in Vallejo and Fairfield

<sup>2</sup> State Transit Assistance Population Based Funds Estimate from MTC Resolution 3686 02/23/05

<sup>3</sup> Approved by STA Board 01/05; Yr 2 of 3-yr funding

<sup>4</sup> 2<sup>nd</sup> year of match for MTC LIFT 3-yr project grant

Preliminary Draft  
**State Transit Assistance Funds Program**  
**Allocation for FY2006-07**

### Northern Counties STAF

<i>Revenue Estimates</i>	<u>FY06-07</u>
Projected FY 2005-06 Carryover	\$107,904
<u>FY 2006-07 STAF Estimate<sup>1</sup></u>	<u>\$560,939</u>
Total.....	\$668,843

<i>Projects/Programs</i>	
Transit Planning & Studies	\$110,000
SolanoLinks Marketing	\$ 98,000
Dixon Medical Shuttle <sup>2</sup>	\$ 10,000
Dixon Area Low Income Subsidized Taxi Program <sup>3</sup>	\$ 10,000
Lifeline Program Administration	\$ 15,000
Lifeline Project Match	\$ 27,000
Expenditure Plan <sup>4</sup>	\$ 30,000
Fairfield Local Transit Study	\$ 60,000
Intercity Transit Operations Assistance <sup>5</sup>	\$150,000
<u>Transit Consolidation Implementation Study</u>	<u>\$ 35,000</u>
TOTAL.....	\$ 545,000
Balance	\$ 123,843

### Regional Paratransit

<i>Revenue Estimates</i>	<u>FY06-07</u>
Projected FY 2005-06 Carryover <sup>1</sup>	\$ 0
<u>FY2006-07 STAF Estimate</u>	<u>\$175,997</u>
Total.....	\$175,997

<i>Projects/Programs</i>	
Vallejo Paratransit Operations	\$ 88,000
Paratransit Vehicles Capital Replacement Fund	\$ 34,000
Paratransit Coordination,PCC	\$ 40,000
<u>Benicia 5310 Vehicle Match</u>	<u>\$ 13,997</u>
TOTAL	\$175,997
Balance	\$ 0

<sup>1</sup> Assumes STAF revenues constant at FY2005-06 estimated level

<sup>2</sup> Yr. 3 of 3 yr funding

<sup>3</sup> 3<sup>rd</sup> yr of match for MTC LIFT 3-yr project grant

<sup>4</sup> If needed

<sup>5</sup> Rt. 30 2<sup>nd</sup> yr; Rt. 85 3<sup>rd</sup> yr; Rt. 70 1<sup>st</sup> yr



DATE: May 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY 2005-06

**Background:**

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano is the only county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Five out of eight jurisdictions currently use TDA funds for streets and roads (Dixon, Rio Vista, Suisun City, Vacaville and the County of Solano). Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process of determining if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from the transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no unreasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the five agencies who claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

MTC held its Solano County Unmet Transit Needs hearing for the FY 2005-06 TDA funding cycle in December 2004. MTC has compiled the comments which were transmitted to the Consortium members and the TAC in January and to the STA Board in February.

In preparing a coordinated response to MTC, STA staff is working with the appropriate transit operator in drafting the responses to each of the issues. The coordinated response should provide MTC with substantive information supporting one of the following for each issue:

1. That an issue has been addressed through **recent changes** in service; or
2. That an issue will be addressed by **changes in service planned** to take place between now through the FY 2005-06; or
3. That the service changes required to address an issue have been **recently studied** and determined not reasonable based on locally established standards; or
4. That the evaluation of the issue resulted in the identification of an **alternative means of addressing it**; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

The issues and draft responses are attached (Attachment A). Subsequent to action by the Consortium and TAC, they will be forwarded to STA Board for review and approval before submittal to MTC. The goal is to secure the STA's Board approval by June 2005 , forward to MTC for the review and approval, and allow the FY 2005-06 TDA claims to be promptly processed for streets and roads purposes.

**Recommendations:**

Recommend to the STA Board:

1. Approve the responses to MTC's Solano County Unmet Transit Needs issues;  
and
2. Authorize the Executive Director to submit the responses to MTC.

Attachment:

A. Unmet Needs Issues and Follow-up Table

Unmet Transit Needs FY05/06  
Issues and Assignments

Issue	Transit Agency to Respond	TDA Usage	Type of Response	STA Draft responses
<p>1</p> <p><b>San Francisco-Vallejo Route 80 Bus Service and Connections to Other Lines:</b> a) Request for later and more frequent bus service between Vallejo and San Francisco. b) One commenter requested that Vallejo Transit Route 80 delay its last departure from El Cerrito Del Norte BART station to Vallejo by 10 minutes to allow transfers from Golden Gate Transit Route 42. Current schedules do not allow that connection. c) Once in Vallejo, the commenter would like to be able to travel, upon request, with Vallejo Transit Route 85 to Vacaville, which normally terminates in Fairfield.</p>	<p>Vallejo Transit</p>	<p>Transit only</p>	<p>#1 These issues have been addressed through recent changes in service and #4 This issue has been resolved through an alternative means of addressing it.</p>	<p>a) In April 2005, Vallejo Transit significantly (from 72 one-way weekday trips to 131 one-way weekday trips) increased their service on Rt. 80 which connects Vallejo to BART/San Francisco. Weekday ferry service (including the complementary bus connection between the ferry buildings in Vallejo and San Francisco) was also increased from 15 trips roundtrip/day to 27 roundtrips/day. b) Vallejo Transit (VT) Rt. 80's last departure from El Cerrito del Norte BART station is at 10:54pm. Golden Gate Transit's (GGT) Rt. 40/42 has arrivals at 10:09pm and 11:09pm. The request to hold the last VT Rt. 80 bus for the 11:09pm GGT Rt. 40/42 arrival; this would result in a 15-minute delay now. Riders may use the GGT Rt. 42 arrival at 10:09pm to catch the last Rt. 80 to Vallejo. The number of transfers between this Rt. 40/42 trip and the VT 80 10:54pm departure is very low. There are more passengers on board who would be delayed by 15 minutes if the bus waited for GGT Rt. 40/42. Vallejo Transit uses all of its TDA funds for transit. Studies of late evening service have shown the lowest productivity. Thus, if this request was implemented, it would require reallocating funds from higher productive services. c) In April 2005, Vallejo Transit implemented Rt. 92 which</p>

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				connects Vallejo to Vacaville. Later evening is provided by interlined service of Rt. 80 and Rt. 92 with a 10:15pm Rt. 80 departure from El Cerrito del Norte becoming a Rt. 92 route and arriving in Vacaville at 11:42pm
2	<p><b>Route 40 Service:</b> a) Request for more weekend bus service from Cordelia to the Fairfield mall, in part to reduce the approximately two hours it takes to travel by transit from Cordelia to Rolling Hills. b) The last bus departs the Pleasant Hill BART Station at 7:15 p.m. Later service in the evening is requested. c) A new bus stop at Gold Hill Road in Cordelia is requested.</p>	Fairfield Suisun Transit	Transit only	<p>#3 Issues have been addressed in recent studies</p> <p>a) FST Rt. 40 does not operate on weekends. FST Rt. 7 does operate on Saturday and connects the Cordelia area of Fairfield to the Rolling Hills area. On Saturdays, Rt. 7 operates on 2-hour headways. Cordelia and Rolling Hills are both primarily areas of low-medium density housing subdivisions, located at opposite ends of Fairfield and are over 5 miles apart by freeway route. To maximize service coverage throughout Fairfield, the local transit routes travel on the freeway only when there is no other alternative. Rt. 7 connects Cordelia to the primary local transfer location at Solano Mall which is the transfer location to FST Rt. 3A/3B which serves Rolling Hills. These two routes have somewhat circuitous routes between the Fairfield Mall and the outer areas of the city (Cordelia and Rolling Hills) and serve many other areas of the city as well. This contributes to the somewhat long travel time. To improve the travel time, headways on Rt. 7 could be increased. However, according to the latest FST SRTP, Rt. 7's Saturday productivity is one of the lowest of the system and thus would require removing more productive service hours from another service to add service hours to Rt. 7.</p>
3	<p><b>Timely Transfers at Fairfield Mall:</b> Request for better coordination of Fairfield-Suisun Transit service transfers at the Fairfield Mall. Commenter reports missed connections, resulting in one-hour waits.</p>	Fairfield Suisun Transit	Transit only	<p>#4 Issues have been addressed through <b>alternative means</b></p> <p>Local Fairfield Suisun Transit buses operate on a pulse system. Six of the seven routes convene at the primary local route transfer location of the Fairfield/Solano Mall. Arrivals and departures occur on the hour and half hour and there is a five-minute layover period to allow passengers to transfer among routes. Five of the routes have half hour headways. The one remaining route has a headway</p>

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<p>that varies between hourly and one and a half hour headways. This route has the lowest ridership productivity. As Fairfield Suisun Transit uses all of its TDA funds for transit purposes, to increase frequency on this route to improve transfer times would require removing service from another more productive service.</p>	<p>Rio Vista recently completed a local transit study. New services that increased transit service on Hwy 12 were implemented in February 2005. New resources have also been secured which will be used to increase in service. Rio Vista is participating in the STA's Highway 12 Transit Corridor Study that was begun at the beginning of 2005. This study will review existing services and demand along Hwy 12 from Napa County to Rio Vista and further east as well. It will analyze future demand and service needs and result in an implementation plan.</p>	<p>#1 and #2. Issues has been addressed through recent changes and will be further address by changes in service in FY05/06.</p>	<p>Transit and Streets &amp; Roads</p>	<p>Rio Vista Transit</p>	<p><b>Rio Vista Transit Service:</b> Expanded transit service is requested beyond the currently provided dial-a-ride services operated by the City of Rio Vista in order to address growing transit demand from continuing population growth in Rio Vista. Service is needed especially from Rio Vista along Highway 12 to serve Suisun City, the Suisun City train station, Fairfield, the Fairfield Mall, also including other attractions in this corridor. Furthermore, the increasing number of elderly residents will increase the demand for transit services, particularly with the construction of the "Active Adult Community".</p>
<p>4</p>	<p><b>Service to Solano Community College:</b> Request for enhanced service to the Solano Community College for residents of both Benicia and Vallejo at levels similar to those provided to Diablo Valley College in Contra Costa County.</p>	<p>Transit Only</p>	<p>Benicia Transit &amp; Vallejo Transit</p>	<p>Benicia Transit &amp; Vallejo Transit</p>	<p><b>Service to Solano Community College:</b> Request for enhanced service to the Solano Community College for residents of both Benicia and Vallejo at levels similar to those provided to Diablo Valley College in Contra Costa County.</p>
<p>6</p>	<p><b>Vacaville's Participation in the 511 Regional Transit Information System:</b> The objective of MTC's 511 Regional Transit Information System (RTIS) is to collect and consolidate service data from all transit providers in the region, linking all local service data into a single transit network that the public can use to easily travel across transit jurisdiction boundaries.</p>	<p>#2 This issue will be addressed by changes in service</p>	<p>Transit and Streets &amp; Roads</p>	<p>Vacaville City Coach</p>	<p>Vacaville management has committed to work with MTC and devote the financial resources needed to advance this project within the coming months. A letter of commitment has been prepared and is being submitted in conjunction with the coordinated STA response to these Unmet Transit Needs Issues.</p>

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	<p>The success of this system is based on accurate and up-to-date information from individual transit agencies. To maintain this critical information flow, MTC has agreements with over 20 Bay area transit providers to collect and maintain their transit data. Specifically in Solano County, MTC has completed initial data collection for all Solano County transit operators for RTIS development with the exception of the City of Vacaville. The City of Vacaville has yet to establish a commitment to participate with MTC in the RTIS. MTC staff initiated contact with Vacaville staff three years ago. A year ago both parties agreed in principle to a general plan for adding Vacaville's service data to the RTIS, but Vacaville's progress on implementing this plan appears to have stalled. As part of this agreement, the City would contract with a consultant to do the initial data collection and set up the RTIS in light of limited city staff resources. Also agreed upon was that once the system was in place, MTC would bear the on-going expense of updates to the service data whenever there are route or schedule changes. A draft MOU, outlining these points of agreement and describing mutual responsibilities, was sent to Vacaville in February of last year for review by Vacaville, but no comments or feedback were returned to MTC. MTC's most recent follow-up request for a response last April remains unanswered. This draft MOU will undergo additional revisions by MTC and Vacaville before finalizing an agreement. Based on experience with data collection for the Fairfield-Suisun Transit participation in RTIS during 2004, the realistic level of funding required for the consultant to assist Vacaville to collect data is now estimated at \$16,000-\$17,000. In conclusion, the next steps would be the execution of an MOU between the City of Vacaville and MTC; and the execution of a contract between the City of Vacaville</p>			<p>planned to take place between now through FY2005-06</p>
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DATE: May 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update – May 2005

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its 2005 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities (Attachment E). A current Legislative Matrix is included as Attachment D.

**Discussion:**

On Friday, May 13, 2005, the Governor released his May Revision to the proposed 2005-06 State Budget, including full restoration of \$1.313 billion in Proposition 42 funds with the following recommended allocation:

- \$678 million would go to the Traffic Congestion Relief Fund for Traffic Congestion Relief Projects (TCRP)
- \$254 million to the Transportation Investment Fund (TIF) for State Transportation Improvement Program (STIP) projects
- \$254 million to cities and counties for local streets and roads (\$127 million to cities, \$127 million to counties)
- \$127 million to the Public Transportation Account, with half (\$63.5 million) of those funds available for STIP projects and half (\$63.5 million) for the State Transit Assistance (STA) Program

The Business, Transportation & Housing Agency is planning to work with the California Transportation Commission (CTC) to give priority to projects with the highest economic impact. Workshops are being scheduled; dates will be forwarded as soon as they are confirmed.

Additionally, the Governor's May Revisions note that Caltrans has achieved nearly \$52 million in current year operational savings and is expected to achieve permanent savings of \$50 million starting in 2005-06, and that these savings are proposed to be redirected towards transportation projects. These actions are expected to produce approximately \$250 million in additional capital outlay projects to be programmed by the CTC in the 2006 Fund Estimate.

The Governor also calls for passage of his "GoCalifornia" package of three bills intended to facilitate project delivery. These include measures on design-build, design-sequencing and public-private toll road projects. Specifically, the bills are:

- AB 850 (Canciamilla) – This bill would allow transportation authorities to accept private sector investment and authorize franchise agreements with the private sector so that they

may then charge tolls to recoup their investment. This bill would also authorize transportation authorities to construct and operate value-pricing programs involving High Occupancy Toll (HOT) lanes.

- AB 1266 (Niello) – This bill would allow design-sequencing, which is an approach to construction projects that permits construction activities to begin prior to the full completion of the design phase.
- SB 705 (Runner) – This bill would allow transportation authorities to utilize design-build construction authority, as opposed to the current model of design-bid-build.

The Administration proposes that these three bills be designated budget “trailer bills” and that their passage be linked to the availability of the Proposition 42 funds. The Governor views passage of these “streamlining” measures as key to maximizing the new transportation revenue that will be available in his proposed budget. A complete legislative analysis of each bill is attached.

The State Legislature will next respond to the Governor’s proposals by convening Budget Committee hearings in each House, and crafting its version of a draft budget bill.

An estimated total of \$7.5 million in Proposition 42 funding for FY 2005-06 is at risk for Solano County. Reinstatement of these funds would restore about \$4 million of STIP and TCRP funds for FY 2005-06 towards the following projects already programmed:

- Jameson Canyon Road Widening (\$2,000,000)
- Local Roads (\$2,000,000)
- Westbound HOV Lanes, Rt 29/Carquinez Bridge (\$500,000)
- Vallejo Ferry Terminal/Parking (\$1,200,000)
- State Rt 37/29 Interchange & Widening, Planting (\$428,000)
- Baylink Ferry Maintenance Facility, Vallejo (\$425,000)
- Intermodal Transit Station, Benicia (\$225,000)
- Capitol Corridor Rail Station, Fairfield/Vacaville (\$125,000)

In addition, the permanent reinstatement of Proposition 42 funds, beginning in FY 2005-06 would provide an estimated amount of \$3.3 million available for Solano County streets and roads (approximately \$1.6 million for County of Solano and \$1.7 million for Solano County’s seven cities), and \$93,000 of State Transit Assistance Funds (STAF) for Solano transit operators.

**Recommendation:**

Forward recommendation to the STA Board to adopt the following positions:

- AB 850 – Watch
- AB1266 – Support
- SB 705 – Support in concept

**Attachments:**

- A. Analysis of AB 850
- B. Analysis of AB 1266
- C. Analysis of SB 705
- D. Legislative Matrix, May 2005
- E. STA 2005 Legislative Priorities and Platform

## STA Legislative Analysis

**Legislation:** AB 850: Toll Road Agreements (Introduced by Assembly Member Canciamilla)

**Background:**

This bill would allow Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes. Specifically, this bill would:

- 1) Renew Caltrans authority, which expired January 1, 2003, to contract with private entities to construct and operate toll facilities, and authorize Caltrans to construct and operate HOT lanes.
- 2) Specify that toll facilities to be built under the expanded authority are still owned by Caltrans as an operational part of the state highway system, but require franchise agreements to lease the facilities to the private entity for up to 35 years to recover private investments to construct and operate the toll facility.
- 3) Allow the California Transportation Commission (CTC) to allow Caltrans to continue charging tolls for the facilities after the lease period expires, and require a lease to allow Caltrans to build any safety project or competing facility in the same corridor as the leased toll facility.

This bill, sponsored by the governor, Caltrans, and the Business, Transportation and Housing Agency, is designed to get the department back into the business of authorizing the construction of toll roads and other toll facilities. The Administration believes that significant new transportation funding can be generated by authorizing toll facilities in areas where traffic congestion has become, or is becoming, a major problem.

**Solano County Impact:**

As part of the Governor's "GoCalifornia" trailer bill package to protect future Proposition 42 funds, AB 850 is addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 7:

- *Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.*

AB 850 is also addressed by the STA 2005 Legislative Priorities and Platform, Priority Number VIII. 2.:

- *Project Delivery. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.*

The impact this bill would have for Solano County residents would be realized in the attraction of private investment in transportation facilities, thereby potentially increasing the number of new toll roads in the county.

**Recommendation:**

Staff recommends a watch position on AB 850.

AMENDED IN ASSEMBLY MAY 3, 2005

AMENDED IN ASSEMBLY APRIL 18, 2005

CALIFORNIA LEGISLATURE—2005—06 REGULAR SESSION

**ASSEMBLY BILL**

**No. 850**

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**Introduced by Assembly Member Canciamilla**  
**(Principal coauthor: ~~Assembly Member Benoit~~ coauthors:**  
***Assembly Members Benoit, Niello, and Richman*)**  
(Principal coauthor: Senator Runner)

February 18, 2005

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An act to amend Sections 143 and 149 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 850, as amended, Canciamilla. Toll road agreements.

Existing law, until January 1, 2003, authorized the Department of Transportation to solicit proposals and enter into agreements with private entities or consortia for the construction and lease of no more than 2 toll road projects, and specified the terms and requirements applicable to those projects. Existing law authorizes the department to construct high-occupancy vehicle and other preferential lanes.

This bill would instead authorize the department to enter into comprehensive development franchise agreements with public and private entities or consortia for specified types of transportation projects, as defined, subject to certain requirements and conditions. The bill would authorize tolls to be collected after the termination of a franchise agreement period, subject to approval of the California Transportation Commission. The bill would require a franchise agreement to allow the department to open a competitive state facility in the same corridor. The bill would authorize the department to

construct and operate high-occupancy vehicle and other preferential lanes as toll facilities. The bill would enact other related provisions.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 143 of the Streets and Highways Code  
2 is amended to read:

3 143. (a) Pursuant to Chapter 3 (commencing with Section  
4 30800) of Division 17, the department, in cooperation with  
5 regional transportation agencies, may solicit proposals, negotiate,  
6 and enter into comprehensive development franchise agreements  
7 with public and private entities, or consortia thereof, for the  
8 construction of transportation projects.

9 (b) For the purpose of facilitating those transportation projects,  
10 the agreements between the parties may include provisions for  
11 ~~limiting the department from initiating the opening to traffic of~~  
12 ~~new competing state highway facilities within the same~~  
13 ~~transportation corridor,~~ for the lease of rights-of-way in, and  
14 airspace over or under, these state highways, for the granting of  
15 necessary easements, and for the issuance of permits or other  
16 authorizations to enable the construction of transportation  
17 facilities supplemental to existing state-owned and operated  
18 transportation facilities. Facilities constructed by an entity  
19 pursuant to an agreement under this section shall, at all times, be  
20 owned by the department as an operational part of the state  
21 highway system. The agreement shall provide for the lease of  
22 those facilities to the franchised entity for up to 35 years to  
23 recover private investments in the form of expended funds  
24 together with a reasonable rate of return on those funds,  
25 negotiated by the department with the contracting entity. In  
26 consideration therefor, the agreement shall provide for complete  
27 reversion of the privately constructed facility and the right to  
28 collect tolls to the department and any other government entity  
29 participating in the funding of the project, if any, at the expiration  
30 of the lease at no charge to the department or other governmental  
31 entity.

32 (c) The department may exercise any power possessed by it  
33 with respect to the development and construction of state

1 transportation projects to facilitate the development and  
2 construction of transportation toll projects initiated pursuant to  
3 this section. Agreements for maintenance and police services  
4 entered into pursuant to this section may provide for some form  
5 of negotiated reimbursement for services rendered by the  
6 department and other state agencies. The department may  
7 provide services for which it is reimbursed with respect to  
8 preliminary planning, environmental planning, environmental  
9 certification, environmental review, preliminary design, design,  
10 right-of-way acquisition, and construction of these transportation  
11 projects.

12 (d) (1) Agreements entered into pursuant to this section shall  
13 authorize the contracting entity to impose tolls for use of a  
14 facility constructed by it, and shall require that over the term of  
15 the franchise, that the toll revenues will be applied to payment of  
16 some or all of the capital outlay costs for the project, the costs  
17 associated with operations, toll collection, administration of the  
18 facility, reimbursement to the department or other governmental  
19 entity for the costs of services to develop and maintain the  
20 project, police services, and a reasonable return on investment to  
21 the private entity. The agreement shall require that,  
22 notwithstanding Sections 164, 188, and 188.1, any excess toll  
23 revenue either be applied to any indebtedness incurred by the  
24 private entity with respect to the project or be paid into the State  
25 Highway Account for use in the same transportation corridor as  
26 the toll facility, or both.

27 (2) The collection of tolls for the use of these facilities may be  
28 extended by the commission at the expiration of the franchise  
29 agreement.

30 (e) The plans and specifications for each transportation project  
31 constructed pursuant to this section shall comply with the  
32 department's then-existing standards for similar state  
33 transportation projects. A facility constructed by and leased to  
34 another entity shall, during the term of the lease, be deemed to be  
35 a part of the state highway system for purposes of identification,  
36 maintenance, enforcement of traffic laws, and for the purposes of  
37 Division 3.6 (commencing with Section 810) of Title 1 of the  
38 Government Code.

1 (f) The assignment authorized by subdivision (c) of Section  
2 130240 of the Public Utilities Code is consistent with this  
3 section.

4 (g) Each franchise agreement entered into by the department  
5 shall include provisions authorizing the department to open  
6 competitive facilities to traffic within the designated corridor.  
7 Each franchise agreement entered into by the department shall  
8 also include provisions authorizing the department to construct  
9 any safety project needed within the designated corridor.

10 (h) Nothing in this section is intended to infringe on the  
11 authority to develop high-occupancy toll lanes pursuant to  
12 Sections 149.4, 149.5, and 149.6.

13 SEC. 2. Section 149 of the Streets and Highways Code is  
14 amended to read:

15 149. The department may construct exclusive or preferential  
16 lanes for buses only or for buses and other high-occupancy  
17 vehicles, and may authorize or permit such exclusive or  
18 preferential use of designated lanes on existing highways that are  
19 part of the State Highway System. Prior to constructing such  
20 lanes, the department shall conduct competent engineering  
21 estimates of the effect of such lanes on safety, congestion, and  
22 highway capacity.

23 To the extent they are available, the department may apply for  
24 and use federal aid funds appropriated for the design,  
25 construction, and use of such exclusive or preferential lanes, but  
26 may also use other State Highway Account funds, including  
27 other federal aid funds, for those purposes where proper and  
28 desirable.

29 The department may construct and operate exclusive or  
30 preferential lanes under this section as toll facilities.

31 This section shall be known and may be cited as the Carrell  
32 Act.

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## STA Legislative Analysis

**Legislation:** AB 1266: State Highways: Design-Sequencing Contracts (Introduced by Assembly Member Niello)

**Background:**

This bill would expand the Department of Transportation's authority to award contracts using the design-sequencing contract method for any public works projects. It would also eliminate the sunset year and restriction on the number of projects.

For purposes of the pilot project, "design-sequencing" is defined as a method of contracting that enables the sequencing of design activities to permit each project construction phase to commence when design for that phase is complete, rather than requiring design for the entire project to be completed before commencing construction.

Design sequencing differs from another alternative approach, the design-build process. Design-build is a project delivery method that combines design and construction into a single contract where the design and construction firms act as a team. The entities work together to design and construct phases of a project concurrently.

The current pilot program requires counties to comply with certain procedures in soliciting and evaluating bids for construction projects. This bill would allow the department to identify four additional transportation projects to include in the design-sequencing pilot program and to continue to administer the pilot program for two more years (State Highway Account).

**Solano County Impact:**

As part of the Governor's "GoCalifornia" trailer bill package to protect future Proposition 42 funds, AB 1266 is addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 7:

- *Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.*

AB 1266 is also addressed by the STA 2005 Legislative Priorities and Platform, Priority Number VIII. 2.:

- *Project Delivery. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.*

Solano County residents would only be impacted if the Department of Transportation were to identify future projects within Solano County under this pilot program. Solano County benefited from the Red Top Dewatering Shaft project through this Design-Sequencing pilot program in 2004. Potential impacts would be transportation project delivery in a shorter timeframe.

**Recommendation:**

Staff recommends a support position on AB 1266.

AMENDED IN ASSEMBLY MAY 4, 2005

CALIFORNIA LEGISLATURE—2005–06 REGULAR SESSION

**ASSEMBLY BILL**

**No. 1266**

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**Introduced by Assembly Member Niello**

February 22, 2005

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An act to amend Section 217, ~~217.7~~ 217.8, and 217.9 of, and to repeal ~~Section 217.8 of~~ *add Section 217.75 to*, the Streets and Highways Code, relating to state highways.

LEGISLATIVE COUNSEL'S DIGEST

AB 1266, as amended, Niello. State highways: design-sequencing contracts.

Existing law authorizes the Department of Transportation, until January 1, 2010, to conduct a pilot project to award design-sequencing contracts, as defined, for the design and construction of not more than 12 transportation projects, to be selected by the Director of Transportation.

This bill would ~~instead generally~~ *additionally* authorize the department, *until January 1, 2012*, to award *design-sequencing* contracts for *the design and construction of not more than 4 additional transportation projects using the design-sequencing contract method, if certain requirements are met, to be selected by the director. The bill would extend other provisions relating to the pilot project to January 1, 2012.*

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1     *SECTION 1. Section 217 of the Streets and Highways Code is*  
 2 *amended to read:*

3     217. The following definitions apply for the purposes of this  
 4 article:

5     (a) “Design” is a plan completed to a level of 30 percent.

6     (b) “Design-sequencing” is a method of contracting that  
 7 enables the sequencing of design activities to permit each  
 8 construction phase to commence when design for that phase is  
 9 complete, instead of requiring design for the entire project to be  
 10 completed before commencing construction.

11     (c) A “design-sequencing contract” is a contract between the  
 12 department and a contractor that requires the department to  
 13 prepare a design and permits construction of a project to  
 14 commence upon completion of design for a construction phase.

15     (d) This section shall remain in effect only until January 1,  
 16 ~~2010~~ 2012, and as of that date is repealed, unless a later enacted  
 17 statute, that is enacted before January 1, ~~2010~~ 2012, deletes or  
 18 extends that date.

19     *SEC. 2. Section 217.75 is added to the Streets and Highways*  
 20 *Code, to read:*

21     217.75. (a) *Notwithstanding Chapter 1 (commencing with*  
 22 *Section 10100) of Part 2 of Division 2 of the Public Contract*  
 23 *Code, except Section 10128 of that code, and Chapter 10*  
 24 *(commencing with Section 4525) of Division 5 of Title 1 of the*  
 25 *Government Code, the department may, as part of the phase two*  
 26 *pilot program described in Section 217.7, let additional*  
 27 *design-sequencing contracts for the design and construction of*  
 28 *not more than four transportation projects, to be selected based*  
 29 *on criteria established by the director. For the purpose of this*  
 30 *article, these projects shall be deemed public works.*

31     (b) *In selecting projects authorized under subdivision (a), the*  
 32 *director shall attempt to balance geographical areas among the*  
 33 *four additional test projects authorized by this section,*  
 34 *considering the design sequencing contracts that have been*  
 35 *previously let, and shall pursue diversity in the types of projects*  
 36 *undertaken. In this process, the director shall consider selecting*  
 37 *projects that improve interregional and intercounty routes.*

1 (c) *To the extent available, the department shall seek to*  
2 *incorporate existing knowledge and experience on*  
3 *design-sequencing contracts in carrying out its responsibilities*  
4 *under subdivision (a).*

5 (d) *This section shall remain in effect only until January 1,*  
6 *2012, and as of that date is repealed, unless a later enacted*  
7 *statute, that is enacted before January 1, 2012, deletes or extends*  
8 *that date.*

9 SEC. 3. *Section 217.8 of the Streets and Highways Code is*  
10 *amended to read:*

11 217.8. (a) *Not later than July 1, 2006, and July 1 of each*  
12 *subsequent year during which a contract under the phase two*  
13 *pilot program, as described in Section 217.7, is in effect, the*  
14 *department shall prepare a status report on its contracting*  
15 *methods, procedures, costs, and delivery schedules. Upon*  
16 *completion of all design-sequencing contracts authorized under*  
17 *Section 217.7, but in no event later than January 1, 2010 , the*  
18 *department shall establish a peer review committee or continue in*  
19 *existence the peer review committee created pursuant to former*  
20 *Section 217.4, which was added by Chapter 378 of the Statutes*  
21 *of 1999, and shall direct that committee to prepare a report for*  
22 *submittal to the Legislature that describes and evaluates the*  
23 *outcome of the contracts provided for in Section 217.7, stating*  
24 *the positive and negative aspects of using design-sequencing as a*  
25 *contracting method.*

26 (b) *Not later than July 1, 2007 and July 1 of each subsequent*  
27 *year, during which a contract under the phase two pilot*  
28 *program, as described in Section 217.75, is in effect, the*  
29 *department shall prepare a status report on its contracting*  
30 *methods, procedures, costs, and delivery schedules. Upon*  
31 *completion of the design sequencing projects authorized under*  
32 *Section 217.75, but in no event later than January 1, 2012, the*  
33 *department shall direct the peer review committee authorized*  
34 *under subdivision (a) to prepare a report for submittal to the*  
35 *Legislature that describes and evaluates the outcome of the*  
36 *contracts provided for in Section 217.75, stating the positive and*  
37 *negative aspects of using design-sequencing as a contracting*  
38 *method.*

39 (c) *This section shall remain in effect only until January 1,*  
40 *2010 2012, and as of that date is repealed, unless a later enacted*

1 statute, that is enacted before January 1, ~~2010~~ 2012, deletes or  
2 extends that date.

3 *SEC. 4. Section 217.9 of the Streets and Highways Code is*  
4 *amended to read:*

5 217.9. Design-sequencing contracts under the phase two pilot  
6 program, as described in ~~Section~~ Sections 217.7 and 217.75, shall  
7 be awarded in accordance with all of the following:

8 (a) The department shall advertise design-sequencing projects  
9 by special public notice to contractors.

10 (b) Contractors shall be required to provide prequalification  
11 information establishing appropriate licensure and successful  
12 past experience with the proposed work.

13 (c) This section shall remain in effect only until January 1,  
14 ~~2010~~ 2012, and as of that date is repealed, unless a later enacted  
15 statute, that is enacted before January 1, ~~2010~~ 2012, deletes or  
16 extends that date.

17 ~~SECTION 1. Section 217 of the Streets and Highways Code~~  
18 ~~is amended to read:~~

19 ~~217. The following definitions apply for the purposes of this~~  
20 ~~article:~~

21 ~~(a) "Design" is a plan completed to a level of 30 percent.~~

22 ~~(b) "Design-sequencing" is a method of contracting that~~  
23 ~~enables the sequencing of design activities to permit each~~  
24 ~~construction phase to commence when design for that phase is~~  
25 ~~complete, instead of requiring design for the entire project to be~~  
26 ~~completed before commencing construction.~~

27 ~~(c) A "design-sequencing contract" is a contract between the~~  
28 ~~department and a contractor that requires the department to~~  
29 ~~prepare a design and permits construction of a project to~~  
30 ~~commence upon completion of design for a construction phase.~~

31 ~~SEC. 2. Section 217.7 of the Streets and Highways Code is~~  
32 ~~amended to read:~~

33 ~~217.7. Notwithstanding Chapter 1 (commencing with Section~~  
34 ~~10100) of Part 2 of Division 2 of the Public Contract Code,~~  
35 ~~except Section 10128 of that code, and Chapter 10 (commencing~~  
36 ~~with Section 4525) of Division 5 of Title 1 of the Government~~  
37 ~~Code, the department may award contracts using the~~  
38 ~~design-sequencing contracting method defined in Section 217.~~  
39 ~~For the purpose of this article, these projects shall be deemed~~  
40 ~~public works.~~

1 ~~SEC. 3. Section 217.8 of the Streets and Highways Code is~~  
2 ~~repealed.~~

3 ~~SEC. 4. Section 217.9 of the Streets and Highways Code is~~  
4 ~~amended to read:~~

5 ~~217.9. Design sequencing contracts, as described in Section~~  
6 ~~217.7, shall be awarded in accordance with all of the following:~~

7 ~~(a) The department shall advertise design sequencing projects~~  
8 ~~by special public notice to contractors.~~

9 ~~(b) Contractors shall be required to provide prequalification~~  
10 ~~information establishing appropriate licensure and successful~~  
11 ~~past experience with the proposed work.~~

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## STA Legislative Analysis

**Legislation:** SB 705: Design-Build Contracts (Introduced by Senator Runner)

**Background:**

This bill would authorize the Department of Transportation to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.

The author, who is carrying this bill for Caltrans, asserts that design-build, where a single contractor both designs and constructs the project, results in benefits that include accelerated completion of projects, cost containment, and the ability to see and correct design flaws at an early stage.

The current version of SB 705 would limit use of the design-build method to Caltrans, rather than local transportation agencies. Related legislation has been introduced (SB 371 – Torlakson), which would allow Caltrans, regional transportation agencies, and local transportation agencies to use design-build contracts to complete transportation projects. A complete analysis of SB 371 is in progress.

**Solano County Impact:**

As part of the Governor's "GoCalifornia" trailer bill package to protect future Proposition 42 funds, SB 705 is addressed by the STA 2005 Legislative Priorities and Platform, Priority Number 7:

- *Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.*

SB 705 is also addressed by the STA 2005 Legislative Priorities and Platform, Priority Number VIII. 2.:

- *Project Delivery. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.*

The impact to Solano County residents would be more cost effective and accelerated transportation project delivery.

**Recommendation:**

Staff recommends a support in concept position on SB 705, but would like to see language inserted which includes regional and local transportation agencies.

**Introduced by Senator Runner**

(Coauthors: Assembly Members Benoit and Sharon Runner)

February 22, 2005

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An act to add Article 8 (commencing with Section 228) to Chapter 1 of Division 1 of the Streets and Highways Code, relating to transportation.

**LEGISLATIVE COUNSEL'S DIGEST**

SB 705, as introduced, Runner. Design-build contracts.

Existing law makes the Department of Transportation responsible for improving and maintaining the state highway system. Under existing law, until January 1, 2010, the department is authorized to utilize design-sequencing as an alternative contracting method for the design and construction of not more than 12 transportation projects, as defined.

This bill would authorize the department to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares the  
2 following:

3 (a) Various public agencies throughout the country have been  
4 considering, and in some cases experimenting with, innovative  
5 contracting practices for public works with the goal of improving  
6 and reducing the cost of the public works contract process and  
7 reducing highway user delays, to the benefit of the public  
8 interest.

9 (b) The Federal Highway Administration has established an  
10 experimental project for the purpose of evaluating certain  
11 innovative contracting practices, including the use of  
12 design-build contracts, and has provided funding for the  
13 documentation, evaluation, and reporting of these activities.

14 SEC. 2. Article 8 (commencing with Section 228) is added to  
15 Chapter 1 of Division 1 of the Streets and Highways Code, to  
16 read:

17

18 Article 8. Design-Build Contracting Program

19

20 228. Notwithstanding any provision of the Public Contract  
21 Code or any other provision of law, the department may let  
22 design-build contracts for the design and construction of  
23 transportation projects selected by the director. For the purpose  
24 of this article, these projects shall be deemed public works.

25 228.1. The following definitions apply for purposes of this  
26 article:

27 (a) "Best value" means a value determined by objective  
28 criteria and may include, but is not limited to, price, features,  
29 functions, life-cycle costs, and other criteria deemed appropriate  
30 by the department.

31 (b) "Design-build" means a procurement process in which  
32 both the design and construction of a project are procured from a  
33 single entity.

34 (c) "Design-build entity" means a partnership, corporation, or  
35 other legal entity that is able to provide appropriately licensed  
36 contracting, architectural, and engineering services as needed.

1 228.2. Prior to contracting for the procurement of state  
2 transportation projects, the director shall take all of the following  
3 actions:

4 (a) Prepare a program setting forth the scope of the project that  
5 may include, but is not limited to, the size, type, and desired  
6 design character of the transportation project and site and  
7 performance specifications covering the quality of materials,  
8 equipment, and workmanship, or any other information deemed  
9 necessary to describe adequately the state's needs. The  
10 performance specifications shall be prepared by a design  
11 professional licensed and registered in the State of California.

12 (b) (1) Establish a competitive prequalification and selection  
13 process for design-build entities, including any subcontractors  
14 listed at the time of bid, that clearly specifies the prequalification  
15 criteria and the manner in which the winning entity will be  
16 selected.

17 (2) Prequalification shall be limited to the following criteria:

18 (A) Possession of all required licenses, registration, and  
19 credentials in good standing that are required to design and  
20 construct the project.

21 (B) Submission of evidence that establishes that the  
22 design-build entity members have completed, or demonstrated  
23 the capability to complete, projects of similar size, scope, or  
24 complexity and that proposed key personnel have sufficient  
25 experience and training to competently manage and complete the  
26 design and construction of the project.

27 (C) Submission of a proposed project management plan that  
28 establishes that the design-build entity has the experience,  
29 competence, and capacity needed to effectively complete the  
30 project.

31 (D) Submission of evidence that establishes that the  
32 design-build entity has the capacity to obtain all required  
33 payment and performance bonding, liability insurance, and errors  
34 and omissions insurance.

35 (E) Submission of a financial statement that assures the  
36 department that the design-build entity has the capacity to  
37 complete the project.

38 (F) Provision of a declaration certifying that the design-build  
39 entity members have not had a surety company finish work on  
40 any project within the last five years.

- 1 (G) Provision of information and a declaration providing  
2 details concerning all of the following:
- 3 (i) Any settlement or judgment in a construction or design  
4 claim or litigation totaling more than five hundred thousand  
5 dollars (\$500,000) or 5 percent of the annual value of work  
6 performed, whichever is less, against any member of the  
7 design-build entity within the last five years.
- 8 (ii) Any serious violation of the Occupational Safety and  
9 Health Act, as provided in Part 1 (commencing with Section  
10 6300) of Division 5 of the Labor Code, committed by any  
11 member of the design-build entity.
- 12 (iii) Any violation of federal or state law, including, but not  
13 limited to, those laws governing the payment of wages or  
14 benefits or personal income tax, Federal Insurance Contributions  
15 Act withholding, or state disability insurance withholding or  
16 unemployment insurance payment requirements against any  
17 member of the design-build entity within the last five years. For  
18 the purposes of this clause, only violations committed by a  
19 design-build member as an employer shall be included in the  
20 declaration. A violation by a subcontractor of the provisions of  
21 subdivision (b) of Section 1775 of the Labor Code shall be  
22 included in the declaration if the design-build member had  
23 knowledge of the violation.
- 24 (iv) Any violations of the Contractors' State License Law  
25 (Chapter 9 (commencing with Section 7000) of Division 3 of the  
26 Business and Professions Code), excluding complaints the  
27 registrar found unsubstantiated.
- 28 (v) Any conviction of any member of the design-build entity  
29 for submitting a false or fraudulent claim to a public agency over  
30 the last five years.
- 31 (H) Submission of the questionnaire required by Section  
32 10162 of the Public Contract Code under penalty of perjury.
- 33 (I) Provision of a declaration that the design-build entity will  
34 comply with all other provisions of law applicable to the project,  
35 including, but not limited to, the requirements of Chapter 1  
36 (commencing with Section 1720) of Part 7 of Division 2 of the  
37 Labor Code.
- 38 (3) Any declaration required under paragraph (2) shall state  
39 that reasonable diligence has been used in its preparation and that  
40 it is true and complete to the best of the signer's knowledge. A

1 person who certifies as true any material matter that he or she  
2 knows to be false is guilty of a misdemeanor and shall be  
3 punished by not more than one year in a county jail, by a fine of  
4 not more than five thousand dollars (\$5,000), or by both the fine  
5 and imprisonment.

6 228.3. (a) The department, in each design-build request for  
7 proposal, may identify types of subcontractors by subcontractor  
8 license classification, that will be listed by the design-build entity  
9 at the time of the bid. In selecting the subcontractors that will be  
10 listed by the design-build entity, the department shall limit the  
11 identification to only those license classifications deemed  
12 essential for proper completion of the project. The department  
13 shall not specify more than five licensed subcontractor  
14 classifications.

15 (b) At its discretion, the design-build entity may list an  
16 additional two subcontractors, identified by subcontractor license  
17 classification, that will perform design or construction work, or  
18 both, on the project. The design-build entity shall not list at the  
19 time of bid, a total of more than seven subcontractor license  
20 classifications on a project.

21 (c) All subcontractors that are listed at the time of bid shall be  
22 afforded all of the protection contained in Chapter 4  
23 (commencing with Section 4100) of Part 1 of Division 2 of the  
24 Public Contract Code.

25 228.4. (a) All subcontracts that are not to be performed by the  
26 design-build entity shall be competitively bid and awarded by the  
27 design-build entity, in accordance with the design-build process  
28 set forth by the department in the design-build package.

29 (b) The design-build entity shall do all of the following in  
30 bidding and awarding the subcontractors:

31 (1) Provide public notice of the availability of work to be  
32 subcontracted in accordance with Section 10140 of the Public  
33 Contract Code.

34 (2) Provide a fixed date and time at which the subcontracted  
35 work will be awarded in accordance with Section 10141 of the  
36 Public Contract Code.

37 (3) As authorized by the department, establish reasonable  
38 prequalification criteria and standards, limited in scope to those  
39 described in Section 228.2.

1 (4) Provide that the subcontracted work shall be awarded to  
2 the lowest responsible bidder.

3 228.5. The department shall establish technical criteria and  
4 methodology, including price, to evaluate proposals and shall  
5 describe the criteria and methodology in the request for  
6 design-build proposals. The award shall be made to the  
7 design-build entity whose proposal is judged as providing the  
8 best value in meeting the interest of the department and meeting  
9 the objectives of the project.

10 228.6. (a) Any design-build entity that is selected to design  
11 and build a project pursuant to this section shall possess or obtain  
12 sufficient bonding as required by applicable provisions of the  
13 Public Contract Code or the California Toll Bridge Authority Act  
14 (Chapter 1 (commencing with Section 30000) of Division 17).  
15 Nothing in this section shall prohibit a general or engineering  
16 contractor from being designated the lead entity on a  
17 design-build entity for the purposes of purchasing necessary  
18 bonding to cover the activities of the design-build entity.

19 (b) Any payment or performance bond written for the  
20 purposes of this section shall use a bond form developed by the  
21 Department of General Services. In developing the bond form,  
22 the department shall consult with the surety industry to achieve a  
23 bond form that is consistent with surety industry standards, while  
24 protecting the interests of the state.

25 SEC. 3. No reimbursement is required by this act pursuant to  
26 Section 6 of Article XIII B of the California Constitution because  
27 the only costs that may be incurred by a local agency or school  
28 district will be incurred because this act creates a new crime or  
29 infraction, eliminates a crime or infraction, or changes the  
30 penalty for a crime or infraction, within the meaning of Section  
31 17556 of the Government Code, or changes the definition of a  
32 crime within the meaning of Section 6 of Article XIII B of the  
33 California Constitution.

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***Solano Transportation Authority  
Legislative Matrix  
May, 2005  
State Legislation***

<b>State Legislation Bill/Author</b>	<b>Subject</b>	<b>Status</b>	<b>STA Position</b>
AB 453 (Benoit) Construction Contract Cost Allocations	This bill would require, in order for an allocation for construction costs, or for preconstruction costs if not already allocated, to be made, that a local agency furnish evidence satisfactory to the Department of Transportation that all matters prerequisite to the award of a construction contract can be accomplished within two years after the allocation.	ASM Appropriations suspense file	
AB 748 (Wolk) Toll Bridges and Toll Roads: Pedestrians and Bicycles	Prohibits a toll from being imposed on the passage of a pedestrian or bicycle over toll roads or bridges.	ASM Appropriations (hearing set for 5/18/05)	
AB 850 (Canciamilla) Toll Road Agreements	This bill would allow the Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes.	ASM Appropriations (hearing to be set)	
AB 1010 (Oropeza) Rail Transit	Existing law provides that any public transit guide way planned, acquired, or constructed after January 1, 1979, is subject to the regulations of the Public Utilities Commission relative to safety appliances and procedures. This bill would transfer that responsibility to the Department of Transportation on January 1, 2007	ASM Appropriations suspense file	ATTACHMENT D

State Legislation Bill/Author	Subject	Status	STA Position
AB 1266 (Niello) State highways: design-sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations (hearing set for 5/18/05)	
AB 1699 (Frommer) Design-Build: Limited Authority	States the intent of the Legislature to authorize transportation agencies in 7 northern California counties (including Solano) to use a design-build process for bidding on one highway construction project within the jurisdiction of the applicable transportation authority. (Introduced 2/22/05)	ASM Appropriations	
AB 1714 (Plescia) Toll Bridge Seismic Retrofit Program: Revised Cost Estimates	Revises the estimated cost of the state-owned toll bridge seismic retrofit and replacement program from \$4.6 billion to \$7.1 billion, including \$4.8 billion for the replacement of the east span of the San Francisco/Oakland Bay Bridge and revised amounts for certain other toll bridges. Identifies \$300 million in state funds from various sources to fund the demolition costs of the replaced span of the San Francisco/Oakland Bay Bridge. Provides that the remainder of the cost of the project shall be borne by the Metropolitan Transportation Commission through a set of options, including any existing state and federal funds, a new bridge toll, or redirecting Regional Measure 2 toll revenues. Provides that MTC may implement new tolls using a variable pricing strategy, subject to Caltrans' approval.	ASM Appropriations (hearing set for 5/18/05)	
ACA 4 (Plescia and Harman) Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Committee on Transportation	Support
ACA 7 (Nation) Local Governmental Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations (hearing set for 5/18/05)	Support

State Legislation Bill/Author	Subject	Status	STA Position
ACA 10 (Nunez) Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee	Watch
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	Referred to Committee on Transportation	Watch
AJR 18 (Jones) Amtrak Funding 1 0 0 0	This measure would request the U.S. Congress to provide adequate operating and capital funding for Amtrak at specified levels, to preserve and improve the four Amtrak trains currently serving California (including the Capitol Corridor) and to establish a multiyear capital funding program available to the states on a matching basis to initiate, improve, or expand passenger rail services and provide an adequate level of capital funding for Amtrak to sustain the mandated rail passenger services.	SEN Committee on RLS	
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	SEN second hearing	Request comments from cities & counties
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	SEN Appropriations (hearing set for 5/26/05)	Watch

State Legislation Bill/Author	Subject	Status	STA Position
<b>SB 521 (Torlakson)</b> Local planning: transit village plans.	This bill would require that the mix of housing types in a transit village development district be on parcels of which at least a portion is within not more than a quarter-mile of the exterior boundary of the parcel on which a rail station is located or parcels located in an area equal to the area encompassed by a quarter-mile radius from the exterior boundary of the parcel on which the station is located. This bill would redefine "blight" for the purposes of redevelopment law, to include the lack of high-density development within a transit village development district. The bill would provide that the redevelopment project area must include rail transit provided by 11 specified operators including Capitol Corridor. The bill would exempt a transit village development district from the requirement that it be characterized as predominantly urbanized, and would require a city or county to allow use by right on each parcel within a transit village development district. The bill would require that the redevelopment agency submit the proposed redevelopment plan to the California Infrastructure and Economic Development Bank for review and approval and prohibit the bank from approving new project areas after December 31, 2012.	SEN Appropriations (hearing set for 5/26/05)	Watch
<b>SB 601 (Soto)</b> Build California Bond Act of 2006	This bill would enact the Build California Bond Act of 2006 to authorize \$3 billion in state general obligation bonds for specified projects, including construction of highway and public transportation projects that are significant for the state, reduce congestion, provide for safety and facilitate the movement of goods into, through, and out of state. Requires vote in next statewide election.	SEN Transportation & Housing (hearing cancelled at request of author)	
<b>SB 705 (Runner)</b> Design Build Contracts	This bill would authorize the Department of Transportation to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (hearing cancelled at request of author)	

State Legislation Bill/Author	Subject	Status	STA Position
SB 1020 (Migden) County Sales and Use Taxes: rate increase	This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. This bill would require a county or city and county that imposes this additional rate to deposit all revenues derived there from, less specified administrative costs, into a local transportation fund, as specified. This bill would also require a county or a city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution.	SEN Revenue & Taxation (hearing postponed by committee)	
SB 1024 (Perata) Seismic Retrofit Improvements: Bond Measure	This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.	SEN Appropriations (hearing set for 5/26/05)	

Federal Legislation Bill/Author	Subject	Status	Position
HR 807 (Blumenauer) Transportation Fringe Benefit: Bicycle Commuters	Amends the Internal Revenue Code to include a bicycle commuting allowance as a qualified transportation fringe benefit, excludable from gross income.	House Ways & Means Committee: Health Subcommittee	

**Solano Transportation Authority  
2005 Legislative Priorities and Platform  
(Adopted by the STA Board on 1/12/05)**

**LEGISLATIVE PRIORITIES**

1. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure.
2. Oppose efforts to reduce or divert funding from transportation projects.
3. Pursue federal and state funding for the following priority projects and transit services:
  - a. I-80/I-680/SR 12 Interchange \*
  - b. Jepson Parkway Project\*
  - c. Vallejo Intermodal Station\*
  - d. Vallejo Baylink Ferry Service
  - e. Fairfield/Vacaville Intermodal Station\*
  - f. Capitol Corridor Rail Service and track improvements throughout Solano County
  - g. Inter-city transit
4. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
5. Monitor legislative efforts to merge MTC and ABAG governing boards and their respective responsibilities.
6. Monitor the progress of the \$3 bridge toll, support the implementation of Regional Measure 2 funded projects, and oppose efforts to divert RM 2 funds from the RM 2 expenditure plan to cover cost increases on the Bay Bridge.
7. Support efforts to prevent the future suspension of Proposition 42, diverting voter approved funds dedicated for transportation to the state general fund.

*\* Federal Priority Projects*

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

### ***I. Air Quality***

- 1. Support use of Petroleum Violation Escrow Account (PVEA) funds for clean fuel projects.**
- 2. Monitor and review approval of the 2004 Ozone Attainment Plan by EPA.**
- 3. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.**
- 4. Monitor legislation providing infrastructure for low, ultra-low and zero emission vehicles.**
- 5. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.**
- 6. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.**
- 7. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.**
- 8. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.**
- 9. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.**
- 10. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.**

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

### ***II. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)***

1. Support legislation promoting bicycling and bicycle facilities as a commute option.
2. Oppose expanded use of HOV lanes for purposes not related to congestion relief and air quality improvement.
3. Support legislation providing land use incentives in connection with rail and multimodal transit stations – transit oriented development.

### ***III. Congestion Management***

1. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

### ***IV. Employee Relations***

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

### ***V. Funding***

1. Protect Solano County's statutory portions of the state highway and transit funding programs.
2. Seek a fair share for Solano County of any state discretionary funding made available for transportation grants or programs.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

- 3. Protect State Transportation Improvement Program (STIP) from use for purposes other than those covered in SB 140 of 1997 reforming transportation planning and programming.**
- 4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.**
- 5. Support transportation initiatives that increase the overall funding levels for transportation priorities in Solano County.**
- 6. Advocate for primacy of general transportation infrastructure funding over high-speed rail project and Bay Area Ferry Authority.**
- 7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.**
- 8. Seek a fair share for Solano County of any federal funding made available for transportation programs and projects.**
- 9. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.**
- 10. Support efforts to pass a new federal transportation reauthorization bill that maintains the funding categories and flexibility of TEA 21, provides a higher level of overall transportation funding, and provides a fair share return of funding for California.**
- 11. Support state policies that assure timely allocation of transportation revenue, including allocations of new funds available to the STIP process as soon as they are available.**
- 12. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts**

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

13. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs.
14. Monitor the distribution of state transportation demand management funding.
15. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, the Petroleum Violation Escrow Account (PVEA), State Highway Account (SHA), Public Transit Account (PTA), and Transportation Development Act (TDA) and any ballot initiative.

### ***VI. Liability***

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

### ***VII. Paratransit***

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

### ***VIII. Project Delivery***

1. Support legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.
2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

3. Support legislation and/or administrative reforms that result in cost and/or timesavings to environmental clearance processes for transportation construction projects.
4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

### ***IX Rail***

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance with funds to be apportioned to member agencies.
2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.
3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.
4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.
5. Seek funds for the development of intercity, regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.
6. Continue to monitor and evaluate the proposed \$10 billion High Speed Rail Bond scheduled for the November 2006 ballot.

### ***X Ferry***

1. Protect the existing source of operating support for Vallejo Baylink ferry service, most specifically the Bridge Tolls–Northern Bridge

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

Group “1<sup>st</sup> and 2<sup>nd</sup> Dollar” revenues which provide a 5 percent and 2 percent set aside for transit operations and ferry capital, respectively.

2. Support the implementation of expanded Vallejo Baylink ferry and countywide express bus service funded from the “3<sup>rd</sup> Dollar” Bridge Toll (Measure 2) program and oppose proposals to divert these funds to other purposes than those stipulated in the expenditure plan for RM 2.
3. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.

### ***XI. Safety***

1. Support legislation or administrative procedures to streamline the process for local agencies to receive funds for road repair from the Federal Emergency Management Agency (FEMA).

### ***XII. Transit***

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.
2. Support an income tax credit to employers for subsidizing employee transit passes.
3. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of public transit.
4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.

## **2005 STA LEGISLATIVE PRIORITIES AND PLATFORM**

5. **Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large UZAs.**
6. **Support efforts to change Title 23 restrictions pertaining to use of bridge toll revenues for federalized bridges for transit operations.**
7. **In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus and ferry and rail.**



DATE: May 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Jennifer Tongson, Projects Assistant  
RE: Solano Travel Safety Plan, Phase 1

**Background:**

The original Solano Travel Safety Plan (STSP) was completed by the Solano Transportation Authority (STA) in December 1998 and identified the 40 local intersections in Solano County with the highest accident rates (per million vehicles entering intersection). The Solano Travel Safety Plan also evaluated the accident rates on freeway segments in Solano County and pedestrian and bicycle accident data.

The 1998 Solano Travel Safety Plan provided a valuable tool for identifying safety projects and programs in Solano County and recommended funding strategies for specific projects and programs based upon the criteria for applicable funding sources. The Travel Safety Plan has been used to identify projects for Federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) funds, State Highway Operations and Protection Program (SHOPP) funds and Hazard Elimination System (HES) funds.

In October 2004, the STA awarded Korve Engineering with a contract to update the 1998 Travel Safety Plan. STA and the consultant has worked with city and county public works staffs, police and sheriffs departments, the California Highway Patrol (CHP), and Caltrans to collect accident data for Solano County's local streets and highways.

Last month, a draft of the Solano Travel Safety Plan was presented to the Solano Links Transit Consortium, the TAC, and the STA Board for review. In addition, the STA Board gave approval to initiate Phase 2 of the Travel Safety Plan, known as the Safe Routes to Schools/Safe Routes to Transit Study.

**Discussion:**

Based on the accident data collected, the draft Solano Travel Safety Plan compiled an updated list of 65 intersections/locations ranked by accident rate (Attachment A). The most hazardous intersection in Solano County is the Sonoma/Marine World Parkway intersection in Vallejo, with 1.71 accidents per million entering vehicles. Eight of the top 10 most hazardous intersections in the county are located in the City of Vallejo.

The Solano Travel Safety Plan also divides the Solano County freeway system into 13 segments for analysis. The plan ranked the 13 segments in order of accident rate (per million entering vehicles). The SR 12 segment between I-80 and Walters Road ranked first with 1.45 accidents per million entering vehicles. This segment was also identified as the most unsafe highway segment in the 1998 Solano Travel Safety Plan.

The consultant is currently processing and incorporating comments on the draft Solano Travel Safety Plan from the local agencies. The final draft will be presented to the TAC and Consortium and the Arterials, Highways, and Freeways subcommittee on May 25, 2005, and to the STA Board on June 8, 2005 for approval.

**Recommendation:**

Forward a recommendation to the STA Board to approve the final draft of the Solano Travel Safety Plan, Phase 1.

**Attachment:**

A. Draft Solano Travel Safety Plan, dated May 11, 2005.

# SOLANO TRAVEL SAFETY PLAN

**ENGINEERING**

**ENFORCEMENT**

**EDUCATION**

**MAY 11, 2005**



*Solano Transportation Authority*





## ACKNOWLEDGEMENTS

### Solano Transportation Authority:

Mike Duncan – STA  
Dan Christians – STA  
Jennifer Tongson – STA

### Contacts:

City of Benicia – Dan Schiada  
City of Dixon – Jason Riley  
City of Fairfield – Trudy Ball  
City of Rio Vista – Felix Ajayi  
City of Suisun City – Lee Evans  
City of Vacaville – Gian Aggarwal  
City of Vallejo – Theresa Peterson  
Solano County – Paul Wiese  
Caltrans – Nicolas Endrawos  
California Highway Patrol – Michael Lowry

### Consultants:

Bill Burton – Korve Engineering  
Geoff Rubendall – Korve Engineering

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## 1.0 INTRODUCTION

### 1.1 PURPOSE OF TRAVEL SAFETY PLAN

The purpose of the Solano Travel Safety Plan is to identify travel safety deficiencies in Solano County and recommend a program of cost-effective travel safety programs and projects. The Safety Plan includes a funding strategy for each proposed program or project that addresses the criteria for the applicable funding sources.

In 1998, The Solano Transportation Authority (STA) led a Travel Safety Committee to report the safety related problems in Solano County. With help from Korve Engineering and Grandy & Associates, a Safety Plan was published. This report is an update of that project, with additional updated analysis of highway, local street and bicycle/pedestrian accident rates in the County.

### 1.2 TRAVEL SAFETY PLAN PROCESS

The Travel Safety Plan was developed through the cooperative efforts of the Solano Transportation Authority and Korve Engineering with the help of the following agencies and jurisdictions:

- Benicia;
- California Department of Transportation;
- California Highway Patrol;
- Dixon;
- Fairfield;
- Rio Vista;
- Solano County;
- Suisun City;
- Vacaville; and
- Vallejo.

### 1.3 TRAVEL SAFETY PLAN FRAMEWORK

Traditional methods for addressing travel safety deficiencies involve education, engineering and/or enforcement programs. The opportunity to establish travel safety education programs at the county level is somewhat limited, as the state and local school districts typically address travel safety education for motorists. Several local school districts have developed joint programs (i.e. transportation, enforcement, and education professionals) to provide travel safety programs for school children. Engineering solutions for safety problems encompass a wide range of improvements including wider shoulders, guardrails, median barriers, traffic signal improvements, removal of obstacles, improved lighting, sidewalks, pedestrian crossing improvements, reconfiguration of roadways and intersections, rail safety improvements, etc. Enforcement programs address the primary factors in most accidents such as speeding, improper lane changes or turns, driving under the influence and improperly yielding the right-of-way.

## 2.0 EVALUATION OF TRAVEL SAFETY DATA

### 2.1 ACCIDENT DATA FOR LOCAL INTERSECTIONS

The following analysis of intersection accident data for the calendar years 1998 through 2003 and a portion of 2004 is based on a review of accident rates per million entering vehicles (MEV). Table 1 provides the total number of accidents at identified intersections for each of the calendar years and resulting average accident rate per MEV. Figure 1 shows the location of these intersections. The intersections are listed in descending order of their respective accident rates.

In order to select the study intersections, a letter was sent to each jurisdiction with the intersections included in the 1998 Report, and each jurisdiction was asked to add any intersections which have high accident volumes or were perceived as unsafe for vehicles, pedestrians, and/or bicycles.

An initial examination of the 65 intersections revealed that recent improvements had been installed at five intersections and funding is programmed for improvements at another two locations. A comprehensive assessment of the traffic accident data was performed for all 65 intersections to identify accident patterns.

At the time of the original plan produced in 1998, no intersections were identified in the Cities of Rio Vista or Vacaville. As a result of discussions between city officials and STA staff, a list of intersections in Vacaville and Rio Vista were added to the list of intersections to be evaluated.

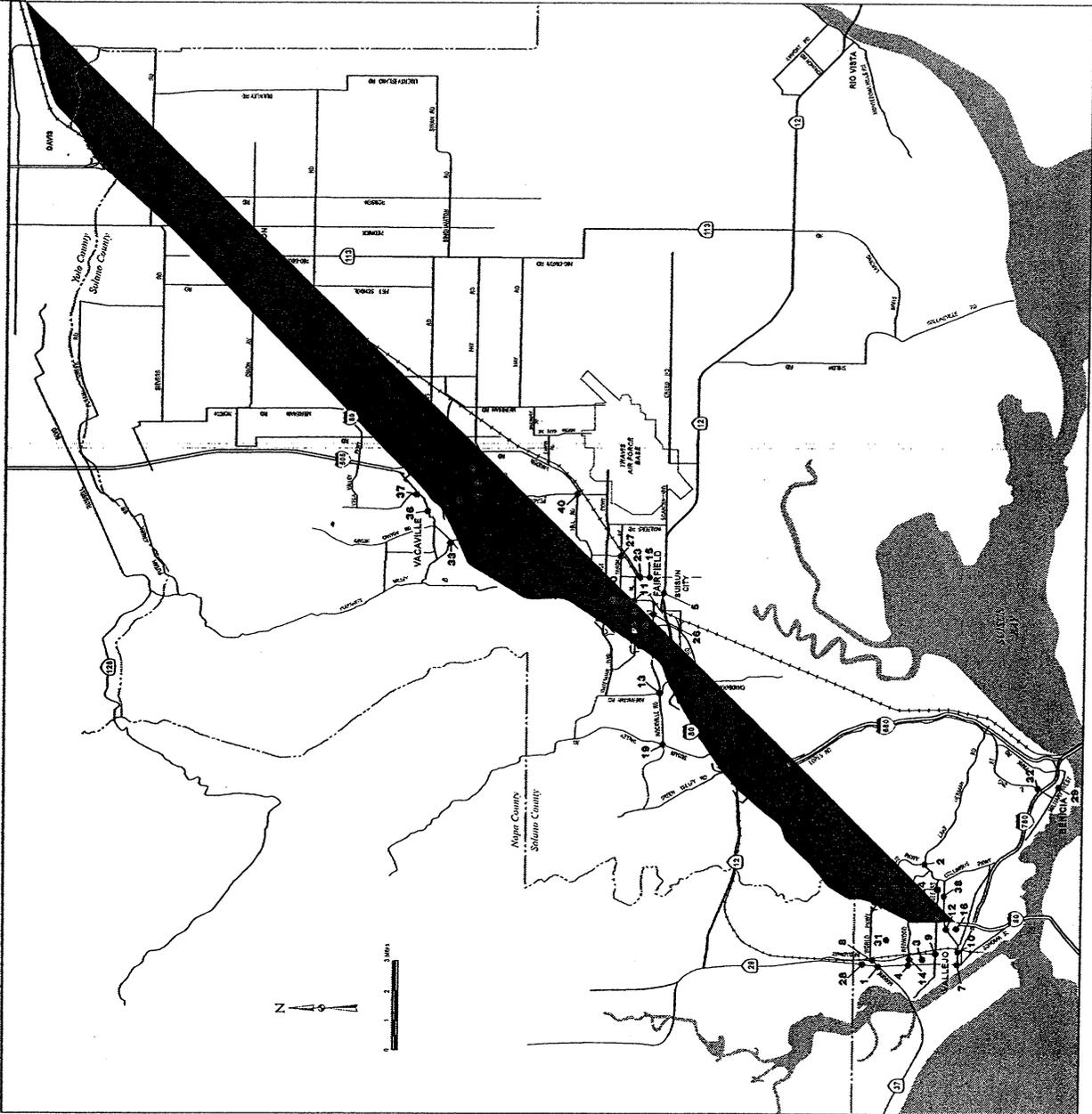
TABLE 1: INTERSECTION ACCIDENT RATES

INTERSECTION	AGENCY	'98	'99	'00	'01	'02	'03	'04	ACCIDENT RATE <sup>1</sup>
1 Sonoma/Marine World	Vallejo	47	41	65	29	37	43	6	1.71
2 Columbus/Lake Herman	Vallejo	4	5	8	5	11	7	3	1.61
3 Couch/Valle Vista	Vallejo	6	6	8	5	6	8	0	1.54
4 Redwood/Sonoma	Vallejo	21	17	19	20	17	16	3	1.38
5 Highway 12/Marina	Suisun City	10	16	19	31	19	14	11	1.36
6 Cliffside/Peabody	Vacaville	n/a	7	7	11	8	2	3	1.23
7 Georgia/Sonoma	Vallejo	8	6	7	8	7	6	0	1.15
8 Broadway/Marine World	Vallejo	26	22	27	28	23	19	3	1.14
9 Broadway/Tennessee	Vallejo	9	14	10	14	11	9	1	1.14
10 Alameda/Georgia	Vallejo	5	5	2	2	3	12	1	1.08
11 Travis/North Texas	Fairfield	10	15	15	21	9	17	n/a	1.04
12 Mariposa/Solano	Vallejo	12	3	4	8	3	2	1	1.03
13 Rockville/Abernathy	Solano Co.	n/a	2	3	8	5	3	7	1.02
14 Couch/Redwood	Vallejo	11	2	9	11	6	10	0	1.02
15 Pintail/Sunset	Suisun City	10	10	5	4	6	12	3	1.01
16 Georgia/14 <sup>th</sup>	Vallejo	7	6	5	4	3	7	0	0.99
17 Pacific/North Texas	Fairfield	8	9	17	7	16	12	n/a	0.97
18 Pennsylvania/Utah	Fairfield	7	6	17	4	5	0	n/a	0.93
19 Suisun Valley/Rockville	Solano Co.	n/a	2	2	7	6	3	3	0.89
20 Travis/Pennsylvania	Fairfield	5	25	10	12	15	14	n/a	0.87
21 Alamo/Peabody	Vacaville	n/a	7	11	14	9	11	3	0.86
22 Union/Travis	Fairfield	7	2	15	9	7	15	n/a	0.83
23 Railroad/Sunset	Suisun City	10	8	2	7	5	5	3	0.83
24 Oakwood/Tennessee	Vallejo	4	8	1	8	4	4	2	0.83

DRAFT – SOLANO TRAVEL SAFETY PLAN

INTERSECTION	AGENCY	'98	'99	'00	'01	'02	'03	'04	ACCIDENT RATE <sup>1</sup>
25 Marshall/Peabody	Vacaville		3	8	10	10	5	4	0.81
26 Texas/Jefferson	Fairfield	7	4	6	6	7	3	n/a	0.79
27 East Tabor/Clay Bank	Fairfield	6	3	9	4	7	7	n/a	0.78
28 Meadows/Sonoma	Vallejo	14	4	13	6	13	8	4	0.78
29 East 5th / Military East	Benicia	8	6	6	2	6	2	n/a	0.75
30 North Texas/East Tabor	Fairfield	14	8	10	12	17	4	n/a	0.74
31 Sereno/Tuolumne	Vallejo	10	7	4	3	6	6	2	0.74
32 East 2nd/I-780	Benicia	12	6	11	5	7	4	n/a	0.73
33 Alamo/Merchant	Vacaville	n/a	9	9	11	9	2	2	0.71
34 Adm.Callaghan/ Tennessee	Vallejo	5	10	4	4	5	3	1	0.70
35 Fairview/Nut Tree	Vacaville	n/a	2	2	1	4	4	0	0.68
36 Callen/East Monte Vista	Vacaville	n/a	4	2	2	2	8	1	0.64
37 Allison/East Monte Vista	Vacaville	n/a	2	7	9	4	7	5	0.62
38 Maple/Springs	Vallejo	4	9	4	4	3	4	1	0.61
39 Alamo/Mariposa	Vacaville	n/a	5	3	5	8	0	1	0.58
40 Peabody/Cement Hill	Fairfield	5	1	12	1	2	6	n/a	0.58
41 Military West/West 7th	Benicia	4	5	5	3	4	5	n/a	0.57
42 Alamo Rd/Alamo Ln	Vacaville	n/a	5	5	5	1	3	3	0.56
43 Highway 12/Sunset	Suisun City	5	11	8	8	5	12	0	0.56
44 Maine/Sonoma	Vallejo	3	1	5	3	2	7	0	0.56
45 Elmira/Nut Tree	Vacaville	n/a	7	4	11	7	2	0	0.56
46 Alamo/Nut Tree	Vacaville	n/a	2	5	6	5	1	3	0.52
47 Air Base/Walters	Fairfield	5	3	8	13	11	7	n/a	0.51
48 Nut Tree/Ulatis	Vacaville	n/a	1	6	5	4	3	4	0.49
49 Highway 12 / Church	Rio Vista	n/a	0.47						
50 Depot/Mason	Vacaville	n/a	1	4	9	7	5	4	0.47
51 Vanden/Canon	Solano Co.	n/a	2	1	1	0	3	3	0.47
52 Alamo/Marshall	Vacaville	n/a	2	1	9	5	5	1	0.46
53 Northgate/Canon	Solano Co.	n/a	1	1	2	0	2	1	0.43
54 Peabody/Vanden	Fairfield	3	5	3	4	3	1	n/a	0.41
55 Allison/Elmira	Vacaville	n/a	2	6	3	6	2	1	0.39
56 Gateway/Courtyard	Fairfield	2	6	1	2	4	2	n/a	0.38
57 East Monte Vista/Markham	Vacaville	n/a	3	0	2	6	3	2	0.35
58 Allison/Nut Tree	Vacaville	n/a	2	9	0	3	3	4	0.31
59 East 2nd/Military East	Benicia	10	3	0	3	7	2	n/a	0.31
60 Elmira/Peabody	Vacaville	n/a	4	2	4	2	3	3	0.30
61 First / A Street	Dixon	0	3	0	3	0	3	n/a	0.25
62 West A St / N. Jackson	Dixon	0	0	0	3	0	2	n/a	0.22
63 Southampton / I-780	Benicia	1	5	3	2	1	0	n/a	0.21
64 First / Lincoln / Vaughn	Dixon	2	0	0	2	0	3	n/a	0.21
65 West A St / N. Lincoln	Dixon	2	0	0	0	0	0	n/a	0.09

<sup>1</sup>Accidents per million entering vehicles



1. Sonoma Blvd (SR 29) / Marine World Pkwy (SR 37)
2. Columbus Pkwy / Lake Herman Rd
3. Couch Street / Valle Vista Avenue
4. Redwood Street / Sonoma Blvd (SR 29)
5. SR 12 / Marina Boulevard
6. Cliffside Drive / Peabody Road
7. Georgia Street / Sonoma Blvd (SR 29)
8. Broadway / Marine World Pkwy (SR 37)
9. Broadway / Tennessee Street
10. Alameda Street / Georgia Street
11. Travis Boulevard / North Texas Street
12. Mariposa Street / Solano Avenue
13. Rockville Road / Abernathy Road
14. Couch Street / Redwood Road
15. Pintail Drive / Sunset Avenue
16. Georgia Street / 14th Street
17. Pacific Avenue / North Texas Street
18. Pennsylvania Avenue / Utah Street
19. Suisun Valley Road / Rockville Road
20. Travis Boulevard / Pennsylvania Avenue
21. Alamo Drive / Peabody Road
22. Union Avenue / Travis Boulevard
23. Railroad West Avenue / Sunset Avenue
24. Oakwood Avenue / Tennessee Street
25. Marshall Road / Peabody Road
26. Texas Street / Jefferson Street
27. East Tabor Avenue / Clay Bank Road
28. Meadows Drive / Sonoma Blvd (SR 29)
29. East 5th Street / Military East
30. North Texas Street / East Tabor Avenue
31. Sereno Drive / Tuolumne Street
32. East 2nd Street / I-780
33. Alamo Drive / Merchant Street
34. Adm. Callaghan Lane / Tennessee Street
35. Fairview Drive / Nut Tree Road
36. Callen Street / E. Monte Vista Avenue
37. Allison Drive / E. Monte Vista Avenue
38. Maple Avenue / Springs Road
39. Alamo Drive / Mariposa Avenue
40. Peabody Road / Cement Hill Road

Figure 1  
**HIGH ACCIDENT LOCATIONS**  
 SOLANO TRAVEL SAFETY PLAN

## 2.2 ACCIDENT DATA FOR HIGHWAYS

The following analysis of freeway accident data for the calendar years 1998 through 2003 is based on a review of accident rates per million vehicle miles (MVM) for 13 freeway segments in Solano County. Caltrans supplied TASAS data to be used for this analysis. Table 2 provides the total number of accidents for each of the calendar years, the resulting average accident rate per MVM and the average statewide accident rates for each segment. Figure 2 shows the freeway segments that were studied. The segments are listed in descending order of their respective accident rates. The last column refers to the statewide average accident rate of highways with the same characteristics, such as number of lanes, average daily vehicles, etc.

**TABLE 2: FREEWAY ACCIDENT RATES – ACCIDENTS PER MILLION VEHICLE MILES**

ROUTE	SEGMENT	'98	'99	'00	'01	'02	'03	ACCIDENT RATE <sup>1</sup>	STATE AVERAGE RATE <sup>2</sup>
SR-12	I-80 to Walters Road	95	90	119	109	101	71	1.45	1.61
SR-12	Napa County Line to I-80	41	46	38	51	43	27	1.33	1.33
I-80	Carquinez Bridge to SR-37	231	222	349	387	396	303	1.28	1.04
SR-37	Sonoma County Line to I-80	125	129	162	156	140	114	0.93	1.24
SR-12	Walters Road to Rio Vista	72	59	64	88	92	77	0.86	0.96
I-80	Red Top to North Texas	250	296	417	524	625	497	0.86	0.93
SR-113	I-80 to SR-12	27	32	31	45	49	42	0.75	1.05
I-780	I-80 to I-680	83	60	84	108	116	92	0.74	0.92
I-80	SR-37 to Red Top	130	128	120	168	176	157	0.65	0.64
I-80	N. Texas to Alamo	105	115	116	149	186	148	0.58	0.81
I-680	Benicia Bridge to I-80	111	96	152	172	194	129	0.56	0.79
I-80	Alamo to SR-113	276	291	348	406	423	347	0.48	0.75
I-505	Yolo County Line to I-80	22	20	15	43	36	40	0.38	0.52

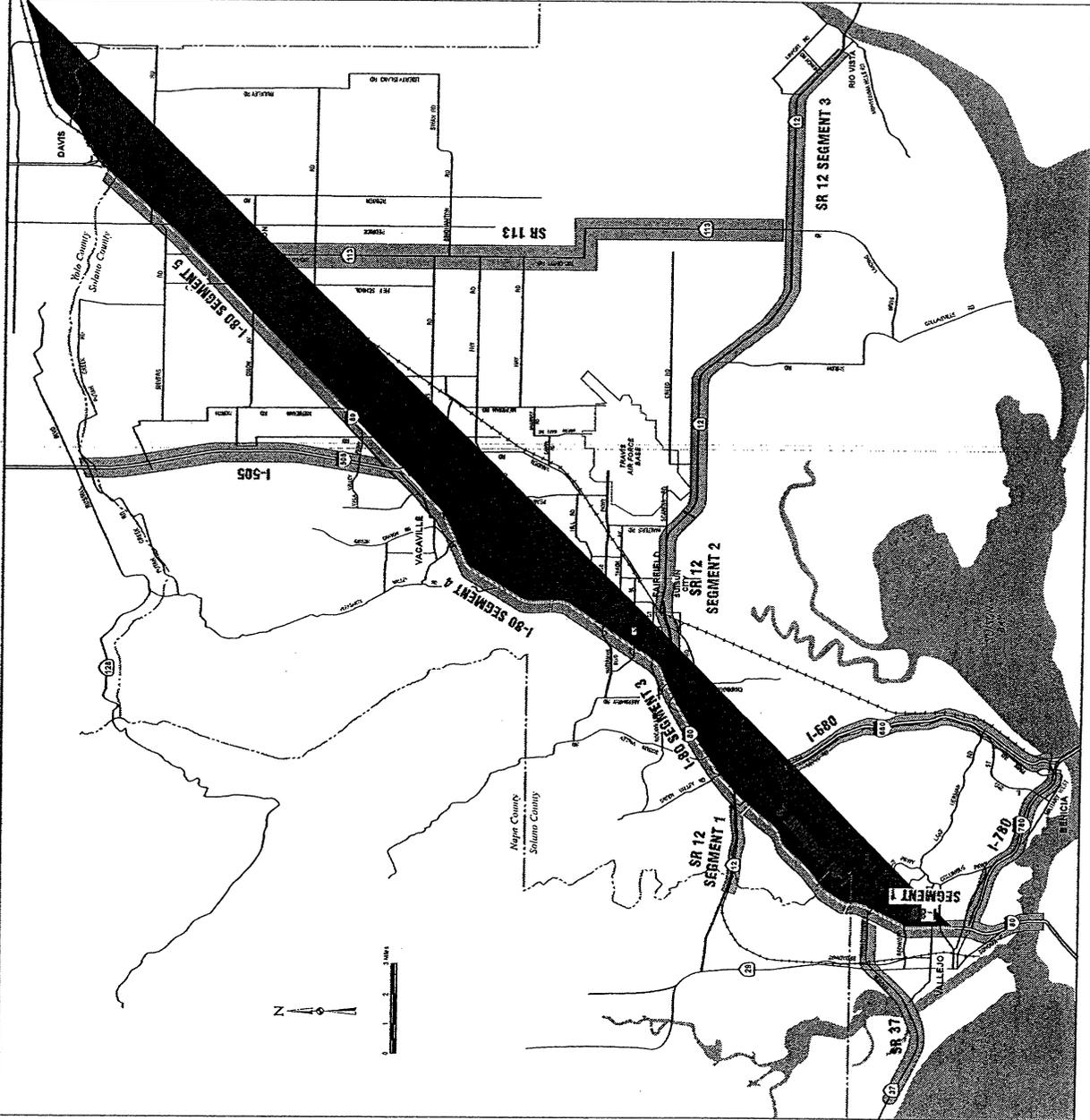
<sup>1</sup>Accidents per million entering vehicles

<sup>2</sup>For similar facilities

A review of the freeway accident rates indicates that I-80 Segment 1 (Carquinez Bridge to SR 37) is the only freeway segment that experiences an average accident rate that is substantially higher than the average statewide accident rates for similar facility types.

The portion of I-80 between the Carquinez Bridge and SR 37 has experienced a general increase in accidents from calendar year 1998 to the present, with the exception of the 2003 calendar year. The I-80 Segment 1 average accident rate for 2003 was 1.28, which is approximately 23% higher than the statewide average of 1.04 for a similar facility. The primary accident types reported on this segment between 1998 and 2003 included rear end accidents (53%), sideswipe accidents (21%), and fixed object accidents (19%). Primary collision factors reported included unsafe speed (44%), improper turns (13%), and following too closely (8%).

All other segments analyzed were found to have lower than average accident rates when compared to other roadways in the state with a similar classification. The most common types of collisions were rear-ends and collisions with fixed objects. Table 3 summarizes the percentages of each type of accident for each segment. Types of accidents not included in Table 3 were head-on collisions and pedestrian-auto collisions due to the infrequency of both types.



**Freeway Segments Ranked by Accident Rate**

ROUTE (SEGMENT)	ACCIDENT RATE
1. SR 12 Segment 2 (I-80 to Walters Road)	1.45
2. SR 12 Segment 1 (Napa County Line to I-80)	1.33
3. I-80 Segment 1 (Carquinez Bridge to SR 37)	1.28
4. SR 37 (Sonoma County Line to I-80)	0.93
5. SR 12 Segment 3 (Walters Road to Rio Vista)	0.86
6. I-80 Segment 3 (Red Top Rd to N. Texas St)	0.86
7. SR 113 (I-80 to SR 12)	0.75
8. I-780 (I-80 to I-680)	0.74
9. I-80 Segment 2 (SR 37 to Red Top Rd)	0.65
10. I-80 Segment 4 (N. Texas St to Alamo Dr)	0.58
11. I-680 (Benicia Bridge to I-80)	0.56
12. I-80 Segment 5 (Alamo Dr to SR 113)	0.48
13. I-505 (Yolo County Line to I-80)	0.38

**Figure 2**  
**FREEWAY SEGMENTS**  
SOLANO TRAVEL SAFETY PLAN

TABLE 3: TYPES OF COLLISIONS

ROUTE	SEGMENT	SIDESWIPE	REAR END	FIXED OBJECT
SR 12	Napa County Line to I-80	9%	46%	20%
SR 12	I-80 TO Walters Road	7%	65%	10%
SR 12	Walters Road to Rio Vista	11%	31%	25%
SR 37	Sonoma County Line to I-80	16%	42%	19%
I-80	Carquinez Bridge to SR 37	21%	53%	19%
I-80	SR 37 to Red Top	19%	27%	41%
I-80	Red Top to N. Texas	14%	61%	18%
I-80	N. Texas to Alamo	19%	34%	36%
I-80	Alamo to SR 113	15%	26%	47%
SR 113	I-80 to SR 12	9%	15%	30%
I-505	Yolo County Line to I-80	5%	18%	53%
I-680	Benicia Bridge to I-80	17%	35%	38%
I-780	I-80 to I-680	14%	26%	47%
<b>TOTAL FOR SOLANO COUNTY</b>		<b>16%</b>	<b>42%</b>	<b>29%</b>

### 2.3 PEDESTRIAN AND BICYCLE ACCIDENT DATA

The following analysis of pedestrian and bicycle accident data for the calendar years 1998 through 2004 is based primarily on a review of accident rates by population. Table 4 provides a summary of the average number of accidents in each jurisdiction over the six-year period and the resulting average rate per 1,000 persons.

TABLE 4: PEDESTRIAN AND BICYCLE ACCIDENT RATES – YEARLY AVERAGE PER 1,000 POPULATION

JURISDICTION	POPULATION	PEDESTRIAN ACCIDENTS		BICYCLE ACCIDENTS	
		ANNUAL AVERAGE	ANNUAL RATE	ANNUAL AVERAGE	ANNUAL RATE
Benicia	27,700	6.4	0.23	5.0	0.18
Dixon	16,100	3.3	0.20	3.7	0.23
Fairfield	96,200	37.3	0.36	39.2	0.38
Rio Vista	7,000	1.8	0.26	2.6	0.37
Solano County	19,700	1.8	0.09	2.7	0.14
Suisun City	27,250	6.9	0.25	4.0	0.15
Vacaville	88,600	13.0	0.15	22.3	0.25
Vallejo	115,000	47.2	0.41	35.2	0.31

In 2001, the Surface Transportation Policy Project (STPP) released a report on pedestrian safety that stated Solano County was the most dangerous county in California for pedestrians, based on 2000 Census “Journey to Work” data. The study calculated a “Pedestrian Danger Index” based on the relationship between the incidence of pedestrian accidents and the percentage of people walking to work. The study cites efforts by communities around the country to implement pedestrian safety measures to reduce fatalities and injuries. This includes “traffic calming” measures, sidewalks, and pedestrian crossing measures.

In August of 1998, the STPP released a report on pedestrian safety that rated Solano County as the 10<sup>th</sup> most dangerous for pedestrians among 35 California counties with

populations more than 100,000. Therefore, this study has showed that since the first Safety Plan, Solano County has become more dangerous for pedestrians when compared to other California counties. In this same study, Vallejo was rated as the most dangerous city in California, and Fairfield was rated as the 26<sup>th</sup> most dangerous city in California for pedestrians.

### 3.0 RECOMMENDED SAFETY REMEDIATION MEASURES

#### 3.1 SAFETY PROJECTS AT LOCAL INTERSECTIONS

A number of safety projects have either been implemented or are planned for implementation in Solano County at the 65 study intersections. These projects provide a foundation for this Safety Plan to build upon. The following is a list of the projects that have been implemented or are currently planned.

##### Safety Improvements that were Recently Installed by Agencies:

###### *Benicia*

- East 2<sup>nd</sup> / I-780 – New traffic signal installed
- East 2<sup>nd</sup> / Military East – Traffic signal modifications
- Military West – Lighted crosswalk for Benicia H.S.

###### *Dixon*

- Pitt School Rd / A Street – Multi-way stop installed (1998)
- First / A Street – Traffic Signal installed (2004)

###### *Fairfield*

- East Tabor Avenue – Traffic calming radar speed display signs

###### *Rio Vista*

- SR12 / Hillside Terrace – Marked as a school crossing
- SR12 / Gardiner Way – In-ground lights were installed in the crosswalk

##### Local Safety Improvements that are Funded but not yet Installed:

###### *Benicia*

- Military West – Traffic signal installation at Benicia H.S. (design underway)
- First Street – Streetscape and parking improvements (design underway)

###### *Fairfield*

- Travis / Union – Additional free right turn, NB Union to EB Travis

###### *Solano County*

- Rockville/Abernathy – A roundabout is being constructed

#### 3.2 SAFETY-RELATED PROJECTS ON HIGHWAYS AND FREEWAYS

Caltrans has also installed projects in Solano County that would promote safer driving on Solano County highways and freeways. The following is a list of the projects located in Solano County that Caltrans has implemented or plans to implement in the next year.

###### *Highway 12*

- New median barrier between I-80 and Pennsylvania Avenue
- Soft median barrier and upgraded shoulder installed between Drouin Drive and Currie Drive

- Shoulder widening throughout Rio Vista
- Highway 29*
- New signal installed at Maritime Academy
- Highway 37*
- Concrete median barrier and widening east of Broadway
- Interstate 80*
- Rebuilt westbound off-ramp at Oliver Road
  - Upgraded median barrier from West Texas to Yolo County and from American Canyon Road to I-680
- Interstate 505*
- Soft median barrier installed from I-80 to Yolo County

### 3.3 ONGOING CHP ENFORCEMENT PROGRAMS

The California Highway patrol has various programs and plans to encourage safe driving on California's highways. The CHP writes press releases each month focusing on the following topics:

- Safe and Proper Usage of seatbelts;
- Education and Prevention of Primary Collision Factors (i.e. speeding, following too closely, unsafe lane changes); and
- Vehicle Registration.

In order to enforce these issues, six days per month (two per issue) are selected to specifically enforce each issue. On these "special days" officers focus their patrols on drivers who violate these three common violations. In addition to these press releases, the following are programs the CHP implements to encourage safe driving in Solano County.

- Neighborhood Traffic Safety Program – The program focuses on officers and residents working together, in a cooperative effort to enhance public safety in their communities. Working together, residents and CHP personnel develop a strategic plan to reduce traffic violations and associated motor vehicle collisions. The program involves both education and enforcement, with a simple, but imperative objective; ensure communities are a safe place to drive and live.
- Community Response Team (CRT) – three officers that split time between enforcement on unincorporated roads and working with neighborhood groups and schools in education efforts and engineering solutions to safety problems.
- DUI Team – two officers assigned to work all CHP beats for DUI enforcement.
- State Route 12 Patrol – permanent officer assigned daily to SR 12 for enforcement duty on I-780.
- Maintenance Zone Enhanced Enforcement Program (MAZEEP) – assistance provided by CHP to Caltrans on a reimbursable basis to patrol ongoing maintenance on state highway system.

#### Special CHP Enforcement Projects:

- Collision Reduction and Statewide Highway Enforcement Strategies (CRASHES) – one-time grant to provide additional enforcement on SR 12 through December of 1998.

- State Route 12 Task Force – Office of Traffic Safety (OTS) grant to prepare corridor strategy and provide one-time enforcement through December of 1999.
- County Roads Enforcement (CORE) program – federal grant to provide additional enforcement on unincorporated roads through December of 1998.
- DUI Checkpoints – federal grant to provide for approximately three DUI checkpoints annually that are done jointly with local agencies.
- Construction Zone Enhanced Enforcement Program (COZEEP) – assistance provided by CHP to Caltrans on a reimbursable basis to patrol construction projects on state highway system.

The local police departments from each of the STA member agencies also have ongoing programs to address travel safety concerns. These programs vary but typically include enforcement and education components.

## 4.0 FUNDING

The following section, compiled by STA staff, identifies potential sources of funding that may be pursued to pay for safety-related improvements in Solano County.

### 4.1 SURFACE TRANSPORTATION PROGRAM (STP) / CONGESTION MITIGATION AIR QUALITY PROGRAM (CMAQ)

The Intermodal Surface Transportation Efficiency Act (ISTEA), established in 1991, and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), established in 1997, directed federal funds to projects and programs for a broad variety of transit, highway, and streets and roads projects. Surface Transportation Program (STP) funds are distributed through the Metropolitan Transportation Commission (MTC) for transit highway, local road capital improvements, bicycle and pedestrian facilities, safety improvements, carpool and park and ride lots, surface transportation planning, Transportation for Livable Communities (TLC) projects, and transportation enhancement activities. Congestion Mitigation and Air Quality (CMAQ) funds are directed to transportation-related air quality improvement projects and programs in air quality non-attainment and maintenance areas that reduce transportation related emissions. Counties were provided a portion of these funds for local programming and both programs are anticipated to continue with the reauthorization of TEA-21.

### 4.2 EASTERN CONGESTION MITIGATION AIR QUALITY PROGRAM (ECMAQ)

Solano County receives CMAQ funds from both the Bay Area region and the Sacramento region because it falls between the Bay Area and the Sacramento air basins. The Bay Area CMAQ funds are used to fund air quality improvement projects in the western portion of Solano County, and the Sacramento CMAQ funds are dedicated to projects in the eastern portion of the County, known as Eastern CMAQ (ECMAQ). Eastern CMAQ funds are only eligible to the cities of Dixon, Rio Vista, Vacaville, and the eastern portion of Solano County. Similar to the CMAQ program, the ECMAQ program funds projects in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act.

### 4.3 TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM (TLC)

The Metropolitan Transportation Commission (MTC) administers funds for the Transportation for Livable Communities (TLC) program. The purpose of the program is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

### 4.4 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

In addition to STP and CMAQ funds, Solano County receives State Transportation Improvement Program (STIP) funds based upon a population formula that provides each county an equitable “county share” of these funds. These funds have been typically used for major transportation projects including the Jepson Parkway, SR 37 improvements, the Vallejo Station, commuter rail stations and roadway rehabilitation projects.

Historically, Solano County received an average of \$10 million per year from the STIP as its county share of the RTIP. Due to the state budget problems, Solano County received no new funds in the 2004 STIP. The 2004 STIP was primarily a reprogramming of projects remaining in the 2002 STIP. Additionally, ITIP funds that have been dedicated in the past to such projects as SR37, Jameson Canyon, I-80/I-680/SR 12 Interchange, and interstate projects have also been seriously curtailed and the SHOPP program is proceeding at about one third of previous levels. The future availability of STIP funds (RTIP, ITIP, and SHOPP) is dependent on the state budget and federal funding; however, a level of funding significantly exceeding the historical amounts for any of these programs does not appear likely.

### 4.5 STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The State Highway Operations and Protection Program (SHOPP) is the state-funding program used by Caltrans to maintain and operate state and federal highways in the state. The funds for the SHOPP are a combination of federal and state funds and share the same fund sources available for the State Transportation Improvement Program (STIP). Due to the necessity to operate and maintain existing infrastructure, the SHOPP is typically funded prior to determining the level of funding available for the STIP. SHOPP projects do not typically add capacity, but are designed to preserve existing infrastructure and correct safety deficiencies.

Every two years Caltrans prepares a list of proposed projects to include in the SHOPP. Each Caltrans District submits their proposed lists to Caltrans HQ and a master list for the state is prepared. The SHOPP program is fairly competitive since, like the STIP, funding is not available for all proposed projects.

The following is a partial list of some of the more significant projects for Solano County included in the Draft 2004 SHOPP:

- SR12 – Install median barrier between Chadbourne Road and Pennsylvania Avenue.

- SR12 – Scandia to Denverton roadway improvements and rehabilitation.
- SR12 – Denverton to Currie roadway improvements and rehabilitation.
- SR12 – Construct Truck Climbing Lane west of I-80.
- SR113 – East Chestnut to West H in Dixon, reconstruct roadway.
- I-80 – Upgrade cable median barrier from West Texas in Fairfield to Yolo County Line (install temporary K-rail on each side of oleanders).
- I-80 – Replace Ulatis Creek Bridge in Vacaville.
- I-80 – Rockville Road and West Texas Street, modify ramp and exit traffic signals.

#### 4.6 REGIONAL MEASURE 2 (RM2)

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors.

- Solano County Capital Projects funded by RM2:
- Vallejo Station, \$28 Million
- Solano County Express Bus Intermodal Facilities, \$20 Million
- I-80/I-680 Interchange Improvements, \$100 Million
- Capitol Corridor Improvements on I-80/I-680 Corridor, \$25 Million
- Regional Express Bus North, \$20 Million
- Safe Routes to Transit, \$22.5 Million

#### 4.7 TRANSPORTATION DEVELOPMENT ACT 3 (TDA3)

Transportation Development Act (TDA) funding is generated by a ¼ cent tax on retail sales collected in California's 58 states. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (i.e. Solano Transportation Authority). 2% of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. Although the exact amount fluctuates every year, Solano County generally receives between \$210,000 to \$230,000.

#### 4.8 FEDERAL EARMARKS

In 1998, the STA received two federal earmarks for the Jepson Parkway and, in recent years, the STA has landed federal appropriations earmarks for the Vallejo Station and the Fairfield/Vacaville Rail Station. The I-80/680/SR 12 Interchange project and Jepson Parkway have been slated to receive earmarks (\$21 million and \$2 million, respectively) as part of the House version of the Federal Transportation Reauthorization bill currently in Congress. Due to the differences between the House, the Senate and the Administration for funding levels for the Federal Transportation Reauthorization bill, the proposed earmarks for the Interchange and Jepson Parkway are not certain.

Additionally, our Congressional Representatives have indicated that future earmarks may be difficult to obtain without a significant commitment of non-federal, local funds to individual projects seeking federal earmarks.

#### 4.9 OFFICE OF TRAFFIC SAFETY PROGRAM (OTS)

The Business, Transportation, & Housing's (BT&H) Office of Traffic Safety program (OTS) distributes federal grant funding on a competitive basis to mitigate traffic safety program deficiencies, expand ongoing activity, or develop a new program to reduce deaths, injuries and economic losses resulting from traffic related collisions. Priority attention will be given to applications requesting funds for alcohol/drug enforcement and education programs, police traffic services, emergency medical services, traffic records and tracking, roadway safety, seat belt enforcement and promotion, and pedestrian and bike safety programs.

Solano County OTS projects awarded for FY 2005:

- Fairfield, "Safe Passage", Lidar speed signs on Air Base, \$61,500.
- Fairfield Police Department, \$342,648.
- Suisun City Police Department, \$90,000.
- Vallejo Police Department, \$125,000.

#### 4.10 SAFE ROUTES TO SCHOOLS PROGRAM (SR2S)

The Safe Routes to Schools Program (SR2S) is a construction program intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. In September 2004, Governor Arnold Schwarzenegger extended the SR2S program for three more years, which dedicates funding for six categories of projects:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian/bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle/pedestrian facilities
- Traffic diversion improvements

Previously funded SR2S projects include:

- Suisun City: Crystal Middle School
- Rio Vista: D.H. White Elementary, Riverview Middle School, Rio Vista High School
- Solano County: Two projects at Benjamin Franklin Middle School
- Benicia: Robert Semple Elementary School
- Vacaville: Eugene Padan Elementary School
- Vacaville: Various elementary, junior, and senior high schools
- Fairfield: E. Ruth Sheldon Elementary School and T.C. McDaniels School

#### 4.11 SAFE ROUTES TO TRANSIT (SR2T)

As part of the Bay Area's approval of Regional Measure 2, \$20 million will be allocated on a competitive grant basis for projects aimed to improve the safety and convenience of pedestrian and bike paths to transit stations. Improving these segments will not only make it safer for pedestrians and bicyclists, SR2T will encourage more commuters to leave their cars at home. To be eligible, projects must have a "bridge nexus," that is, reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods. Eligible projects include secure bicycle storage at transit stations/stops/pods, safety enhancements for ped/bike station access to transit stations, removal of ped/bike barriers near transit stations, and system wide transit enhancements to accommodate bicyclists or pedestrians.

#### 4.12 HAZARD ELIMINATION SAFETY PROGRAM (HES)

The Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

Fairfield, Travis Blvd. corridor between Oliver Rd. and North Texas St., upgrade traffic signals; Reconstruction; Traffic signs and pavement markings, FY 2004-05, \$360,000.

Suisun City, Railroad Ave. at Sunset Ave., realign severely offset intersection, FY 2004-05, \$360,000.

Vallejo, Broadway and Tennessee St., Modify signal system to include left-turn phases for northbound and southbound Broadway, FY 2004-05, \$94,050.

Vallejo, Tuolumne St. And Tennessee St., modify signal system to include left-turn phases for northbound and southbound Tuolomne St. FY 2004-05, \$81,180.

#### 4.13 NEW LOCAL REVENUE

The STA Board took action in December 2003 to initiate the process for the development of a Countywide Transportation Expenditure Plan (CTEP) as part of the sales tax ordinance (Measure A) for a proposed ½-cent, 30-year sales tax measure for transportation. On November 2<sup>nd</sup>, 2004, Measure A failed to garner the required 2/3's vote to pass, with a 63.8%/36.2% yes/no vote. If Measure A had passed, it would have provided approximately \$1 billion in funding for the I-80/I-680/SR12 Interchange project, corridor improvements, local streets and roads, commuter rail service, senior and disabled transit service, express bus services, local return-to-source, and safety projects. Discussions are currently underway to pursue the sales tax initiative within the near future.



DATE: May 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Transit Consolidation Study Consultant Selection Process

**Background:**

In Solano County, each city and the County fund and/or operate transit services. This includes local and intercity transit services as well as general public and American with Disabilities Act (ADA) paratransit services. A subsidized taxi program and other special transportation services are also funded with local transit funds and operated through local jurisdictions. Over the past several years, the issue of consolidating some or all of the services has been discussed and proposed.

Evaluating the benefits and options for transit consolidation was a topic on the recent STA Board Retreat agenda. The item was thoroughly discussed by Board members who expressed interest in transit service becoming more convenient through a seamless system, that there should be a reasonable level of service throughout the county, and local transit issues and needs would have to be addressed.

In March, the STA Board directed STA staff to initiate a countywide Transit Consolidation Study. Draft goals and objectives were presented to the Consortium and TAC in March and approved by the STA Board in April. In May, the Board approved a Scope of Work and authorized the release of a Request for Proposals (RFP).

**Discussion:**

An RFP for the Transit Consolidation Study will be released in the next few weeks. To evaluate the consultant proposals from a variety of perspectives, staff is requesting that a member from the Consortium and a member from the TAC participate in the consultant selection process. This would involve reviewing the proposals and participating in the interview process. Selecting representatives from the Consortium and TAC at this time would be advantageous in coordinating schedules.

**Fiscal Impact:**

None

**Recommendation:**

Select a Consortium member to participate in the Transit Consolidation consultant selection process.





DATE: May 17, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Daryl Halls, Executive Director  
RE: Status of Development of County Transportation Expenditure Plan  
(CTEP)

**Background:**

On November 2, 2004, Measure A received the support of 63.88% of Solano County voters, but failed to attain the necessary 66.7% percent support required for passage. This marked the second time that Solano County has placed a half cent sales tax measure for transportation on the ballot, but has not achieved the supermajority voter threshold of 2/3 necessary for passage.

On Thursday, February 17, 2005, the Solano Transportation Authority (STA) Board held a retreat at the Travis Credit Union in Vacaville. All eight STA Board Members and five Board Alternates were in attendance. At the Board Retreat, STA staff provided a series of informational presentations including the following topic, "Follow up to Measure A – Development of an Expenditure Plan of Critical Projects that Require a Local Funding Source." Board Members provided the following comments:

- Solano Transportation Improvement Authority (STIA) should survey the public/voters and move forward with a follow up effort
- Concern about continuing distrust of government
- Need to pay attention to cities where Measure A did not pass
- Should consider addressing both transportation and regional parks together and providing incentives for cities to link transportation improvement to land use
- Focus on obtaining support on 3% needed for passage
- Narrow down the list of projects to those that have overwhelming support – such as I-80/680 – do not increase the list of projects
- 64% support is not a failure, STA has developed some trust with the public and we should cautiously move forward with a follow up measure
- Interested in local transit linkages to the Capitol Corridor

On March 9, 2005, the STA Board requested the Local Funding Committee develop for consideration by the STIA Board a schedule for development of an expenditure plan for a future local sales tax measure. At the same meeting, Barbara Kondylis, Chairwoman for the Solano County Board of Supervisors, presented a copy of a platform titled, "Sensible Transportation Platform for Solano County" on behalf of the community group called "Fair and Safe Traffic Solutions." This proposal was forwarded to the STIA Board for review and discussion.

On April 13, 2005, the STA Board authorized the Executive Director to retain consultants for the following tasks related to the development of a CTEP:

1. Update Programmatic Environmental Impact Report (EIR)
2. Specialized Legal Counsel
3. Evaluation of Public Input and Development of Public Information

**Discussion:**

On May 11, 2005, the STIA Board convened their first meeting since January 2005. At the meeting, the STIA Board was provided a presentation by Chuck Lamoree, STIA Legal Counsel, regarding the statutory process and deadline for placing a transportation sales tax measure on the ballot in November 2005. The deadline for the Board of Supervisors to place a sales tax ordinance on the ballot is August 12, 2005. In order to meet this deadline, the STIA Board will need to make a determination regarding placing a transportation sales tax ordinance on the ballot in November 2005 and have adopted the expenditure plan by the STIA meeting of July 13, 2005.

At the meeting, STIA Chair Jim Spring and the Local Funding Committee recommended a proposed schedule and approach for development of the expenditure plan (See attachment A). In addition, staff provided a proposed public input process (See attachment B). After some discussion, the STIA Board unanimously approved both the schedule and approach, and the public input process.

In order to ensure that the supplemental amendment to the Programmatic EIR for the 2005 CTEP is completed in a timely manner, the STIA Board conducted a public scoping meeting and review of projects to be included in the document. The Draft Supplemental EIR will be released on June 5, 2005 and members of the TAC, Consortium, and the public will be able to provide comments between June 5, 2005 and July 3, 2005. The document will be agendaized for review and comment by the TAC and Consortium at the meeting of June 29, 2005.

Following the public scoping meeting, staff provided a review of the "Traffic Relief Plan for Solano County," the expenditure plan to be funded by Measure A. A copy of staff's power point presentation will be provided under separate cover. Supervisor Duane Kromm, as a representative of "Fair and Safe Traffic Solutions," presented the "Sensible Transportation Platform for Solano County." A copy of this platform is attached for your information.

**Recommendation:**

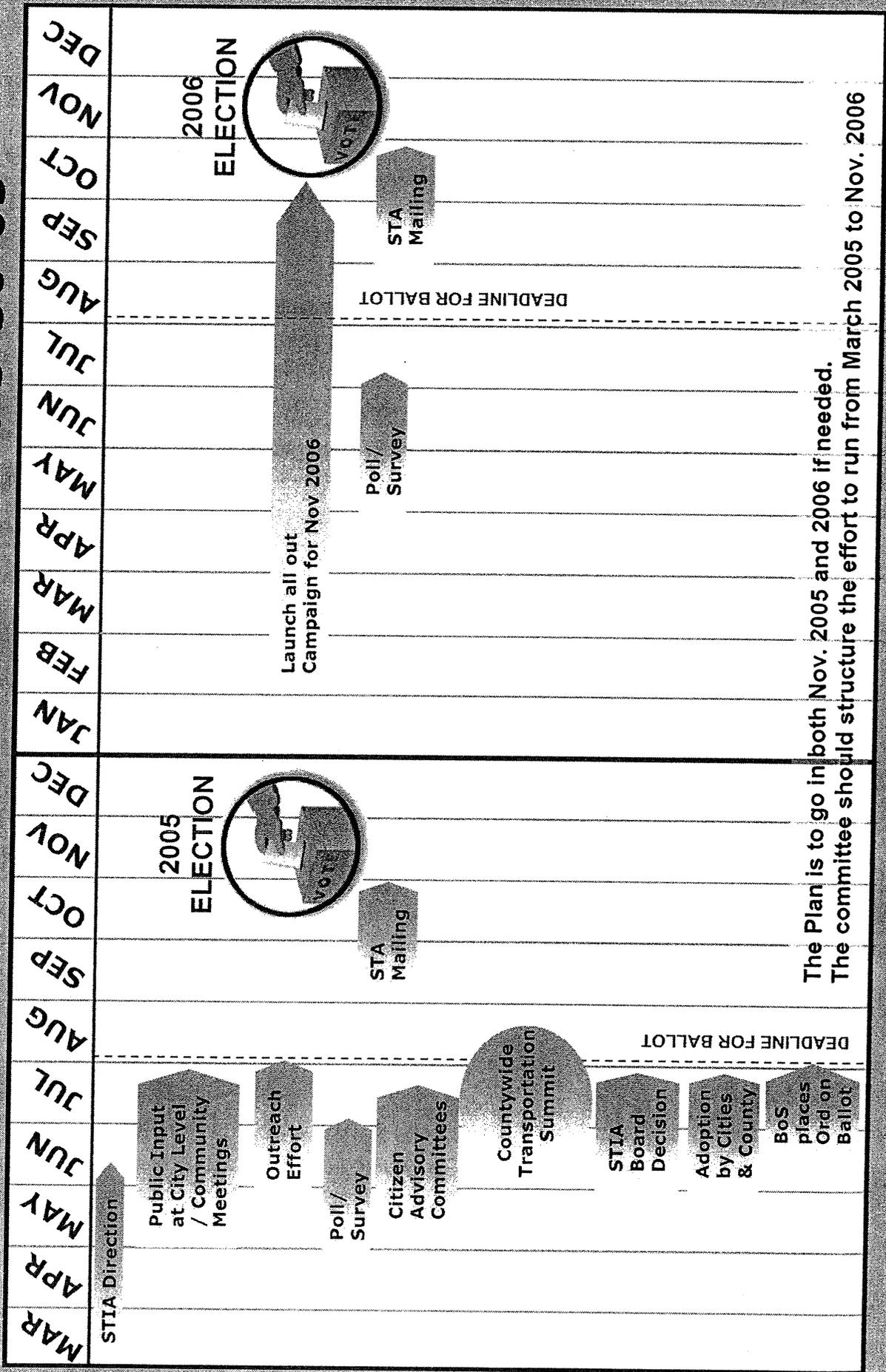
Informational.

**Attachments:**

- A. "Expenditure Plan Development 2005-06 Timeline – Draft 3-30-05", approved by STIA Board on May 11, 2005.
- B. "Draft Public Input Meeting Schedule for 2005 Traffic Relief Expenditure Plan", approved by the STIA Board on May 11, 2005.
- C. "Solano County Traffic Relief Plan" project matrix for Measure A.
- D. "Sensible Transportation Platform for Solano County" submitted to the STA Board by Supervisor Barbara Kondylis on March 9, 2005 on behalf of "Fair and Safe Traffic Solutions".



# Expenditure Plan Development 2005-2006 Timeline - DRAFT 3-30-05



The Plan is to go in both Nov. 2005 and 2006 if needed.  
The committee should structure the effort to run from March 2005 to Nov. 2006

**Solano Transportation Improvement Authority (STIA)**  
Solano County Transportation Traffic Relief Expenditure Plan Ballot Measure

**DRAFT PUBLIC INPUT MEETING SCHEDULE FOR  
2005 TRAFFIC RELIEF EXPENDITURE PLAN**

Meeting in each City:

1. Benicia
2. Dixon
3. Fairfield
4. Rio Vista
5. Suisun City
6. Vacaville
7. Vallejo

Additional meeting(s):

1. Benicia (2)
2. Cordelia

Solano Economic Development Corporation Board of Directors  
Citizens' Advisory Committee (2 meetings)

**Timeframe: 3<sup>rd</sup> week in May through mid-July (13 meetings)**

Presentations to City Councils:

1. Benicia
2. Dixon
3. Fairfield
4. Rio Vista
5. Suisun City
6. Vacaville
7. Vallejo

County Board of Supervisors

Presentations to Editorial Boards:

1. Contra Costa Times
2. Daily Republic
3. Times-Herald
4. Vacaville Reporter

**Timeframe: July (12 meetings)**

Board of Realtors

School Boards

Senior communities

Chambers of Commerce:

1. Benicia
2. Fairfield-Suisun
3. Vacaville
4. Vallejo

**Timeframe: August/September**

## Solano County Traffic Relief Plan

Project	%	Funding
I-80/I-680/SR 12 Interchange Includes North Connector	17%	\$250 m
I-80/I-680/I-780 Corridor Projects	25%	\$350 m
SR 12 Corridor (Jameson and East)	5%	\$ 75 m
Commuter Rail – Sacramento to Oakland	8%	\$113 m
Senior and Disabled Transit Service	7%	\$105 m
Express Bus (I-80/680/780/SR 12) and Ferry	10%	\$148 m
Local Return-to-Source Projects	10%	\$140 m
Local Streets and Roads	15%	\$210 m
Safety Projects	2%	\$ 25 m
STIA Admin/Finance	1%	\$ 14 m
<b>Total Programmed</b>	<b>100%</b>	<b>\$1.430 b</b>

# Fair and Safe Traffic Solutions

*A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities*

## Sensible Transportation Platform for Solano County

Solano County's traffic problems get worse every year. Job creation has not kept pace with housing development, and so many residents make long daily commutes to distant jobs. We have not adequately invested in a coordinated transportation system to handle today's needs and those of future generations. We need a comprehensive transportation plan that coordinates land use planning with our investments in transportation.

Fair and Safe Traffic Solutions are eager to support a transportation sales tax that will accomplish the following:

### 1. Fix the interchange

The first funding priority should be to unscramble and expand the I-80/I-680/SR-12 interchange, including ways to make sure carpools and public transit can move easily through the interchange.

### 2. Repair existing roads

Existing roads have fallen into disrepair countywide. The cost of fixing our roads is rising, while gas tax revenues to repair them are diminishing. We must protect our investment in existing roads by raising the funds to fix our potholes and repave our local streets.

### 3. Plan for the future

As a community we should identify future growth opportunities and clearly designate where growth is and is not appropriate. Traffic will only get worse unless we plan well for accommodating future growth. Only cities that are doing their part to reduce traffic should get their share of our transportation dollars. Transportation funding should be linked to land use planning by conditioning "return to source" funding on the following:

- Establishment of and compliance with a county-wide Urban Limit Line
- Renewal of Solano County's Orderly Growth Initiative
- Implementation of a development mitigation program
- Participation in a cooperative planning program to reduce total vehicle miles traveled

### 4. Improve health and mobility

Solano County has the highest asthma rate in the Bay Area, affecting thousands of children and elderly citizens. Vehicle emissions and dust kicked up by vehicles are the number one cause of asthma. The most cost-effective way to reduce vehicle emissions—and address the asthma epidemic—is to encourage public transit and reduce car dependence. We can do this by improving ferry, train, and express bus service for commuters, and expanding transit opportunities for the elderly, the disabled, children, and others who cannot drive. We can also encourage public transit by establishing Transportation for Livable Communities (TLC) programs. TLC programs provide funding for downtown and neighborhood revitalization projects that enhance transit facilities and increase transit accessibility. Another way to reduce vehicle emissions is to reduce the number of cars on the road by encouraging carpooling. We can encourage carpooling by funding park and ride lots and creating high occupancy vehicle lanes on Solano County highways.

# Fair and Safe Traffic Solutions

*A coalition of Solano citizens and organizations in support of land use and transportation planning that reduces traffic and promotes healthy, livable communities*

An improved and expanded public transit network, effective TLC programs, and a network of HOV lanes will make Solano County's transit system viable and accessible for all its residents, while reducing the threat of asthma. A balanced transportation system will benefit our seniors and children most of all.

## **5. Improve safety**

Twenty percent of the people who die in traffic accidents are pedestrians. We are not spending nearly enough to make the streets safe for pedestrians. We must improve safety, not only on major highways, but also on local streets within our communities. We need to ensure that children have safe routes to schools and that Solano's streets are safe for everyone.

## **6. Ensure protection for farms and natural areas**

The sales tax plan should ensure that all highway projects are accompanied by conservation measures that protect farmland and provide open space mitigation.

### **Sensible Transportation Platform supporters include:**

Barbara Kondylis, Chair of the Solano County Board of Supervisors

Duane Kromm, Solano County Board of Supervisors

Karin MacMillan, Mayor of Fairfield

Marilyn Farley, Fairfield City Council

Elizabeth Patterson, Vice-Mayor of Benicia

Dan Smith, Benicia City Council

Tom Campbell, Benicia City Council

Gary Cloutier, Vallejo City Council

Ernest Kimme, Chair of Solano County Orderly Growth Committee

Kenn Browne, Chair of Solano Group Sierra Club

Jeff Hobson, Policy Director at Transportation and Land Use Coalition

Brent Schoradt, Greenbelt Alliance

Bob Berman, Greenbelt Alliance





DATE: May 17, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Preliminary Service Plan for SR 12 Transit Corridor Study

**Background:**

The STA Board included the State Route (SR) 12 Transit Corridor Study as a Priority Project to be conducted during FY 2004-05. This study was recommended by various transportation studies recently completed by the STA. This transit study will also complement the Rio Vista Transit Study and the Fairfield/Suisun Short Range Transit Plan that are expected to be completed by the beginning and end of 2005 respectively.

In 2001, the State Route 12 Major Investment Study identified the need for future transit service (in addition to various recommended short and long term corridor improvements) to provide an alternative mode of travel along the corridor from Rio Vista to Fairfield, with connections to the Capitol Corridor and the Fairfield Transportation Center. The Napa Solano Passenger Rail Feasibility Study recommended that bus service between Fairfield and Napa be implemented initially before any future long-term rail system is considered. Finally, the I-80/I-680/I-780 Transit Corridor Study and Solano Comprehensive Transportation Plan both recommended that a SR 12 Transit Corridor Study be conducted.

All of these plans and studies assumed that future transit services would be needed to complement the new roadway improvements being planned to accommodate vehicles, trucks and buses along the entire corridor including 4-lanes between Fairfield and Napa, four lanes in Rio Vista and certain safety and operational improvements in each of the three corridor cities as well as in the unincorporated portions of the corridor between Suisun City and Rio Vista.

Based upon the various STA and local transit studies prepared in the past couple of years and the projected increase in population, jobs and travel demand along the SR 12 corridor, daily transit service (at least between Rio Vista-Suisun City-Fairfield-Napa) is anticipated to be needed starting in the next two to five years. Currently, there is no daily transit service along the SR 12 corridor connecting Fairfield and Suisun City to Napa or Rio Vista to Fairfield and Suisun City.

On January 12, 2005, the STA Board authorized the Executive Director to enter into a consultant contract with Urbitran Associates, Inc. for an amount not to exceed \$37,000 to conduct the SR 12 Transit Corridor Study.

The SR 12 Transit Corridor Study will include the following major tasks:

1. Stakeholders and Transit Operators Input
2. Proposed Bus Schedule and Phasing Plan
3. Steering Committee and Public Input
4. Implementation Plan, Cost Estimates and Funding Plan

A Policy Steering Committee consisting of members from the cities of Rio Vista, Suisun City, and Fairfield, Napa County cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), STA and other stakeholders (e.g. Caltrans, San Joaquin County transit operators and San Joaquin County) will be established to provide oversight on the study. The study is expected to take about six months and be completed by Summer 2005.

**Discussion:**

Staff from STA, NCTPA and Urbitran, met on January 20, 2005 to begin to discuss the tasks needed to complete the SR 12 Transit Corridor Study. Since then the consultants have been meeting with stakeholders and compiling information from various transit studies, short-range transit plans and other demographic data sources compiled into an existing conditions report dated March 2005 (Task 1), previously provided to the Consortium.

The Policy Steering Committee held its first meeting on April 7, 2005 at the Western Railway Museum. This meeting included both a session on the prioritized highways improvements as well as a presentation on the SR 12 Transit Corridor Study. The next SR 12 Steering Committee is tentatively scheduled for June 9 in Napa County (the date, time and location will be confirmed in the next two weeks).

Three public meetings are also being scheduled later in June and July 2005. Two meetings will be held in Solano County and one in Napa County. Staff and consultants will be confirming the dates and times for these meetings during the few weeks. Members of the Steering Committee, STA TAC, and Transit Consortium are also invited to attend these public meetings in each of their local communities.

Urbitran is now focusing on developing a "Preliminary Service Plan," including a proposed bus routing and phasing plan (Task 2). A presentation on the preliminary plan will be presented at the Consortium meeting.

**Recommendation:**

Informational.



DATE: May 17, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Andrew B. Fremier, STA Director of Projects  
RE: TEA-21 Reauthorization Bill (T3)

**Background:**

The current extension of the transportation reauthorization bill (TEA-21) expires May 31, 2005. No federal funding will be received by the Regional Transportation Planning Agencies if the bill expires without reauthorization or extension. The House of Representatives passed its version called HR3 on March 10, 2005. The Senate passed their version of the bill on May 17, 2005, by a vote of 89-11. The Senate bill is currently recommending \$295 billion in funding, \$11 billion more than the House version.

**Discussion:**

While the bills will continue to Conference Committee, it is unlikely that consensus will be reached in time to avoid expiration, and will require another extension to remain in effect. The Senate also defeated an amendment sponsored by Senator Sessions (R-AL) that would have reduced Congestion Mitigation and Air Quality (CMAQ) funding by \$4 billion, transit funding by \$5 billion and Surface Transportation Program (STP) enhancements by \$1.1 billion.

The House bill includes two earmarks of note for Solano County:

- \$21.85 million for the 80/680/12 Interchange
- \$ 4 million for Jepson Parkway

The Senate's bill did not include specific earmarks at this time, but will likely be added in conference committee meetings.

**Recommendation:**

Informational.





DATE: May 16, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: SNCI Monthly Issues

**Background:**

Each month, the STA's Solano Napa Commuter Information (SNCI) program staff provides an update to the Consortium on several key issues: Napa and Solano transit schedule status, Partnership Regional Transit Marketing Committee, Solano Welfare to Work, and promotions. Other items are included as they become relevant.

**Discussion:**

**1. Transit Schedules:** The monthly transit schedule matrix was distributed to all Solano and Napa operators the week of May 16<sup>th</sup> via email. Based on the response received, an updated transit matrix will be provided at the meeting.

**2. Partnership's Regional Transit Marketing Committee (RTMC):** There was no meeting in May.

**3. Welfare to Work (Solano):** The draft final agreement among the STA, City of Rio Vista, and the County of Solano was distributed to the City of Rio Vista and the County of Solano in early March. The agreement is to clarify the roles of each agency in the implementation of the Rio Vista CalWORKs Vanpool Project that received an MTC Low Income Flexible Transportation (LIFT) grant. This project will provide daily transportation between Rio Vista and Fairfield for Rio Vista CalWORKs recipients through the administration of two leased vanpools. The agreement has been returned from the City of Rio Vista without comments. Comments are pending from the County of Solano.

**4. Promotions:** Bike to Work Week is May 16 – 20<sup>th</sup>. This year's campaign efforts include radio and print advertising. Radio ads are running on KUIK from May 6 – 19 and also on KVYN/KVON in Napa. A number of print ads are scheduled to run up until Bike to Work Day in Solano County newspapers including the Dixon Tribune, Vacaville Reporter, Fairfield Daily Republic, Benicia Herald, and the Vallejo Times Herald. Bike to Work ads also ran in the May issues of the Vacaville Grapevine, Fairfield-Suisun Breeze, and the Dixon Round-Up.

Energizer Stations will be located throughout Solano County on Thursday May 19<sup>th</sup> Bike to Work Day. Participating cyclists will be able to stop by Fisk's Cyclery in Dixon, Ray's Cycle in Vacaville or Fairfield, Benicia City Hall, and the entrance to the Zampa Bridge bike path in Vallejo. These Energizer Stations will provide refreshments, free water bottles, bike messenger bags and lots of encouragement to those biking to work or school.

Packets including Bike to Work posters and promotional materials were sent out to Solano and Napa employers at the end of April. SNCI staff subsequently made follow-up phone calls to further encourage employer participation. To date, SNCI has seen significant registrations coming in from the following Solano County employers: Anheuser Busch, City of Benicia, City of Vacaville, Genentech, Kaiser Permanente in Vallejo, and Solano County.

KUIC and Scandia Family Center provided free miniature golf passes that are being distributed at local schools to promote Bike to School efforts.

**5. Events:** SNCI has been staffing information booths at events where transit information is distributed along with a range of commute options information. Recent events include Fairfield Earth Day, Vallejo Earth Day, Vacaville Business Expo, Dixon May Fair, Napa Valley Business Expo and farmers' markets in Fairfield. Upcoming events include the Dixon Business Expo and farmers' markets throughout Solano County.

**Recommendation:**  
Informational.



DATE: May 19, 2005  
TO: SolanoLinks Intercity Transit Consortium  
FROM: Sam Shelton, Planning Assistant  
RE: 2005 Congestion Management Program (CMP) Update

**Background:**

Since 1991, California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. These mobility standards include Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards, based on the Solano Transportation Authority (STA)'s Traffic Forecasting Model, are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's CMPs for consistency every two years.

The STA updated Solano County's current CMP in late 2003 and the STA Board approved the final version in February 2004.

**Discussion:**

The STA is updating the 2004 CMP with assistance from the STA Technical Advisory Committee (TAC) and the Solanolinks Consortium. The following is a list of tentative dates for the development of the 2005 CMP, with a deadline to submit the final CMP to MTC in October 2005:

March 1, 2005  
March 23, 2005

**Begin drafting the 2005 CMP**

- Call for 2005 LOS calculations and other necessary documentation

**Begin reviewing CMP elements:**

- Capital Improvement Plan
- Performance Measures (LOS & Transit standards)
- Land Use element
- Trip Reduction and Travel Demand element

**June 1, 2005**

**Due to STA:**

- **2005 LOS calculations and other necessary documentation.**
  - **Comments on CMP elements**
- |                    |  |
|--------------------|--|
| June TAC           | TAC recommends approval of Draft 2005 CMP  |
| July Board         | STA Board approves Draft of 2005 CMP   |
| Late July          | Draft CMP due to MTC   |
| August - September | MTC reviews Draft CMP for consistency with 2005 RTP and makes recommendations for final CMP approval |
| September TAC      | TAC recommends approval of Final 2005 CMP  |
| October Board      | STA Board approves 2005 CMP  |
| Late October       | Final CMP due to MTC   |

STA staff is requesting TAC members to **submit current LOS calculations** for those portions of the CMP network or intersections, **by June 1, 2005**. These LOS calculations should be based on traffic counts conducted between March through June 2005. The 2005 CMP LOS Report Form (Attachment A) is provided to assist agencies in providing this data.

The Draft Executive Summary of the 2005 CMP has been prepared (Attachment B). A preliminary draft of the full CMP text will be provided at TAC and SolanoLinks Consortium meetings.

**Recommendation:**

Informational.

Attachments:

- A. 2005 LOS Report Form
- B. Draft Executive Summary of the 2005 Congestion Management Program





*Solano County*  
**Congestion  
Management Program**

---

May  
**DRAFT**

**2005**



**SOLANO**  
**Congestion Management Program**

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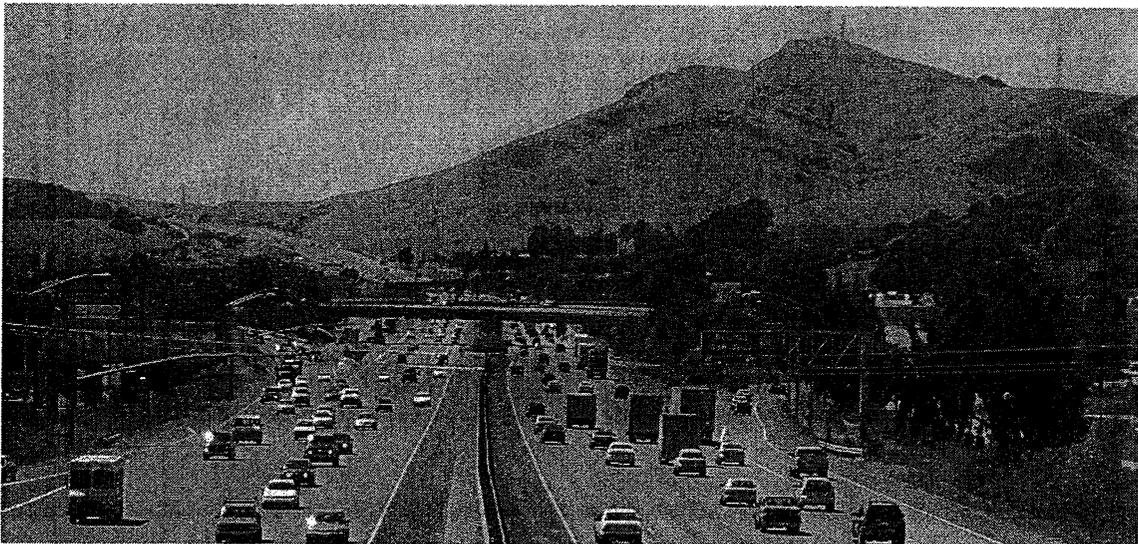
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## Introduction

**T**he Congestion Management Program (CMP) is a planning tool for California counties that contain an urbanized area with a population of 200,000 or more. The 1991 CMP legislation allows the local Congestion Management Agency (CMA) to prepare, monitor, and update the CMP. As the Congestion Management Agency for Solano County, the Solano Transportation Authority has revised the Solano County CMP once every two years since 1991.

The major goal of the 2005 CMP is to maintain mobility on Solano County's streets and highways and conform with MTC's 25-year Transportation 2030 Plan and the Metropolitan Transportation System (MTS), the Bay Area's multimodal network of highways, major arterials, transit services, rail lines, seaports and transfer hubs critical to the regions movement of people and freight. The MTS is the focus of MTC's planning and investment activities. A smoothly operating transportation system is vital to the economic welfare of the citizens of the county and region. A grid locked transportation system adds pollution to the air and diminishes the attractiveness of Solano County to individuals and to the business community.

This CMP aims at maintaining a high level of transportation system operations by requiring analysis of the effects of land use decisions on the transportation system and coordinating mitigation of the impacts to the system on an area-wide and multi-jurisdictional basis.



The 2005 CMP is organized as follows:

## Defining the CMP System

This section of the CMP determines how and where congestion should be measured on highways, roads, and streets in the county. The CMP System consists of all State highways within Solano County and principal arterials, which provide connections from communities to the State highway system and between the communities within Solano County. The following is a table of the roadways included in the CMP System:

Solano 2005 Congestion Management Plan System	
Interstates:	State Routes:
80, 505, 680, 780	12, 29, 37, 84, 113, 128, 220
Local Arterials:	
Benicia	Military East Military West
Fairfield	Peabody Rd (at Cement Hill and Vanden Road Intersection) Walters Rd Air Base Parkway (from Walters Rd to Peabody Rd)
Suisun City	Walters Rd
Vacaville	Peabody Rd (from California Dr south to the City Limit) Vaca Valley Parkway (from I-80 to I-505)
Vallejo	Tennessee Street (between Mare Island Way and I-80) Curtola Parkway (from Lemon Street to Maine Street) Mare Island Way (from Maine Street to Tennessee Street)
Solano County	Peabody Rd Vanden Rd (from Peabody to Leisure Town Rd)
Local Intersections:	
Fairfield	Peabody Rd at Cement Hill / Vanden Rd
Fairfield	Walters Rd at Air Base Parkway
Vallejo	Tennessee Street at Sonoma Blvd
Vallejo	Curtola Parkway at Sonoma Blvd
Vallejo	Mare Island Way at Tennessee Street
* The CMP system does not include interchange ramps.	

## Level of Service Standards

This section defines the Level of Service (LOS) Standards for roadway segments in the CMP System. LOS is a uniform method of monitoring the congestion on the CMP System, "LOS A" being unimpeded traffic flow to "LOS F" being stop-and-go traffic. The following table is the 2005 CMP System LOS Inventory:

2005 CMP System LOS Inventory								
Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
STATE ROADWAY								
I-80	0	0.933	Solano County	F	D	D	D	
I-80	0.933	1.114	Vallejo	F	F	F	E*	
I-80	1.114	4.432	Vallejo	F	F	F	D*	
I-80	4.432	6.814	Vallejo	F	C	F	D*	
I-80	8.004	10.015	Solano	E	D	D	D	
I-80	10.015	11.976	Fairfield	E	C	C	D*	
I-80	11.976	12.408	Fairfield	E	D	D	D*	
I-80	12.408	13.76	Fairfield	F	F	F	D*	
I-80	13.76	15.57	Fairfield	F	F	F	D*	
I-80	15.57	17.217	Fairfield	F	F	F	E*	
I-80	17.217	21.043	Fairfield	F	F	F	E*	
I-80	21.043	23.034	Fairfield	F	D	D	D*	
I-80	23.034	24.08	Vacaville	E	E	E	E	
I-80	24.08	28.359	Vacaville	F	D	D	D	
I-80	28.359	32.691	Vacaville	F	C	D	D	
I-80	32.691	35.547	Vacaville	F	D	E	E	
I-80	35.547	38.21	Solano County	F	D	D	D	
I-80	38.21	42.53	Dixon	E	C	C	C*	
I-80	42.53	44.72	Solano	E	D	D	C	
I-505	0	3.075	Vacaville	E	B	B	D	
I-505	3.075	10.626	Solano County	E	A	A	A	
I-680	0	0.679	Solano County	F	F	F	F	
I-680	0.679	2.819	Benicia	E	C	C	B*	
I-680	2.819	8.315	Solano County	E	C	C	C	
I-680	8.315	13.126	Fairfield	E	C	C	***	
I-780	0.682	7.186	Benicia	E	C	C	***	
SR 12	0	2.794	Solano County	F	C	C	F	
SR 12	1.801	3.213	Fairfield	E	B	B	B*	
SR 12	3.213	5.15	Suisun City	F	B	B	B**	
SR 12	5.15	7.7	Suisun City	F	B	B	B**	
SR 12	7.7	13.625	Solano County	E	B	B	B	
SR 12	13.625	20.68	Solano County	F	B	B	B	
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	
SR 29	0	2.066	Vallejo	E	A	A	A*	
SR 29	2.066	4.725	Vallejo	E	B	B	B*	
SR 29	4.725	5.955	Vallejo	E	C	C	C*	
SR 37	0	6.067	Vallejo	F	B	C	C*	
SR 37	6.067	8.312	Vallejo	E	D	B	B*	
SR 37	8.312	10.96	Vallejo	F	F	F	F*	
SR 37	10.96	12.01	Vallejo	F	F	F	F*	
SR 84	0.134	13.772	Solano County	E	C	C	C	
SR 113	0	8.04	Solano County	E	B	B	B	
SR 113	8.04	18.56	Solano County	E	B	B	B	
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F				
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard				
*** TBD								

### 2005 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
<b>LOCAL ROADWAY</b>								
SR 113	18.56	19.637	Dixon	F	F	F	F	
SR 113	19.637	21.24	Dixon	F	F	F	F	
SR 113	21.24	22.45	Solano County	E	C	C	C	
SR 128	0	0.754	Solano County	E	C	C	C	
SR 220	0	3.2	Solano County	E	C	C	C	
Military East			Benicia	E				
Military West	W. 3rd	W. 5 <sup>th</sup>	Benicia	E	B	B	***	
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E				
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	
Vanden Road	Peabody	Leisure Town	Solano County	D		B	B	
Tennessee St	Mare Island Way	I-80	Vallejo	E				
Curtola Parkway	Lemon St	Maine St	Vallejo	E				
Mare Island Way	Main St	Tennessee St	Vallejo	F				
<b>INTERSECTION</b>								
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E		E	***	
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F				
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard				
*** TBD								

## Performance Standards Element

This element sets forth performance measures to evaluate current and future multimodal system performance for the movement of people and goods. These performance measures shall support mobility, air quality, land use, and economic objectives and shall be used in the development of the CMP Capital Improvement Program, deficiency plans, and the land use analysis program. The following are the adopted CMP performance measures:

- Level of Service
  - See “Level of Service Standards” element
- Travel Times To and From Work
  - Average time per year
- Ridership for Intercity Transit
  - Frequency, Routing, and Coordination Standards
    - Headways, Stops per mile, days and hours of operation, and farebox returns set by TDA regulations.
- Bicycle and Pedestrian Movement
  - TBD
- Multitmodal Split
  - Percent of trips per mode taken per year

## Travel Demand Element

This element promotes alternative transportation methods such as carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including flexible work hours, telecommuting, and parking management programs.

To encourage coordination between land use and transportation, the CMP designates several potential “Infill Opportunity Zones” that will aid jurisdictions develop density around transit hubs by relieving the responsibility to uphold the CMP’s LOS standards in zones adopted by cities. This element is consistent with Federal and State Clean Air Plan Transportation Control Measures (TCMs) as well as Regional MTC TCM measures.

## Database and Model

This section explains how the CMP uses a travel demand model to predict LOS exceedances, help prioritize the seven-year Capital Improvement Program projects, and analyze the impacts of land use on the CMP System.

The STA has created a super-regional model, the “Solano/Napa Travel Demand Model”, reaching from the Bay Area, the Sacramento Region, and San Joaquin County. The model is based on data from ABAG, MTC, SACOG, Census data and many local land use databases. This model is consistent with MTC’s model.

## Land Use Analysis Program

This section explains how the CMP analyzes the impacts of land use decisions made by local jurisdictions on the CMP System and the process of deficiency plans in the event of non-conformance with CMP standards.

To determine conformity with the CMP, the STA makes biennial requests for general plan projections on land use/housing/jobs for the STA's modeler to integrate into the model. The 2005 CMP Update coincided with the completion of the Solano/Napa Travel Demand Model and did not require an additional request for modeling information.

The STA requires notice (Notices of Intent, Draft Environmental Documents, etc.) of any additional projects or general plan amendments that will potentially affect the CMP network. Mitigation measures and their costs must be included in these notices. STA Staff then determines if this project is included in the travel demand model. If not, the project applicant is required to pay for a special modeling run to determine if the project will exceed the LOS standards.

*If part of the CMP System has deteriorated or will deteriorate below the adopted LOS standard (within the seven-year time frame of the Capital Improvement Program), based on LOS data obtained from the biennial update, the Solano/Napa Travel Demand Model, a general plan amendment or an environmental impact report for trip-generating project, the jurisdiction must prepare a deficiency plan to restore the CMP System within the seven-year time frame of the Capital Improvement Program.*

## Capital Improvement Program

This section lists the STA's program of projects that will improve the performance of the multi-modal CMP system for the movement of goods and people over the next seven years. The policy of the STA is to place projects in the CIP in the following order:

- 1) Projects to maintain the LOS on the system above the minimum
- 2) Projects experiencing poor LOS (but because of trip elimination allowances are not in danger of falling below LOS standards, such as Infill Opportunity Zones)
- 3) All other projects

The CMP CIP is consistent with MTC's T-2030 Plan. Below is the 2005 CMP Capital Improvement Program's Project List:

