



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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**TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA**

**1:30 p.m., Wednesday, January 28, 2009
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585**

Members:

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

ITEM

STAFF PERSON

- I. CALL TO ORDER**
- II. APPROVAL OF AGENDA**
- III. OPPORTUNITY FOR PUBLIC COMMENT**
(1:30 -1:35 p.m.)
- IV. REPORTS FROM CALTRANS, METROPOLITAN TRANSPORTATION COMMISSION (MTC), AND STA STAFF**
(1:35 -1:40 p.m.)
- V. CONSENT CALENDAR**
Recommendation: Approve the following consent items in one motion.
(1:40 – 1:45 p.m.)

Daryl Halls, Chair

- A. Minutes of the TAC Meeting of December 17, 2008**
Recommendation:
Approve TAC Meeting Minutes of December 17, 2008.
Pg. 1

Johanna Masiclat

- B. SolanoExpress Intercity Transit Consortium 2009 Draft Work Plan**
Recommendation:
Review and comment on draft SolanoExpress Intercity Transit Consortium 2009 Work Plan.
Pg. 5

Elizabeth Richards

TAC MEMBERS

Dan Schiada	Royce Cunningham	Gene Cortright	Kirt Hunt (Interim)	Dan Kasperson (Interim)	Rod Moresco	Gary Leach	Paul Wiese
City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

VI. ACTION NON-FINANCIAL ITEMS

- A. Federal Economic Stimulus Submittal for Transportation in Solano County** Janet Adams
Recommendation:
Adopt the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment A.
(1:45 – 2:00 p.m.)
Pg. 8
- B. Metropolitan Transportation Commission (MTC) Proposal for Establishment of a Regional High Occupancy Vehicle and High Occupancy Toll (HOV/HOT) Lanes Network** Janet Adams
Recommendation:
Forward a recommendation to the STA Board to approve the following:
- 1. Support in concept a Bay Area Regional HOV/HOT Lane Network;*
 - 2. Support MTC/BATA as the lead agency for operating a Bay Area Regional HOV/HOT Network;*
 - 3. Approve Attachment F as the Solano County HOV/HOT lanes priorities;*
 - 4. Support specifying in the enabling legislation STA representation in the governance on the I-80 and I-680 corridors and Steering Committee for the Regional HOT/HOV Lanes Network; and*
 - 5. Support specifying in the enabling legislation funding derived from Bay Area Regional HOV/HOT lanes network remain in the corridor where the funds are generated by the corridor.*
- (2:00 – 2:15 p.m.)
Pg. 12
- C. State Route (SR) 113 Major Investment and Corridor Study** Robert Guerrero
Recommendation:
Forward a recommendation to the STA Board to distribute the attached final draft SR 113 Major Investment and Corridor Study for public comment.
(2:15 – 2:25 p.m.)
Pg. 70
- D. STA's Marketing and Public Input Plan for 2009** Jayne Bauer
Recommendation:
Forward a recommendation to the STA Board to approve the STA 2009 Marketing Plan.
(2:25 – 2:30 p.m.)
Pg. 72

VII. INFORMATIONAL ITEMS

- A. **Legislative Update** Jayne Bauer
Informational
(2:30 – 2:35 p.m.)
Pg. 80
- B. **State Route (SR) 12 Status Update** Robert Macaulay
Informational
(2:35 – 2:40 p.m.)
Pg. 82
- C. **Comprehensive Transportation Plan (CTP) Update** Robert Macaulay
Informational
(2:40 – 2:45 p.m.)
Pg. 84
- D. **Solano Napa Travel Demand Model Update** Robert Guerrero
Informational
(2:45 – 2:50 p.m.)
Pg. 86
- E. **Summary of SolanoExpress Public Comments for Fiscal Year (FY) 2008-09** Liz Niedziela
Informational
(2:50 – 2:55 p.m.)
Pg. 88
- NO DISCUSSION**
- F. **Project Delivery Update** Sam Shelton
Informational
Pg. 96
- G. **Solano Napa Commuter Information (SNCI) Program Fiscal Year (FY) 2008-09 Mid-Year Report** Judy Leaks
Informational
Pg. 98
- H. **Non-motorized (Bicycle and Pedestrian) Routine Accommodations Checklist Update** Sara Woo
Informational
Pg. 102
- I. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 112

J. STA Board Meeting Highlights of January 14, 2009 Johanna Masielat
Informational
Pg. 122

K. STA Board and Advisory Committee Meeting Schedule Johanna Masielat
for 2009
Informational
Pg. 128

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, February 25, 2008.**



TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
December 17, 2008

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Dan Schiada	City of Benicia
	Royce Cunningham	City of Dixon
	Wayne Lewis	City of Fairfield
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
<i>Arrived at 1:45 p.m.</i>	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Jayne Bauer	STA
	Liz Niedziela	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Kenny Wan	STA
	Sara Woo	STA
	Johanna Masiclat	STA

Others Present:

(In Alphabetical Order by Last Name)

Ngozi Ezekwo	Caltrans District 4
Ed Huestis	City of Vacaville
Jeff Knowles	City of Vacaville
Alysa Majer	City of Suisun City
Matt Tuggle	County of Solano

II. APPROVAL OF THE AGENDA

On a motion by Rod Moresco, and a second by Royce Cunningham, the STA TAC unanimously approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

Caltrans: None presented.

MTC: None presented.

STA: Staff reported on the following:

- Status of the Solano County Routes of Regional Significance by Robert Guerrero
- Federal Economic Stimulus Funding Request by Sam Shelton; and
- State Budget by Janet Adams

V. CONSENT CALENDAR

On a motion by Wayne Lewis, and a second by Dan Kasperson, the STA TAC approved Consent Calendar Item A.

A. Minutes of the TAC Meeting of November 19, 2008

Recommendation:

Approve TAC Meeting Minutes of November 19, 2008.

VI. ACTION NON-FINANCIAL ITEMS

A. Regional Transportation Impact Fee (RTIF) Nexus Study Scope of Work

Janet Adams and Sam Shelton reported that the RTIF Working Group and RTIF Policy Committee reviewed both the draft executive summary of the STA's Feasibility Study and the revised Draft RTIF Feasibility Study Executive Summary and requested no additional changes. They added that at the December 10th meeting of the STA Board, the Final RTIF Nexus Study Scope of Work was adopted.

Recommendation:

Recommend the STA Board approve the STA's Regional Transportation Impact Fee Feasibility Study and Executive Summary.

On a motion by Dan Kasperson, and a second by Royce Cunningham, the STA TAC unanimously approved the recommendation.

B. Regional Measure 2 (RM 2) Implementation Plan

Janet Adams cited that staff will be seeking to develop an Implementation Plan with the partnership of the local project sponsors to insure the Board that the fully funded projects continue to move forward to construction and under funded projects are scoped appropriately. She also stated that as part of the development of the Implementation Plan, a consideration of an overall countywide benefit of the project, deliverability of the proposed project or phase of the project, recipients commitment to deliver the project, reality of funding for any outstanding funding needs of the project, safety of the improvements, and transit and pedestrian access will all be considered.

Recommendation:

Forward a recommendation to the STA Board to direct staff to develop an implementation plan for RM 2 Funded Intermodal Transit Facilities in partnership with the implementing agencies.

On a motion by Wayne Lewis, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation.

- C. **STA's Draft 2009 Legislative Priorities and Platform and Legislative Update**
Jayne Bauer reviewed the Draft 2009 Legislative Priorities and Platform which is currently in review mode at this time. She stated that adoption of the Final 2009 STA Legislative Priorities and Platform will be considered at the January 14, 2009 STA Board meeting. She added that key additions to the draft 2009 platform include an update of federal funding priorities and a renamed section, "Climate Change/Air Quality" to focus on climate change issues.

After discussion, the STA TAC made several minor modifications to the legislative platform.

Recommendation:

Approve STA's Draft 2009 Legislative Priorities and Platform, and forward a recommendation to the STA Board to adopt the draft as the Final 2009 STA Legislative Priorities and Platform.

On a motion by Wayne Lewis, and a second by Paul Wiese, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL ITEMS

DISCUSSION

- A. **Transit Consolidation Study Update**
Elizabeth Richards commented that the 2nd Transit Consolidation Steering Committee meeting was held Thursday, December 11, 2008 and was well attended. She stated that at the meeting, several elements of Phase II of the Transit Consolidation Study were presented. She added that staff and the consultant team is planning to schedule individual meetings in January with each of the transit operators to review preliminary financial and operational data.
- B. **Draft State of the System Report: Arterials, Highways and Freeways**
Robert Macaulay and Robert Guerrero reviewed the Arterials, Highways and Freeways State of the System's Physical Conditions and Operational Reports. After discussion, Robert Guerrero requested comments be submitted by January 21, 2009.
- C. **Solano Modeling TAC Appointments**
Robert Guerrero cited that staff is currently formalizing the Model TAC roles and responsibilities and is seeking a formal participation from its member agencies. He stated that the goal is to have the Model TAC members more accountable for land use recommendations provided to the STA as part of the development of the Solano Napa Travel Demand Model.

D. Climate Change Status

Robert Macaulay cited that on November 17, 2008, the Legislative Analyst Office (LAO) issued a report on the California Air Resources Board (CARB) draft scoping plan for Greenhouse Gas (GHG) reduction. He added that the City County Coordinating Council has requested that the County of Solano and the STA work together with the 7 cities to develop an initial Sustainable Communities Strategy Plan for GHG reduction for Solano County.

E. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10

Liz Niedziela recapped the Public Hearing of the Unmet Transit Needs for FY 2009-10 held on December 15, 2008 at the Solano County Administration Center (SCAC).

NO DISCUSSION

F. Project Delivery Update

G. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connection Plan

H. Funding Opportunities Summary

I. STA Board Meeting Highlights of December 10, 2008

J. STA Board and Advisory Committee Meeting Schedule for 2008

K. Project Delivery Update

IX. ADJOURNMENT

The meeting was adjourned at 2:50 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, January 28, 2009.**



DATE: January 20, 2009
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: SolanoExpress Intercity Transit Consortium 2009 Draft Work Plan

Background:

The Consortium has regularly prepared an annual Work Plan. In 2009, there are a number of key local and regional transit planning activities and projects that the Consortium is interested in being involved in. These range from transit service and funding to planning and marketing.

Discussion:

STA staff is presenting a draft SolanoExpress Intercity Transit Consortium Work Plan for the Consortium's review in January. The Consortium members are encouraged to review the draft Work Plan and offer some modifications to the attached version (Attachment A). In February, the revised Work Plan will be returned to the Consortium and TAC for review and recommended approval of the SolanoExpress Intercity Transit Consortium Work Plan for 2009.

Recommendation:

Review and comment on draft SolanoExpress Intercity Transit Consortium 2009 Work Plan.

Attachments:

- A. Draft SolanoExpress Intercity Transit Consortium 2009 Work Plan



DATE: January 22, 2009
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Federal Economic Stimulus Submittal for Transportation in Solano County

Background:

The economy across the country has continued to decline. In reaction to this decline, the federal government has requested local governments, state, and regional transportation agencies to submit projects that would stimulate the economy by producing jobs. One of the sectors being solicited is infrastructure, specifically transportation, including transit capital projects.

Although there is currently not a federal bill to review and submit specific projects that would fit the guideline requirements, the stakeholders have been asked to submit projects that would be candidates for this federal stimulus bill. It is expected the newly elected president will sign a stimulus bill as early as February 2009. Many implementation issues remain unclear and must be worked out prior to any distribution of the funds. Specifically, the distribution method, including which authority is responsible for the distribution and how the funds are distributed between Caltrans, the Metropolitan Planning Organizations (MPO's) and the local cities and counties. With the signing of the bill eminent, project sponsors have submitted a wide range of projects at the request of Caltrans. In early and mid December, Caltrans requested a list of transportation projects to be submitted by December 17, 2008. STA compiled a comprehensive list on behalf of all the local sponsors in the county and did submit the project list to Caltrans by the requested deadline.

Discussion:

Based on draft language from the "American Recovery and Reinvestment Act of 2009", the Metropolitan Transportation Commission (MTC) has released guidance to the STA for selecting economic stimulus projects in Solano County. Below are the estimated local agency targets for available funding for projects through the Federal Surface Transportation Program (STP) formula:

Agency	Share
Solano County	\$ 1,800,000
Benicia	\$ 400,000
Dixon	\$ 300,000
Fairfield	\$ 1,800,000
Rio Vista	\$ 90,000
Suisun City	\$ 700,000
Vacaville	\$ 1,500,000
Vallejo	\$ 2,500,000
TOTAL	\$ 9,000,000

Funding Swaps:

The City of Rio Vista is interested in swapping funds with another agency, incorporating their share into the swapping agency's projects. The City of Dixon has expressed an interest in participating in the swap with Rio Vista. In the past, a 90% local reimbursement has been supported by the STA Board. Reimbursement to Rio Vista may need to occur several years later. An update on the potential swap will be discussed at the TAC meeting on January 28th.

The complete "LSR Initial Project List_Template.xls" form that describes each cities economic stimulus projects includes the following details:

- Project Title (e.g., Benicia: Various Streets & Roads Rehabilitation)
- Project Description (e.g., Slurry Seal & Overlay projects along East Military St., East 2nd Street, and Columbus Parkway)
- Project Mode & Type (e.g, Auto & Rehab)
- Project Cost & existing Funding
- Economic Stimulus Request
- Days to award project (e.g., 90 to 120)
- Project Status and Expected project delivery phase dates (ENV, PS&E, permits, award)
- Potential Benefits (greenhouse gas reduction, energy savings, jobs generated)

This list was due back to STA by Friday, January 23, 2009, a draft list will be provided to the TAC under separate cover. After approval by the STA TAC on January 28, 2009, project sponsors should be prepared to add additional information, as described in "ECREC Final Project Listing.xls"

- Contact info (PM name, phone #, email)
- Description of Work (i.e., project scope or limits; A St. from 1st st to 4th st.)
- Existing funding & economic stimulus request by project phase (PE, ROW, CON)
- A completed (but not yet signed) Field review form from the Implementing Agency
- A completed (but not yet signed) Preliminary Environmental Study (PES) form (this is in ADVANCE of the Field Review).
- A Resolution of Local support (may be submitted later, but no later than the Award deadline of 90 days after enactment)
- A Routine Accommodations Check list (may be submitted later, but no later than the Award deadline of 90 days after enactment)

This is due to the STA by February 4th, 2009!

To assist with this task, STA staff has electronically sent out this form on January 22, 2009. As discussed by the TAC, the following criteria will be tentatively used to prioritize the selection of economic stimulus projects (to be recommended by the TAC & approved by the STA Board):

According to MTC staff, all Local Rehabilitation Projects will use the Tier 1 date. Tier 1 date is now 150 days to Obligate (120 days with MTC's advance regional obligation date). Tier two date is now June 1, 2010. For ALL of the LS&R Rehab, we will be using the Tier 1 date.

Tier One: 120-Day projects (all rehabilitation projects to be on Tier One)

- Projects that can be awarded in 120 days (award date by June 15, 2009)
- Projects that are already or nearly cleared environmentally
- Preference to be provided to projects on the STA's Routes of Regional Significance list of projects that help maintain a PCI above 63 for these projects.

Tier Two: June 1, 2010 Projects (Non-rehabilitation projects, these projects are expected to be the regional expansion/capacity projects)

- Projects that can be awarded by June 1, 2010

Caltrans Summary of the stimulus bill "HR General Provisions" and "MTC's Economic Recovery General Procedures").

- Submit a Few Large Projects

Agencies are encouraged to submit projects over \$250,000 so as to have fewer projects handled through the Federal Aid process. Otherwise, Caltrans will be inundated with hundreds of small projects that will require additional resources and time to process. MTC has further requested each project be no less than \$500,000.

- Large Projects with Early Completed Forms will receive quicker review from Caltrans

Caltrans will meet with MTC and set a priority for processing project approvals. Priorities will be granted to projects that:

- can receive environmental clearance by May 15 or sooner;
- have submitted completed information on all necessary forms;
- have a high funding amount;
- have submitted requests early in the process (preferably by February 15).

- MTC will share the project list with Caltrans Local Assistance as early as possible to initiate the federal-aid process. To expedite the process, sponsors will be required to submit the completed (but unsigned) PES form to Caltrans prior to the Field review. Even though final funding amounts, and therefore final projects lists, will not be known until shortly after Enactment of the Bill, sponsors are encouraged to initiate the PES and Field Review forms as soon as the CMA submits the initial project list to MTC on January 28th. Projects that have a high priority on the initial list and have a completed PES and Field Review form will be forwarded by MTC to Caltrans for immediate scheduling for a field review, and to initiate the federal aid process.

- Delegate Award Authority to the Public Works Director

Sponsors are encouraged to have a Board/council action that delegates authority to the Public Works Director, City Manager, or designee to award a project. Furthermore, if allowed under federal regulations and State Statutes, the Board or Council could take action to provide the Public Works Director or designee the authority to release the project for advertisement upon issuance of the federal authorization to Proceed (E-76), rather than wait until after the E-76 for the Board to take Action.

MTC has further guidance as of January 22, 2009:

- 1) MTC will be listing all NEW LS&R Rehabilitation projects in a single Lump Sum Listing in the TIP. Therefore, we only need one LS&R Rehab project per jurisdiction. For the initial list due Jan 28, the minimum we need is a description such as: "Solano County - Various Streets and Road Rehabilitation and Overlay" with the funding amount. We will need the location description and project limits for

the Final list due to us Feb 9. Minor adjustments may be made to the description and amounts through Feb 20.

- 2) STA staff recommends adding the Economic Stimulus funds to a NEW LS&R Rehab project, rather than to an existing LS&R Rehab project. That way it can be part of the Lump Sum listing. E-76s and contract awards can always combine multiple projects that are listed separately in the TIP.
- 3) MTC is looking at options to swap out the Economic Stimulus funding with currently programmed STP/CMAQ funding that is due to obligate by March 30. Take a look at the attached list of STP/CMAQ funds with an OBLIGATION deadline of March 30. If you think you can AWARD the funds by May 15, and would like to swap any of the STP/CMAQ with Economic Stimulus funds, let STA staff know within the next few days and we will determine if this is feasible (final decisions do not have to be made until a few weeks so there is still some time to decide). The catch is 1) the Economic Stimulus funding swapped with the STP/CMAQ funds would still have to be AWARDED by May 15 and 2) the swapped STP/CMAQ funding would have to be OBLIGATED by June 30 (due to the SAFETEA rescission coming on September 30). Since Caltrans is processing these requests now, project sponsors would have to act quickly. Only unobligated STP/CMAQ funds will be considered.
- 4) Even though MTC is listing these projects as a lump sum in the TIP now, in about 6 months, MTC will be de-lumping them. Therefore ALL the requirements for federal funding and TIP programming apply. STA and MTC may need to come back to project sponsors in 6 months for additional information and process verification to enter the individual projects back in the TIP. More on this in the months ahead, but for right now we are proceeding through this expedited process.

Fiscal Impact:

None, as this action does not affect any expenditure of funds by the STA. However, should the STA be successful in being the lead for a new project funded by this pending federal economic stimulus bill, it would add an additional project to STA's Overall Work Program.

Recommendation:

Adopt the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment A.

Attachment:

- A. January 26, 2009 Federal Economic Stimulus Solano County Project List for Transportation (to be submitted under separate cover)



DATE: January 20, 2009
TO: STA TAC
FROM: Daryl K. Halls, Executive Director
Janet Adams, Deputy Executive Director/Director of Projects
RE: Metropolitan Transportation Commission (MTC) Proposal for
Establishment of a Regional High Occupancy Vehicle/High Occupancy
Toll (HOV/HOT) Lanes Network

Background:

A High-Occupancy Toll (HOT) is a toll enacted on single-occupant vehicles who wish to use lanes or entire roads that are designated for the use of High-Occupancy Vehicles (HOVs, also known as carpools). Tolls are collected either by manned toll booths, automatic number plate recognition, or electronic toll collection systems.

HOT lanes require single-occupant vehicles to pay a toll that varies based on demand, called congestion pricing. The tolls change throughout the day according to real-time traffic conditions to manage the number of cars in the lanes and keep them free of congestion, even during rush hour.

The concept is an expansion of HOV lanes and an attempt to maximize their efficiency in moving vehicles. HOV lanes are designed to promote vehicle sharing and use of public transport by creating areas of lower road use as an incentive, but they have been criticized because some are underused and increase congestion. The HOT lanes provide a mobility option for single occupant vehicles to provide reliable travel at a variable price.

HOT lanes are often constructed within the existing road space and provide an option for commuters and non-routine drivers. The HOT lanes benefit drivers by providing the ability to pay to get through traffic quickly; e.g., a family seeking to catch a flight or a plumber wanting to get to his customer quickly may come out ahead financially from using the HOT lane. Funds raised from HOT lane tolls would be used to pay for the maintenance and operations of the lane(s), payment of debt for the initial construction of the lane(s) and to build out the HOT network in the Bay Area. By policy, additional funds can also be used for supporting transit service in the corridors.

Drivers who do not utilize the lane can also benefit from having it fully utilized, thus taking more traffic out of the mixed flow lanes, in contrast to the sometimes underutilized HOV lanes. By linking together disconnected HOV networks, HOT lanes can allow public transportation vehicles (such as buses) more reliability to get to destinations on time.

The regional HOT Lanes Network concept involves converting existing HOV lanes to HOT and using the revenue generated to finance completion of the HOV/HOT system as well as other improvements within the HOT corridors. Benefits of a HOT network include:

- Reductions in congestion and emissions, including carbon dioxide, by making more efficient use of the freeway system;
- Providing a reliable travel option for express bus and carpools via the HOV network and use of the HOT lanes for those who choose to pay the toll;
- Completing the HOV/HOT network ten to forty years sooner than if relying upon traditional state and local funding mechanisms.

Attachment A is Frequently Asked Questions (FAQs) on HOT lanes, Attachment B provides an identification of HOT lanes currently in operation throughout the country, and Attachment C is the Bay Area Council HOT Lane Network fact sheet.

Discussion:

As part of the Metropolitan Transportation Commission (MTC) Transportation 2035 Plan: Change in Motion, it includes a vision for a Bay Area HOT Lane Network. In July 2008, MTC approved a set of HOT Network Principles to mark the region’s commitment to pursuing a regional network of HOT lanes in conjunction with the long-range transportation plan update. The MTC HOT lane principles (Attachment D) reflect a commitment by MTC, Caltrans, the California Highway Patrol (CHP) and the county Congestion Management Agencies to work collaboratively to deliver a regional HOT network.

At the same time, MTC and Caltrans have been undertaking a series of technical studies of a regional network of HOT lanes. The Phase 1 and Phase 2 effort, completed fall 2007, found a regional HOT network is feasible financially and operationally. It estimated network costs and revenues and outlined a series of technical and policy issues for further exploration. Further analysis by MTC suggested there may be ways to accelerate delivery of some portions of the HOT network and reduce costs through a “Rapid Delivery Design” approach that seeks to fit HOT lanes within existing right-of-way. Phase 3 of the study, starting summer 2008, will further explore HOT lane design trade-offs, in particular where a Rapid Delivery approach might be acceptable, and refine system cost estimates. Attachment E is the MTC report titled “Bay Area High Occupancy Toll (HOT) Network Study”

Solano County has two corridors identified by MTC in the Bay Area Network, I-80 and I-680. I-80 represents to the east the gateway to the Sacramento and Lake Tahoe regions, to the west, it serves as the gateway to the Bay Area. I-680 corridor is part of a four county system that is the backbone between Solano and Santa Clara counties. Caltrans and STA have partnered on the I-80 corridor with a HOV lanes project under construction between Red Top Road and Air Base Parkway. These lanes will open by fall 2009. These new HOV lanes are identified by MTC as candidates for conversion to HOT lanes. New HOV/HOT lanes would have to be constructed on the remaining segments of I-80 and on I-680. Constructing HOV/HOT lanes in Solano County provides an opportunity for the construction of segments of these lanes within 5 to 10 years. Without the availability of the financing that is provided by the Bay Area HOT Lanes Network approach, these improvements will be long range, so long range they are not part of the region’s 2035 transportation plan due to state and federal funding limitations. Attachment F is the STA staff’s recommended Solano County priority approach to constructing HOV/HOT lanes on I-80 and I-680.

A Bay Area Network vs individual HOV/HOT lanes provides the benefits of seamless system to the user, operational efficiency, greater financing options, maximize technology advancement knowledge, and regional coordination with the CHP for enforcement and Caltrans for standards. Although the project delivery and construction of HOT/HOV projects will occur at the County and corridor level by CMAs (such as STA and Caltrans).

To operate HOV/HOT lanes, legislation is required. MTC has indicated their intent to be the regional operator of the Bay Area HOT Network through an expansion of the Bay Area Toll Authority (BATA). MTC staff has been collaborating with the Congestion Management Agencies (CMAs) to develop a governance model that insures counties have the option to participate and have are part of the governance system. STA staff recommends that two policy issues be addressed and included in any enabling legislation on regional HOT/HOV approach as a condition of STA support for MTC/BATA sponsored authorizing legislation and implementation of a regional HOT/HOV Network that includes I-80 and I-680 in Solano County specifically funding from each corridor in the HOV/HOT system remain within the corridor generating the funds. Funds generated would provide first for the operating and maintenance of the corridor HOV/HOT lanes and build out of the corridor network. Second, representation from each county that seeks to construct and operate a HOV/HOT lanes project as part of the regional network be specified in the enabling legislation.

With the benefit of providing travel mobility options and financing of a HOV/HOT Lane system in Solano County, staff recommends support for a Bay Area HOV/HOT Lane Network.

Fiscal Impact:

The support of a HOV/HOT Lane Network would not impact the STA budget. Should the STA be successful in gaining financial resources from MTC/BATA for the funding of the HOV/HOT projects within Solano County, a budget amendment would be required.

Recommendation:

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

1. Support in concept a Bay Area Regional HOV/HOT Lane Network;
2. Support MTC/BATA as the lead agency for operating a Bay Area Regional HOV/HOT Network;
3. Approve Attachment F as the Solano County HOV/HOT lanes priorities;
4. Support specifying in the enabling legislation STA representation in the governance on the I-80 and I-680 corridors and Steering Committee for the Regional HOT/HOV Lanes Network; and
5. Support specifying in the enabling legislation funding derived from Bay Area Regional HOV/HOT lanes network remain in the corridor where the funds are generated by the corridor.

Attachments:

- A. MTC HOV/HOT FAQs
- B. Current HOT Lanes in Operation
- C. Bay Area Council HOT Lane Network Fact Sheet
- D. MTC HOT Lane Principles
- E. MTC report titled "Bay Area High Occupancy Toll (HOT) Network Study", December 2008
- F. Solano County HOV/HOT Corridor ~~P~~riorities

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High-Occupancy-Vehicle (HOV) and High-Occupancy/Toll (HOT) Lanes



Frequently Asked Questions

What is a HOT lane?

A HOT lane is a designated lane motorists driving alone can use if they pay a toll, allowing them to avoid traffic delays in the adjacent regular lanes. HOT lanes usually are combined with High Occupancy Vehicle (HOV or carpool) lanes that have enough capacity to handle more vehicles. Toll-paying drivers and toll-free carpools/vanpools share the lane, increasing the number of total vehicles using the HOV/HOT lane.

Why Consider HOT lanes?

The appeal of this concept is three-fold:

- It expands mobility options in congested urban areas by providing an opportunity for reliable travel times for HOT lane users;
- It generates a new source of revenue which can be used to pay for transportation improvements, including enhanced transit service; and
- It improves the efficiency of HOV facilities.

Why the need for a HOT Network in the Bay Area?

There are several gaps in the region's current HOV lane system. Filling these gaps would create a seamless network of unobstructed lanes to provide a faster commute for travelers who use them. MTC's 25-year Regional Transportation Plan indicates that these gaps cannot be filled with traditional existing revenues.

What is the time frame for implementing the Bay Area HOT Network?

Implementation of the network would begin within the next five to 10 years; new federal and state legislation would be required. State legislation enacted in 2004 allows HOT lane demonstration projects to be constructed in two corridors in Alameda County and two in Santa Clara County. The first demonstration project to open will be on I-680 over the Sunol Grade. Work is just getting underway to develop demonstration HOT lanes in the I-580 corridor in Alameda County and in the SR 85 and US 101 corridors in Santa Clara County.

Are HOT lanes a new concept?

No. HOT lanes have proved successful in California on State Route 91 in Orange County and on Interstate 15 in San Diego, as well as on Interstate 10 in Houston, Texas. New HOT lanes opened recently in Minneapolis and Denver.

How does a HOT lane work?

Motorists usually enter and exit the lane at specific locations. An electronic reader identifies the vehicle from an in-vehicle transponder (FasTrak) and deducts the toll from a prepaid account.

How much does it cost to use HOT lanes?

Toll rates vary based on demand, and be can adjusted to maintain optimal traffic flow. As an example, tolls to use San Diego's eight-mile FasTrak express lanes generally vary from 75 cents to \$4.00 (or 12 cents to 50 cents per mile) on a typical day.

What is the HOT lane revenue used for?

HOT lane revenue can be used to help pay off bonds issued to finance construction, provide for maintenance, operations and enforcement of the lanes, and to fund new or enhanced transit service.

Don't HOT lanes discourage ridesharing and transit use?

No. Drivers still will have a financial incentive to carpool in the express lanes. For example, carpooling in the Interstate 15 corridor in San Diego has increased 80 percent since 1996 when the conversion of HOV lanes to HOT lanes took place. Also, HOT lanes have the potential to improve transit travel times by ensuring access to relatively free-flowing travel lanes for commuter bus service, especially during rush hour.

I've heard HOT lanes referred to as "Lexus lanes" – don't they just benefit the rich?

A study done by Cal Poly San Luis Obispo of the State Route 91 HOT Lanes in Southern California found that "although roughly one-quarter of the motorists in the toll lanes at any given time are in the high income bracket, data demonstrate that the majority are low and middle-income motorists. The benefits of the HOT lane are enjoyed widely at all income levels."

The study also found that HOT lane use was more closely tied to current travel conditions and trip needs than income. HOT lanes really are a form of "congestion insurance" for any traveler willing to pay the toll - whether it is a businessperson late for a meeting or a parent racing to pick up a child at day care.

Current HOT lanes

The following roads currently use HOT lanes:

California

-  Interstate 15, San Diego (SOV toll, HOV2+ free)
-  91 Express Lanes, Orange County (SOV toll, HOV3+ discount/free off-peak)

Colorado

-  Interstate 25, Express lanes between 20th Street in Downtown Denver and the US-36 interchange (SOV toll, HOV2+ free)

Minnesota

-  Interstate 394, MnPASS Minneapolis (SOV toll, HOV2+ free)

Texas

-  Interstate 10 ("Katy Freeway"), Houston (HOV2 toll/free off-peak, HOV3+ free, SOV prohibited)
-  U.S. Highway 290 ("Northwest Freeway"), Houston (HOV2 toll/free off-peak, HOV3+ free, SOV prohibited)

Utah

-  Interstate 15, Express Lanes between 600 N in Salt Lake City, Utah and University Parkway in Orem, Utah (SOV toll, HOV2+/clean-fuel free)

Washington

-  SR 167, Auburn to Renton (SOV toll, HOV2+ free)

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Green Mobility for the Bay Area: Regional High-Occupancy Toll (HOT) Lane Network

Problem	<p>Bay Area highway congestion is the second worst in the nation; regional travel is slow and unreliable. Carpool lane system is fragmented by gaps that can't be closed for many decades (due to lack of funds), making carpooling and transit less attractive.</p>
Solution	<p>State legislation to authorize Bay Area to finance, construct and operate a complete, seamless, regionally managed high-occupancy/toll (HOT) lane network:</p> <ul style="list-style-type: none"> ▪ Convert 500 miles of existing or fully funded HOV lanes to HOT lanes. ▪ Construct 300 miles of new HOT lanes (180 gap-closure; 120 outward expansion). ▪ Qualifying carpools and transit use HOT network free; non-carpools pay toll (collected electronically). ▪ Free-flowing traffic guaranteed by raising tolls (reducing traffic) as congestion increases. ▪ Toll revenue pays for operation and maintenance, construction of complete network, and additional improvements in HOT network corridors.
Result	<p>Completes funding and construction of 800-mile network of congestion-free lanes for carpools, buses and toll-paying vehicles.</p> <ul style="list-style-type: none"> ▪ Completes regional network decades earlier, without relying on state or local transportation funds or increasing taxes. ▪ Increases time-savings for carpools and transit users due to continuous HOV system ▪ Boosts worker productivity by \$100 billion by reducing wasteful freeway delay. ▪ Saves \$5 billion in capital costs (vs. traditional HOV lane approach) ▪ Reduces CO2 by 10 million metric tons (vs. traditional HOV lane approach). ▪ Provides a reliable, congestion-free transportation option for those who choose to use it. ▪ Yields up to \$6 billion of net revenues that can be used for other corridor improvements and transit services.
Key Legislative Provisions	<ul style="list-style-type: none"> ▪ Keep currently authorized Bay Area HOT demonstration projects (I-680, I-580, SR 85, US 101, SR 237/880) on track, while also integrating them into a regional network. ▪ Designate BATA, the experienced financial manager of Bay Area toll bridge revenue, as the lead agency responsible for financing the network. ▪ Establish steering committee (Caltrans, CHP, Bay Area CMAs, and BATA) to govern system-wide operations. ▪ Establish corridor planning groups (participating CMAs) to invest net revenues within each individual travel corridor.
Partners	<p>Bay Area Toll Authority (BATA, the financing arm of the Metropolitan Transportation Commission) is the lead agency to plan, finance, and manage the HOT network, in cooperation with Caltrans, CHP, and Bay Area CMAs.</p>

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Attachment B
Resolution No. 3868
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High-Occupancy Toll (HOT) Network Implementation Principles

OBJECTIVES

Development and implementation of a Bay Area Express/High-Occupancy Toll (HOT) Network has five primary objectives:

- More effectively manage the region's freeways in order to provide higher vehicle and passenger throughput and reduce delays for those traveling within each travel corridor;
- Provide an efficient, effective, consistent, and seamless system for users of the network;
- Provide benefits to travelers within each corridor commensurate with the revenues collected in that corridor, including expanded travel options and funding to support non-highway options that enhance effectiveness and throughput;
- Implement the Express/HOT Lane Network in the Bay Area, as shown in Exhibit 1 and as amended from time to time, using a rapid delivery approach that takes advantage of the existing highway right of way to deliver the network in an expedited time frame; and
- Toll revenue collected from the HOT network will be used to operate the HOT network; to maintain HOT system equipment and software; to provide transit services and improvements in the corridors; to finance and construct the HOT network; and to provide other corridor improvements.

IMPLEMENTATION

1. Collaboration and Cooperation. To accomplish the objectives requires collaboration and cooperation by numerous agencies at several levels of government, including the Congestion Management Agencies (CMA), Caltrans, California Highway Patrol (CHP) and the Bay Area Toll Authority (BATA). This collaborative process shall establish policies for implementation of the HOT network including, but not limited to, (a) phasing of HOV conversion and HOT construction, (b) phasing of corridor investment plan elements, and (c) occupancy and pricing policies for HOT network operations.
2. Corridor-Based Focus & Implementation. Utilize a corridor-based structure that recognizes commute-sheds and geographic communities of interest as the most effective and user-responsive models for Bay Area Express/HOT Lane facilities implementation.

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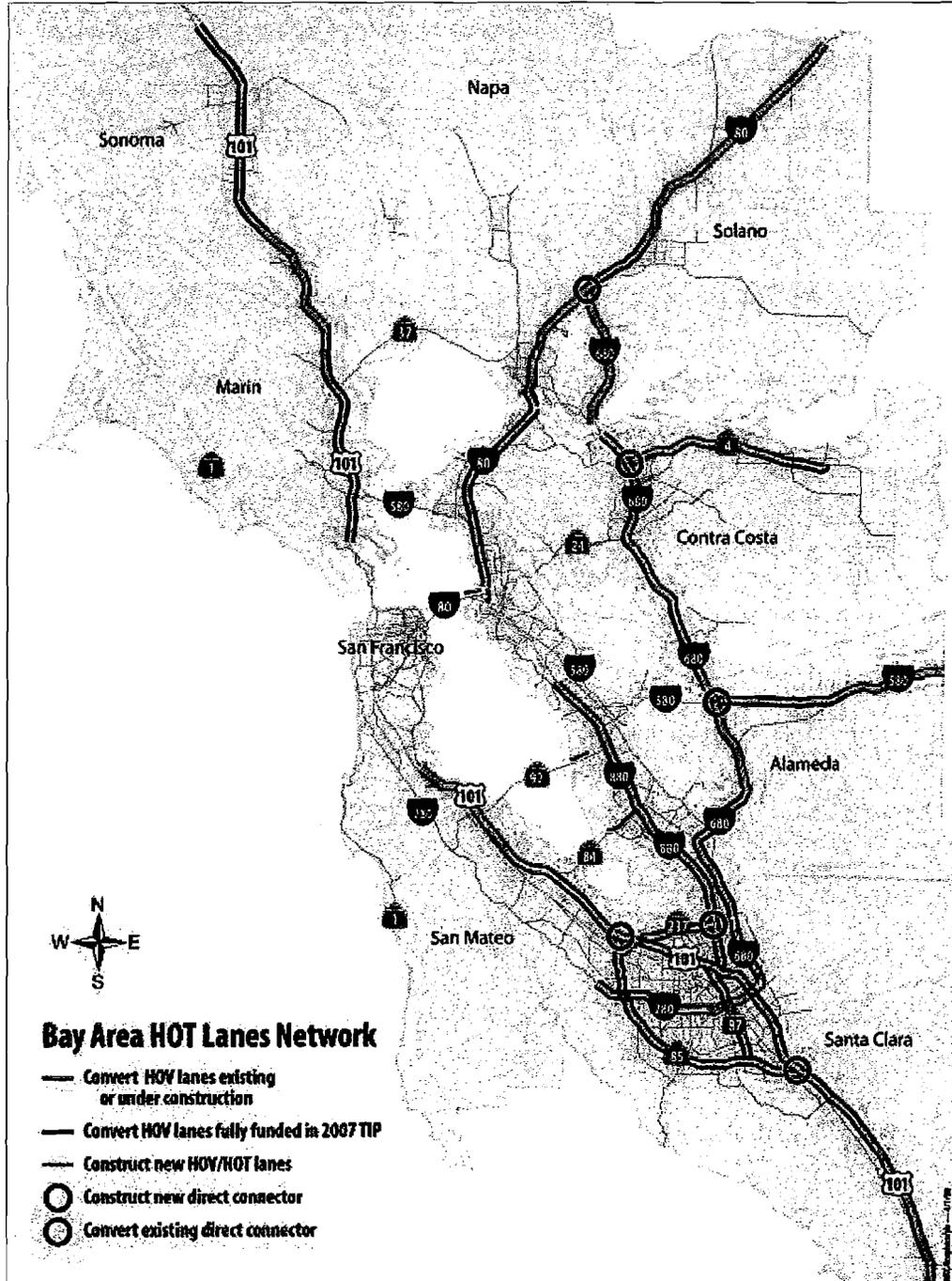
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Resolution No. 3868
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3. Reinvestment within the Corridor. Recognize that popular, political and legislative support will rest on demonstrating that the revenues collected in a corridor benefit travelers – including the toll payers – in the corridor through a variety of mechanisms, including additional capital improvements on the freeway and parallel arterials, providing support for transit capital and operations that increase throughput capacity in the corridor, and providing funds for enhanced operations and management of the corridor.
4. Corridor Investment Plans. Corridor Investment Plans, developed by stakeholder agencies within the corridor, will direct reinvestment of revenues to capital and operating programs serving the corridor, commensurate with the revenue generated by each corridor.
5. Simple System. Users deserve a simple, consistent and efficient system that is easy to use and includes the following elements: (a) consistent geometric design; (b) consistent signage; (c) safe and simple operations; (d) common technology; and (e) common marketing, logo and terminology.
6. Toll Collection. BATA shall be responsible for toll collection.
7. Financing. A collaborative process will determine the best financing mechanism, which could include using the state owned toll bridge enterprise as a financing pledge to construct the network.

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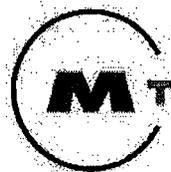
Exhibit 1: Bay Area HOT Network



**Bay Area High Occupancy Toll (HOT) Network Study
December 2008 Update**

Metropolitan Transportation Commission

December 2008



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TRANSPORTATION
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Appendix 9: "Rapid Delivery" Approach Costs, Revenue and Phasing by Corridor

Appendix 10: Carpool Pay-As-You-Go Implementation Scenario

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Why Pursue a Regional HOT Network?

High occupancy toll (HOT) lanes are a proven concept based on well-established technologies. Individual HOT lane corridors have operated effectively in southern California since the mid-1990s. Based on experience in Southern California and national trends, the California Performance Review conducted in 2005 recognized HOT lanes as a useful tool to address the state's mobility and infrastructure challenges. Several HOT lane corridor projects are scheduled to open in the Bay Area by 2015 under existing state legislative authority. The first of these will open on I-680 over the Sunol Grade in 2010. The other corridors include: I-580 through the Tri-Valley, and US 101 and State Route 85 in Santa Clara County. A number of other cities in the US have recently opened HOT lane facilities or plan to do so in the next five years.

This study advances the HOT lanes concept from individual corridors to a connected network spanning the Bay Area. A connected carpool network has been a regional goal 30 years in the making. The Regional HOT Network would accelerate completion of the region's carpool and bus priority system, presently incomplete due to lack of funding. Completion of the network would close gaps that inhibit seamless travel for carpools and buses and relieve bottlenecks where existing carpool lanes end.

In July 2008 MTC approved inclusion of the Regional HOT Network in the Draft Transportation 2035 Plan. In doing so, MTC endorsed a set of principles to guide implementation of the Network in collaboration with partner

Six Reasons to Pursue a Regional HOT Network

1. **Improve the efficiency of the freeway system** by making the best use of available capacity. HOT lanes offer demonstrated reductions in person-hours of delay and vehicle-hours of delay.
2. **Offer congestion insurance.** Experience shows travelers from all income groups and professions value having a reliable travel option when they most need it.
3. **Advance completion of the region's priority network for carpools and buses.** By generating revenue, the HOT network produces a revenue stream that can be used to finance gap closures and extensions to the region's carpool system—a key air quality and congestion relief strategy 30 years in the making. Without this revenue stream, completion of the network would be delayed by decades. HOT Network revenue would also be available for other corridor improvements including new and enhanced transit.
4. **Introduce the region to user-fees, an emerging funding and demand management strategy.** Transportation pricing is among the most effective tools for reducing greenhouse gas and other vehicle emissions, vehicle miles driven and delay. Further, locally-controlled user-fees are likely to be an increasingly important source for funding transportation infrastructure and services needed to serve a growing region and can free up highway funds for other uses.
5. **Provide a seamless system for users.** Several counties within the region are pursuing HOT lanes for the reasons noted above. To best serve travelers, these projects should be coordinated from a design and operations standpoint. A network approach also promises a more robust and connected system to facilitate regional express bus service.
6. **Partnership offer efficiencies:** Coordination at the regional level avoids duplication in areas including design approach, toll collection, incident management and enforcement.

agencies. (See sidebar below.)

Regional High Occupancy Toll (HOT) Network Principles
(adopted by MTC in July 2008)

OBJECTIVES

- Manage the Bay Area's freeways more effectively to increase throughput and reduce delays
- Provide an efficient and seamless system for travelers
- Provide benefits to travelers within each corridor in proportion to revenue collected in that corridor
- Take advantage of existing highway right-of-way to implement the Regional HOT Network faster
- Use toll revenue collected from HOT lanes to finance, build, operate and maintain the network, and to provide transit services and other improvements in the HOT lane corridors

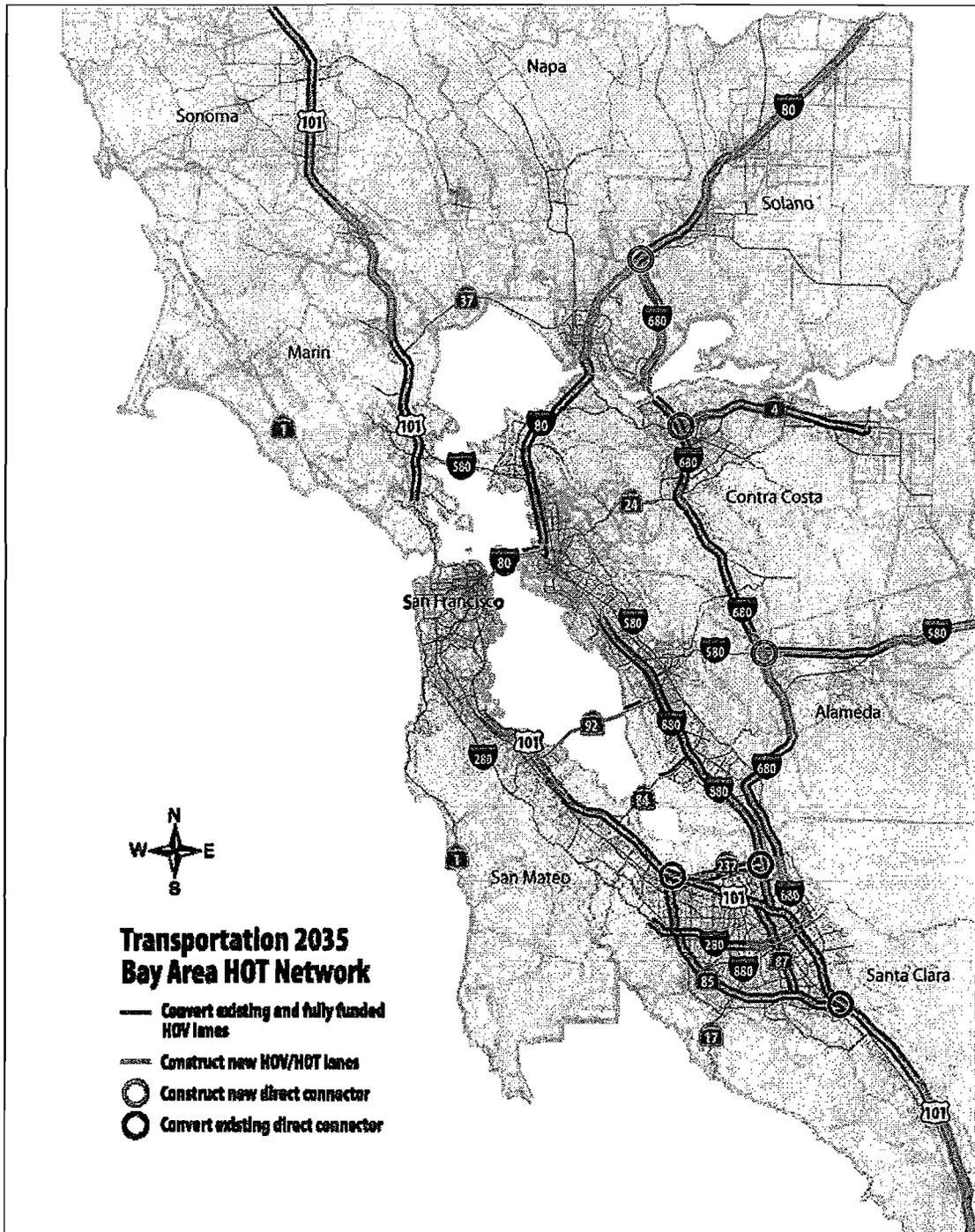
IMPLEMENTATION

1. **Collaboration and Cooperation** – MTC and BATA will work in concert with county congestion management agencies, Caltrans and the California Highway Patrol. A collaborative process shall establish implementation policies, including phasing of the Regional HOT Network, tolling and operations policies, and corridor investment plans.
2. **Corridor-Based Focus & Implementation** – The best model for implementation is a corridor-based framework that reflects the distinct communities and commute patterns within each corridor.
3. **Reinvestment within the Corridor** – Support for the Regional HOT Network will depend on showing that revenues collected in a corridor benefit travelers in that same corridor – through capital improvements on the freeway and parallel arterials, support for transit service and operations, and enhanced operations and management of the corridor.
4. **Corridor Investment Plans** – Reinvestment of revenues in each HOT lane corridor will be directed by Corridor Investment Plans developed by the stakeholder agencies within each corridor.
5. **Simple System** – Travelers deserve an efficient and easy-to-use system that includes safe and simple operations, consistent design and signage, common technology, and common public information and marketing.
6. **Toll Collection** – The Bay Area Toll Authority shall be responsible for toll collection.
7. **Financing** – A collaborative process will determine the best financing mechanism, which could include using the state-owned toll bridge enterprise as a financing pledge to construct the network.

The approach is to convert to HOT lanes approximately 500¹ miles of carpool lanes that exist today or will be built in the next four years with dedicated local sales tax, state and federal funding. The revenue generated would then be used to construct approximately 300 new miles of HOT lanes that close gaps and extend the system. (See map next page.)

¹ 400 lane miles exist today or are under construction and 100 are fully funded but not yet under construction.

Bay Area HOT Network²



This analysis suggests the region’s carpool system can incorporate HOT lane functions and continue to offer priority for carpoolers and express buses, while improving overall freeway

² Some additional segments, including I-580 and I-238 west of I-680 in Alameda County and I-880 and Route 17 south of US 101 in Santa Clara County, are under study as part of continuing technical analysis. These may ultimately be incorporated into the regional network.

efficiency. It suggests there are enormous benefits in terms of reduced greenhouse gas emissions and delay associated with the Regional HOT Network because it generates revenue that allows the system to be completed decades sooner than a traditional carpool network, which would be funded through traditional sources. The study outlines a range of approaches to design and delivery, with associated delivery time frames and costs.

While current state law authorizes HOT lane projects in four Bay Area corridors, additional authority will be required to develop the complete network. Further, many policy considerations must be addressed before the region can develop a detailed HOT Network implementation plan. These include: governance, financing, specific corridor investment programs (including transit and other transportation improvements), and operations policies. These, as well as further technical studies, are underway or lie on the horizon.

About this Report

This report documents the analysis and assumptions underlying the Regional HOT Network adopted as part of the Draft Transportation 2035 Plan. Analysis completed to date consists of two major study efforts:

- **Initial Feasibility Study (Phase 1 and Phase 2, complete September 2007) and documented in Section I.** This effort defined the Regional HOT network, assessed general feasibility, defined a “full feature” design approach and phasing, and estimated associated revenues and costs.
- **Updated Assessment (Phase 2B Study, complete June 2008) and documented in Section II.** This effort defined a “rapid delivery” design approach and phasing, and revised the revenue, cost projections and financing analysis accordingly. The analysis from this effort is the basis for assumptions in the Draft Transportation 2035 Plan (anticipated release in December 2008). As part of this work, MTC also developed a preliminary estimate of travel time and greenhouse gas emissions associated savings with the Regional HOT Network.

The studies documented here are part of a broader, ongoing effort to develop the Regional HOT Network. Technical studies for an undertaking of this scale are necessarily iterative, starting with relatively broad analyses (such as those documented here) and refining the analyses over time. Current and future work to this end includes, but likely will not be limited to:

- **Phase 3 Study (anticipated completion, February 2009).** This effort will refine capital cost estimates for the Regional HOT Network. It will find a middle-ground between the “full feature” and “rapid delivery” design approaches based on a more detailed review of opportunities and constraints in selected corridors. In all likelihood, the HOT Network will include some elements of both design approaches: the “full feature” approach will likely be accommodated where it can be accommodated readily and the “rapid delivery” approach may be used in more constrained settings.
- **Revised Demand and Revenue (2009).** This effort is expected to revise demand and revenue forecasts based on the updated design and phasing assumptions. It will employ more resource-intensive forecasting approaches, including iteration between the travel and tolling models, and will provide a basis for associated analyses described below.

- **Associated Analyses: Equity and Emissions (2009).** Updated demand and revenue forecasts will generate refined forecasts of traffic, travel behavior and revenue. As such, they will provide a basis to review of the equity implications of the HOT Network (social and geographic) and to update analysis of vehicle emissions, including greenhouse gases.
- **Policy Discussions (ongoing).** In fall 2008, executives from the region's county congestion management agencies, Caltrans, California Highway Patrol and the Metropolitan Transportation Commission (MTC) began to meet regularly to address major policy considerations associated with the Regional HOT Network. These include: governance, financing, corridor investment programs, education and outreach, and operations. These discussions will inform future legislation related to a Bay Area HOT Network.
- **Project-Level Design and Operations.** It will be necessary to complete a Project Study Report or Project Report for each major component of the network. This effort will include detailed operations analysis and refined design based on a much more detailed review of the project area.
- **Project-Level Environmental Review.** Each component of the HOT Network will undergo full, project-level environmental review, consistent with state and federal environmental review requirements.

**Section I:
Initial Feasibility Study (Phase 1 and Phase 2)**

Complete September 2007

*Conducted by
Metropolitan Transportation Commission
in cooperation with Caltrans*

1. Introduction

This first-order analysis suggests the region's HOV system can incorporate HOT lane functions and continue to offer priority for carpoolers and express buses, while improving overall freeway efficiency. Further, the Bay Area HOT network could be delivered by 2025 and could be self-financing over a 30-year period if developed and financed as a regional system rather than a corridor-by-corridor endeavor. Current state law does not, however, provide a governance framework for a truly regional network. Further discussions with state, regional and local stakeholders are necessary to define a workable governance structure.

This feasibility assessment should be viewed as a first step toward delivering a regional HOT network. In addition to assessing general financial feasibility, the study proposes a phased implementation plan, reviews travel and air quality benefits and identifies policy and governance considerations. As such it lays the groundwork for subsequent, more detailed analyses needed to address both technical and policy matters.

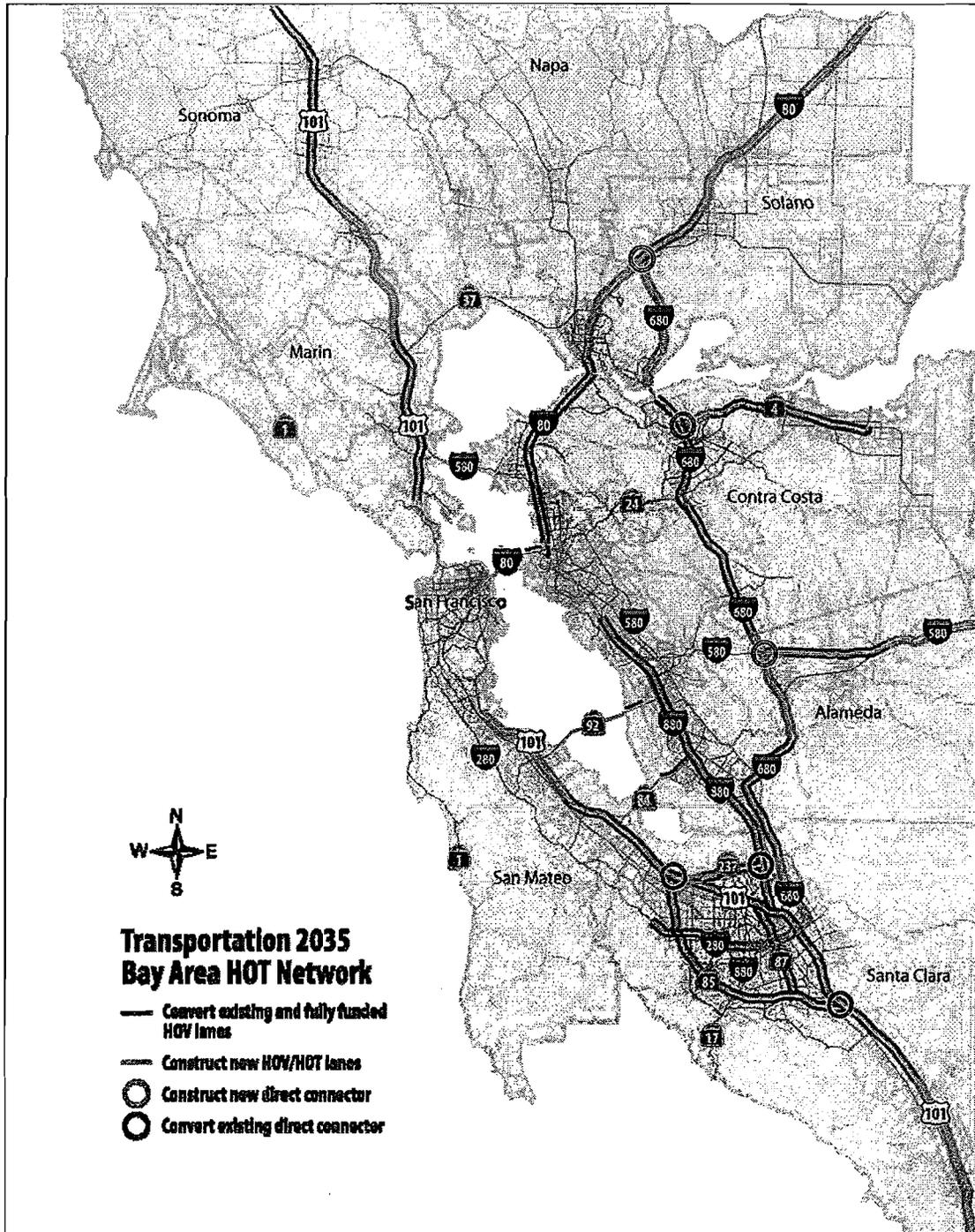
2. Summary of Preliminary Findings

The region's HOV system can incorporate HOT lane functions and continue to offer priority for carpoolers and express buses. As recent federal and state reviews show, California's HOV system will need to be managed to preserve timesavings as carpooling grows over time. A variety of strategies from increased enforcement to integrated corridor management can help HOV lanes operate more effectively as they become crowded over time and forestall more involved measures such as increasing carpool vehicle occupancy requirements or adding a second lane through dynamic lane management or widening, where possible. Even without introducing HOT lanes, carpool volumes in approximately six of the region's HOV corridors are projected to grow the point of crowding over significant distances between 2020 and 2030. Conditions are projected to become crowded in another nine HOV corridors between 2030 and 2040. When steps such as increasing carpool occupancy requirements or adding a second lane become necessary, HOT lanes can be introduced as a tool to ensure freeway capacity is used efficiently and to manage continuing operation.

A regional network of HOT lanes completed by 2025 can pay for itself over 30 years. Based on conservative cost and revenue estimates and a conservative approach to financing, revenues should be sufficient to cover operations costs and guarantee bond financing for conversion of existing HOV lanes and construction of gap closures and extensions to complete the network. (See Bay Area HOT Network Map, next page.)

The HOT network that operates full time or close to full time could generate net revenue to fund complementary transportation improvements while sustaining a high level of borrowing. Developing the network by 2025 requires several years of major capital outlays; the borrowing need is approximately \$4.7 billion and requires 30-year financing to cover capital costs. However, revenue growth is robust in later years, and the network would generate positive cash flow, even accounting for financing costs, prior to 2030. Over 20 years, the regional network could generate net revenue up to \$3 billion, after accounting for debt service payments. Restricting HOT lane operation to the most congested peak periods would likely dampen revenue generation to a point that would not sustain the borrowing required to deliver the complete network by 2025.

Bay Area HOT Network³



³ Map updated in September 2008 to more reflect projects under construction as of that date. Some additional segments, including I-580 and I-238 west of I-680 in Alameda County and I-880 and Route 17 south of US 101 in Santa Clara County, are under study as part of continuing technical analysis. These may ultimately be incorporated into the regional network.

Because the HOT network generates a revenue stream that permits bond financing, the network can be completed much more quickly than if developed using traditional funding sources. This itself offers benefits in the form of travel timesavings.

By more efficiently using freeway capacity and thereby reducing congestion, HOT lanes can reduce the cumulative amount of driving time for drivers in the regular, general-purpose lanes as well as those who choose to pay the toll for a faster, more reliable trip. Preliminary analysis suggests the regional HOT network could reduce the amount of freeway driving time (measured in vehicle hours) in the morning peak period by 21 percent in the adjacent general-purpose lanes. Further, by maintaining level of service standards in existing state law, average travel speeds of 54 miles per hour could be maintained in the HOT lane.

Even if the HOT network were merely to break even in the first 30 years, the region would gain tremendously by developing the HOT network. **Revenue from the HOT network would free up for other investments a total \$2.6 billion (2006\$) that would otherwise be spent to expand the HOV system.** Of this, nearly \$1 billion is in region's current long-range transportation plan, *Transportation 2030*, and the remainder lies beyond the plans financial capacity.

It is critical to approach Bay Area HOV and HOT lanes from the perspective of a regional network. Tremendous benefits can accrue from a connected system. A 2003 performance audit of the Los Angeles HOV system found that fully two-thirds of the travel benefits are lost at gaps in the system where HOV traffic is forced to merge into remaining travel lanes.⁴ From a financing and deliverability standpoint, too, the complete system can be achieved only by considering a network as a whole. Pooling revenues significantly increases bonding capacity and makes it possible to finance development of some corridors that are unlikely to generate the level of revenue required to be financeable on their own. Prior to 2030, most corridors essentially break even (i.e., their revenues cover their costs) and just a few corridors generate net revenue on the order required to secure the bonds. After 2030, a number of corridors begin to generate significant net revenues.

A governance structure must be put in place to deliver a regional HOT network. The governance structure needs to facilitate the development and operation of a network that provides a seamless experience for travelers while balancing state, regional and local interests. The current statutory framework approaches HOT lanes on a corridor-by-corridor basis and likely is not adequate to address the considerations involved in implementing a regional network.

3. Bay Area HOT Network Overview

The Network

The Bay Area's existing HOV system comprises approximately 400 miles of HOV lanes. Another 100 miles are currently under construction or fully funded and expected to open before 2015. The regional HOT network would be developed first by converting to HOT lanes the HOV lanes in place by 2015 and subsequently constructing direct connectors and approximately 300 miles of new HOT lanes to close gaps and extend the system. (See Bay Area HOT Network

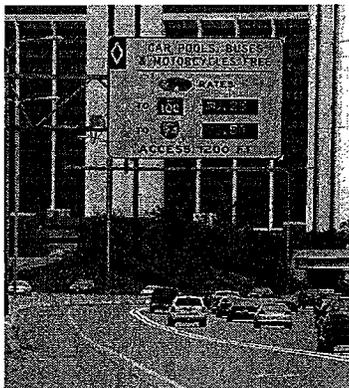
⁴ Los Angeles County Metropolitan Transportation Authority. HOV Performance Program Evaluation Report (November 22, 2002).

map.) The network considered in this study would ultimately provide priority lanes on nearly 800 of the region's 1,200 directional miles of freeway.

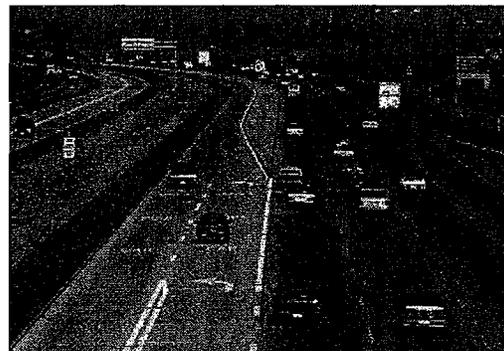
Admittedly, this network leaves two considerable gaps in the HOV network where environmental, structural and traffic considerations pose exceptional challenges. One gap lies on the U.S. 101 corridor between San Francisco International Airport and San Francisco. A second lies on the I-880 corridor between the Oakland International Airport and the Bay Bridge approach. These segments are being evaluated in separate corridor studies.

Design

The design anticipated for the regional HOT network is similar in concept to that in place in Minneapolis, as shown below. A single HOT lane in each direction would be separated from its adjacent travel lanes by a painted double yellow stripes and four-foot buffer. In contrast to the existing, continuous access HOV lanes in the Bay Area, drivers would be able to enter and exit the lanes only at designated locations. This study assumes merge lanes to facilitate merging at those locations. (See example of merge lane, below.) The limited access design is a function of current electronic toll collection technologies, which use roadside toll readers to collect tolls based on use of the HOT lane.



Minneapolis I-394 HOT Lane



Example of Merge Lane at Carpool Lane Ingress Location

Tolls

As with existing carpool lanes, qualifying carpool and buses would use the lanes for free. Other vehicles would pay tolls collected using FasTrak® toll technology. Tolls would vary with traffic congestion, rising as traffic increases (in effect charging more when the HOT lane offers more travel time savings). To maintain priority for carpools and express buses, tolls would be set so the HOT lane operates at level of service C conditions or better, as required by current law. As traffic approaches the threshold, high toll rates would discourage tolled vehicles from entering the lane. Qualifying carpools and buses would always have priority access over toll-paying vehicles at no charge. Advance signage would allow other drivers to decide whether they want to enter the HOT lane given the toll rate in effect at the time. Travelers would typically pay 20 to 60 cents per mile in 2015 and 50 cents to \$1 per mile in 2030 to bypass peak period traffic congestion (2006\$). As space becomes very scarce in some corridors, posted toll rates may be higher to prevent the HOT lanes from becoming over crowded.

Enforcement

Revenues from the HOT lanes would be used to fund expanded enforcement by the California Highway Patrol (CHP). CHP officers would enforce both toll violations and HOV occupancy requirements. Technology is available identify vehicles that do not pay tolls. Currently, no technology exists to aid CHP officers in verifying vehicle occupancy, and visual verification is likely to be necessary at least in the near-term.

4. HOT Network Phasing

This study outlines a phasing plan to develop the regional HOT network by 2025. (See Bay Area HOT Network Phased Implementation maps, next page.) The four existing HOT lane demonstration projects will be in operation by 2015 and comprise the first pieces of the regional HOT network. Following this, the general strategy is to begin by converting to HOT those HOV lanes in place in 2015. As a second step, new HOT lanes would be constructed to close gaps. System extensions would tend to be the last pieces developed. A focused program management effort for project development, environmental and design would likely be required to undertake this effort.

A number of other important factors are considered in combination with the general strategy. These include: travel time savings and revenue generation, which will be highly correlated; benefits for HOT lane and transit operations; geographic balance so that portions of the region are not left behind for long periods of time; and consideration of actions needed to preserve HOV lane functionality, which is discussed further below. Project development and construction time requirements are also a consideration. Under current Caltrans protocols, project development and environmental process might take up to five years for segments where existing HOV lanes are converted to HOT lanes and closer to ten years for segments where new lanes must be constructed.

While it is important to think of the regional network as a single system, there are five geographic sub-areas (listed below) where sequencing and staging decisions have clear effects on other projects and so provide a framework for a phasing strategy.

Bay Area HOT Network Sub-Area Groupings

Associated with I-680	Santa Clara/ San Mateo	Associated with I-80	Marin/ Sonoma	Associated with I-880
I-680 SR 4 I-580	US 101 SR 85 SR 87 SR 237 I-280 I-880 ^[1]	I-80 ^[2]	US 101	I-880 ^[3] SR 84 SR 92

^[1] SR 237 to US 101 in Santa Clara County

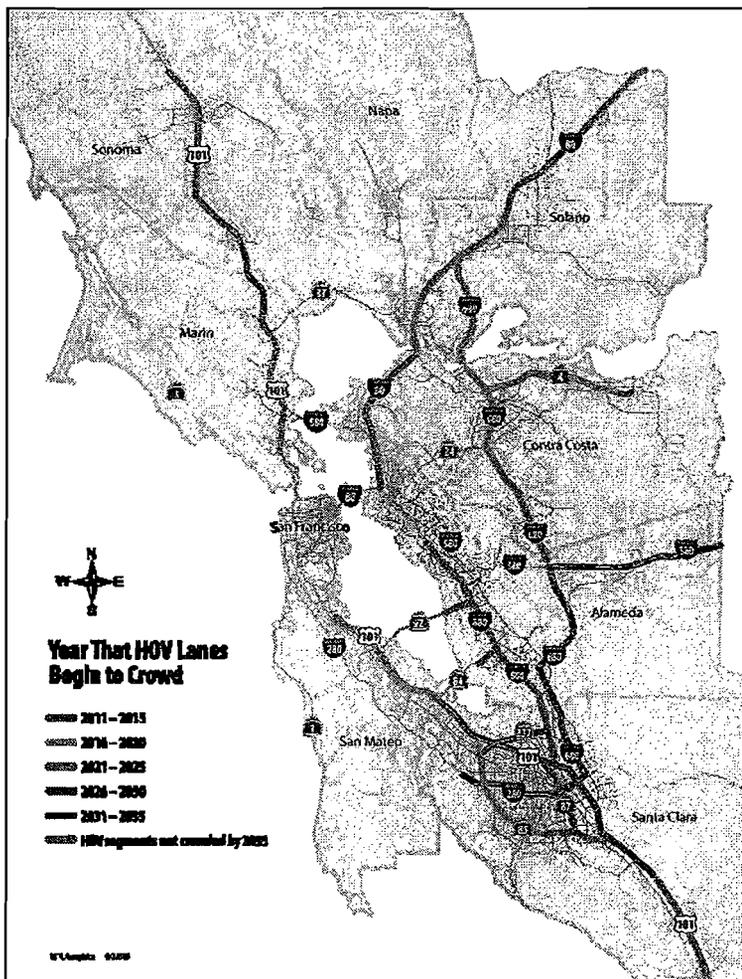
^[2] Bay Bridge to Yolo County Line

^[3] Oakland to SR 237 in Santa Clara County

HOV Crowding and HOT Implementation

Analysis shows the region's HOV lanes will become increasingly crowded over time and will eventually jeopardize their ability to serve their very purpose – providing travel time advantages and reliable trips for carpools and express buses. Caltrans is currently developing a managed lanes business plan that will outline near-term and longer-term measures to address this concern. Near-term measures, such as better enforcement, incident management and freeway management strategies, can address spot crowding and slow its spread.

HOV Volumes Grow to the Point of Crowding Over Time



With the HOV/HOT Business Plan still under development, this study assumes the longer-term approach to preserve HOV lane function will be to increase carpool occupancy requirements. This is by no means the only solution, but it is likely to be the most cost-effective, longer-term solution in most Bay Area corridors. Other solutions would provide two HOV travel lanes either by widening to add a second HOV or HOT lane or by converting one adjacent general purpose lane to a dynamic dual lane that would operate as an HOV or HOT lane during the most congested periods only. While dual HOT lanes have many operational and safety advantages, this approach is likely to be feasible or cost-effective on a corridor basis in few Bay Area locations; however, it may be possible to create dual lanes in spot locations to alleviate choke points. HOT lanes complement all of these longer-term strategies by ensuring any new or “freed up” capacity created by the new strategy is fully utilized from the start.

In many Bay Area corridors, longer-term solutions will not need to come into play until 2030 or later. (See map above.) The phasing plan begins HOT lane operations much earlier in many of these corridors under existing carpool occupancy requirements. The lanes can continue to work as HOT lanes as long as carpool occupancy requirements are increased as the lane begins to crowd over significant distances.

In a few corridors, crowding is more imminent. In these corridors, HOT lane operation might be deferred until occupancy requirements need to be increased to preserve carpool and express bus function. This avoids the perception that the objective is to squeeze out carpools to make

room for tolled vehicles and avoids offering toll paying customers an option that is only short-lived.

Interstate 80 is a case of particular interest because the HOV lane is already experiencing crowding on a regular basis and is already restricted to carpools carrying three or more people. The HOV lane also serves a high volume of express buses, providing a reliable and fast trip through this top-ranked congested corridor. Conditions call for implementing near-term strategies very soon to preserve the function of this carpool lane. As in other corridors, these strategies will improve HOV lane operations and buy some time; however, a more far-reaching solution will be required in the not-too distant future. Possibilities include: restricting access to vehicles with four or more people or to buses and vanpools only or adding a dynamic dual lane that would operate as an HOV or HOT lane during the most congested periods only. A HOT lane function makes sense in any of these approaches because it ensures the lane or lanes are fully utilized.

5. HOT Network Cost, Revenue and Financing

Study Approach and Methodology Overview

This report reflects work undertaken over 18 months in two initial HOT network study phases that, together, comprise a first-order feasibility analysis and implementation plan. Phase 1 involved an assessment of the feasibility, costs and revenue associated with two distinct Bay Area HOT network configurations: (1) a partial network developed by converting only existing HOV lanes and those fully funded through year 2015; and (2) the complete network proposed in this report. Phase 1 suggested 30-year net revenue from the partial HOT network, if all corridors were converted in 2015, could cover most of the cost to complete the network. Phase 2 expanded the analysis of the complete network, refined cost estimates based on further experience with the I-680 Sunol HOT lane, and developed preliminary implementation and financing plans for phased development of the entire network by 2025.

As appropriate for a first-order assessment of a HOT network of this scale, the initial study phases use simplified, yet conservative, approaches to estimating costs and revenues. Capital costs are based on a range of unit costs that include contingencies of 40 to 60 percent. Revenue estimates are generated by a tolling model that builds on forecasts from the regional travel demand model. This preliminary analysis does not include, as a more detailed analysis would, feedback between the travel demand and revenue models or consideration of operational constraints. The revenue analysis includes several provisions that make revenue estimates conservative notwithstanding this simplification: (1) revenue is presented in a range where the low-end represents a 30 percent reduction from the toll model forecast; (2) revenue estimates assume a tolling policy that would maximize travel time savings rather than revenue; and, (3) a cautious approach is used to estimate revenue from the evening peak period. (See the appendices to this report for more detail on the study assumptions and methodology.)

Cost

The total capital cost to develop the regional HOT network is \$4.8 billion dollars (2006\$). This total includes conversion of HOV lanes that exist today and those that are fully funded (\$1.4 billion) as well as widening to close gaps and extend the system (\$3.4 billion). At the low cost end, converting HOV lanes to HOT lanes involves adding toll tag readers and signs and restriping the roadway. To be conservative, higher per mile costs are assumed in most

corridors, to reflect the likely need to add new pavement and right-of-way and, in some corridors, to modify existing structures to achieve a design consistent with Caltrans principles for the I-680 HOT lane demonstration project over the Sunol Grade:

- A single HOT lane in each direction would be separated from the adjacent general purpose lanes by a painted double-striped line and a four-foot buffer;
- Access and ingress locations would be separate and would include a weaving lane to allow traffic to transition between the faster HOT lane and slower adjacent lanes; and
- Space would be provided in the median for CHP patrols to provide enforcement.

It would be helpful to explore where modifications of this “ultimate” design protocol would be both operationally viable and less costly.

For segments where HOV lanes do not exist or are not otherwise funded, the capital cost estimate reflects the cost of widening to accommodate an additional travel lane in each direction as well as toll-related equipment and signs. The network cost also includes new, direct HOT lane to HOT lane connectors at major interchanges, including I-80/I-680, I-680/SR 4 and I-680/I-580. The cost estimate does not include direct access ramps or complementary express bus system enhancements, which should be considered among the possible investments for positive net toll revenue.

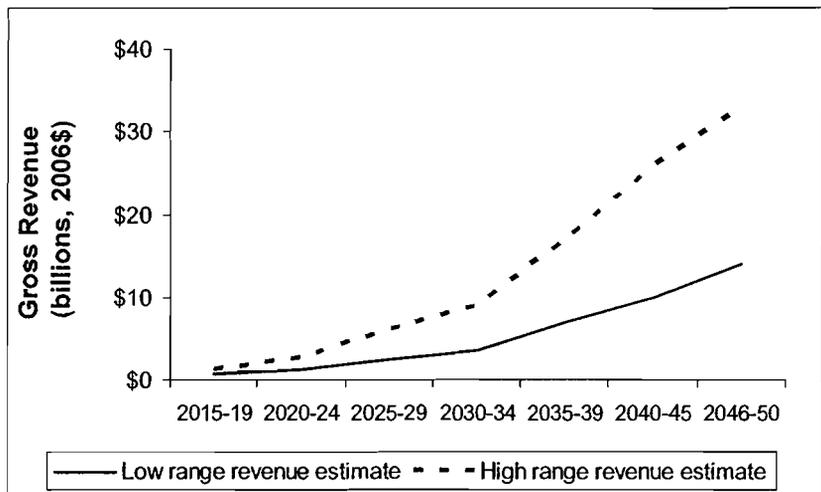
The operating and maintenance cost for the Bay Area HOT network is estimated to total \$1.5 billion over 20 years. This includes CHP enforcement, toll equipment maintenance, communications, utilities, administration, FasTrak® toll tags and costs of processing toll transactions. This estimate does not include the cost to maintain the roadway itself. (See discussion below.)

Revenue and Financing

Revenue potential of the Bay Area HOT network depends on four principal factors: tolling policies, congestion levels, carpooling policies and demand, and the willingness of travelers to pay for a faster, more reliable trip.

With the phased plan developed in this study, the regional HOT network could generate between \$8 and \$11 billion in gross revenue between 2015 and 2035, assuming full time operation (24 hours per day, seven days per week). Analysis suggests revenue would grow steeply in the years beyond 2035, as real income rises (and travelers are willing to pay more for speed and reliability) and congestion levels and the length of congested peak periods grow. (See graph at right.)

Revenue Growth is Robust Over Time



Developing the regional HOT network by 2025 would require 30-year bond financing to cover approximately \$4.7 billion in capital outlays. Debt service over 30 years would total \$9.4 billion.

With the phased plan from this study, revenues from the HOT network are likely to cover costs over the 20 years between 2015 and 2035. If HOT revenues reach the high end of estimates to date, HOT network revenues could exceed costs, including debt service, by approximately \$3.1 billion over that time. If revenues lie at the low end of current estimates, HOT network revenues are approximately equal to costs over the 20-year period.⁵ (See table, below.)

HOT Network Cost and Revenues

	2015 to 2035 (billions of 2006\$)	
	Low Estimate	High Estimate
Gross revenue	\$8.0	\$11.4
Operations and maintenance cost	-\$1.6	-\$1.6
Debt service ^[1]	-\$6.7	-\$6.7
Net revenue	-\$0.3	\$3.1

Modest adjustments to the phased plan can be expected to improve the outlook at the low end of the revenue estimate range while refined approaches to costs and revenues will eventually narrow the range over all.

^[1] Based on borrowing \$4.7 billion over 30-years. Debt service repayment continues through 2045 for a 30-year total of \$9.4 billion.

In order to finance and deliver the regional network, it will be necessary to pool revenues and costs. Not surprisingly, some corridors are stronger than others in terms of revenue generation. (See Net Revenue Potential by Corridor table, next page.) The primary factors that affect net revenue generating potential over this period include:

- Extent of widening required to implement the HOT segment (HOT revenue from corridors that do not have an HOV lane that can be converted to HOT must cover costs of a new travel lane);
- Assumed HOT lane opening date;
- HOV volumes and date at which the carpool occupancy requirement for free passage increases due to growth in HOV volumes; and
- Congestion levels and willingness of travelers to pay for faster, more reliable travel.

While most corridors do break even over the 2015 to 2035 period, revenues from the high generation corridors are needed to ensure favorable financing and operate the network in the early and middle years. Further, a few corridors – especially those that start operation later – may require a longer period of time before revenues cover costs.

⁵ Given the level of detail in this analysis a net revenue figure of plus or minus \$300,000 million over 20 years can be considered breaking even.

Net Revenue Potential by Corridor, 2015 - 2035

Corridor ^[1]	Year HOT Lane Opens ^[2]	Year Carpool Occupancy Requirement Increases to 3+
Generates \$1 Billion or More in Net Revenue ^[3]		
I-880 from 98th Ave. to SR 237 and northbound Bay Bridge approach	2015/2020	2025
I-680 from SR 84 to Calaveras	2010/2015	2035
US 101 from San Mateo County Line to Cochrane	2015/2025	2035
I-680 from SR 84 to I-80	2020/2025	2030/2040
Covers Costs		
SR 85	2013	2020
I-580	2013/2015	2035
SR 87	2015	2040
I-80 from Bay Bridge to Carquinez Bridge	2015	2015
SR 237	2020/2035	2035
SR 84 westbound Dumbarton Bridge Approach only	2015	2025
I-280	2020/2025	2035
SR 92 westbound San Mateo-Hayward Bridge Approach only	2015	
US 101 Millbrae to Santa Clara County Line	2020/2025	2035
I-80 from Carquinez Bridge to Yolo County line	2015/2020/2025	2040
SR 4 from SR 160 to I-680	2020	2020
Fails to Cover Costs		
US 101 from Windsor River Road to Corte Madera	2025/2030	2025/2030

^[1] HOT lane corridors are bi-directional unless noted.

^[2] First date indicates opening date for initial section; second date is opening date for later extension, if any.

^[3] Each corridor projected to generate at least \$1 billion in net revenue.

Impact of Tolling Policies on Revenue

Tolling policies also clearly influence revenue. Variations on tolling policies could affect the revenue outlook as follows:

- **Tolling objective.** The estimates above assume tolls are set to maximize freeway efficiency (measured by the value of time saved for all freeway users) as opposed to maximizing revenue. This is assumption consistent with a policy objective to improve freeway efficiency and makes revenue projections for this initial analysis more conservative. Policies that maximize revenue have been shown to increase revenue by at least 20 percent. However, these policies also result in higher tolls and lower HOT lane usage.
- **Full time versus part-time tolling.** Full time HOT network operation (24-hours per day, seven days per week) would represent a significant change in the Bay Area where the carpool lanes currently operate during peak commute hours only. Because HOT lanes

more effectively utilize freeway capacity, they can operate very effectively in the shoulder periods as well. Revenue generation during the shoulder periods is not insignificant, reflecting travelers' willingness to pay to bypass congestion in these periods.

Restricting HOT lane operations to the most congested peak periods only would likely dampen revenue generation to the point that borrowing requirements would need to be reduced. In-depth analysis for the I-680 Sunol corridor suggests that by limiting HOT lane operation to eight peak hours on weekdays and four peak hours on weekends yields 71 percent of the revenue generated by full time operation. Assuming a similar pattern holds for other corridors, the network would fail to cover 20-year costs (including financing) even under high revenue estimates for this study. Thus, developing the regional network might necessitate using a combination of state highway funding sources and bonding or slowing down implementation.

A less restrictive part time tolling policy that included operation over peak and shoulder periods would have much less significant impacts. By capturing peak and shoulder twelve hours on weekdays and 4 peak hours on weekends, revenue generation is roughly sufficient to cover costs at the high-range estimate.

- Hybrid vehicles. Revenue estimates for this study assume no special treatment for hybrid vehicles. Exempting hybrid vehicles from HOT lane tolls reduces the space available for free vehicles and could reduce revenues by 5 to 40 percent depending on the corridor.

Complementary Investments – Candidates for Net Revenue

While the first call on HOT network revenue should be operating and completing the system, revenue projection trends suggest a Bay Area HOT network will generate positive net revenue over time. The point at which net revenue is available for other investments depends both on tolling policies and financing terms. When the time comes, it will be important to make careful trade-offs between potential investments. The discussion among key stakeholders will need to consider regional and state transportation goals and policies, overall investment needs, and notions of equity. Some potential investments include:

- Express transit. Many regions use HOT lane revenue to provide enhanced express bus service, which both increases the number of people carried during peak periods and extends the benefits of the HOT lane directly to those who may not be able to pay the toll. The 20-year cost (2015 – 2035) for a full complement of enhancements to regional express bus service in HOT network corridors could reach \$3.4 billion, though significant benefits could likely be achieved by implementing selected elements.⁶ The time at which net revenue is available for expenditure is particularly significant when considering express bus services because toll revenue is likely the only funding resource available for funding operation of significant service enhancements.
- Roadway maintenance. Caltrans asked that the roadway maintenance costs of the HOT network be enumerated as part of this analysis. Using HOT network toll revenue to fund roadway maintenance would be a departure from current policy, under which the state

⁶ Based on cost estimates for the express bus portion of the HOT/Bus scenario MTC is analyzing in the Transportation 2035 Vision.

funds roadway maintenance for state-owned roadways, including the existing HOT lanes in San Diego and Orange County toll roads. It is also true that those paying to use the HOT lanes will expect a high ride quality for their trip. The estimated 20-year cost (2015 – 2035) to maintain the HOT network roadway, including existing HOV lanes that are converted to HOT lanes, is \$1.2 billion.

- **Other mobility investments.** While HOT lanes are important tool, other investments also will be needed to manage delay and improve mobility in each HOT corridor. These investments are identified in the *Transportation 2030 Plan* and could include ramp metering, auxiliary lanes and other freeway operational improvements, interchange improvements, and rail transit extensions and upgrades. HOT lanes would work in tandem with such improvements.

6. Traffic and Air Quality Benefits

Findings from this analysis are consistent with before and after studies showing HOT lanes improve overall traffic conditions by increasing congested travel speeds and vehicle throughput, while only modestly slowing travel for carpools and buses. The preliminary forecasts from this analysis suggest that, with build out of the regional HOT network, average travel speeds in 2035 could reach 39 miles per hour in the general purpose lanes during the AM peak period while maintaining average speeds in the range of 54 miles per hour in the HOT lane, consistent with level of service C operating standards. This sounds relatively unimpressive until compared with a system of HOV lanes over the same facilities for which forecasts show substantially reduced speeds in the general purpose lanes (32 miles per hour) but only modestly higher speeds in the HOV lane (56 miles per hour). Similarly, the regional HOT network could reduce total vehicle hours of travel during the morning peak hour by up to 13 percent compared to an HOV only network on the same freeway facilities. (See Traffic Characteristics table below.)

Traffic Characteristics of Bay Area HOT Network Compared to HOV Network in Year 2030^[1]

	HOV/HOT Lanes	General Purpose Lanes	Total/ Average All Lanes
AM Peak Hour Vehicle Hours Traveled (VHT)			
HOV network	10,410	120,890	131,290
HOT network	17,960	95,615	113,575
Percent change	73%	-21%	-13%
AM Peak Hour Average Speed (miles per hour)^[2]			
HOV network	56	32	34
HOT network	54	39	41
Percent change	-3%	20%	21%

^[1] Figures are for freeways with HOV or HOT lanes only and reflect results of analysis assuming existing HOV occupancy requirements for HOV and HOT lanes.

^[2] Reflects travel in the peak and reverse peak direction.

Because HOT lanes reduce congestion and increase travel speeds, they reduce vehicle tailpipe emissions. In particular, preliminary analysis suggests that compared to a regional HOV

network, a regional HOT network could reduce carbon dioxide emissions in the morning peak period by about seven percent. (See Emissions table below.)

Emissions Associated with Bay Area HOT Network Compared to HOV Network in Year 2030^[1]

	Reactive Organic Gasses (ROG) (tons)	Nitrogen Oxide (NOx) (tons)	Particulate Matter (PM 10) (tons) ^[2]	Carbon Dioxide (CO2) (thousands of tons)
AM Peak Period Emissions - Two peak hours from 7 to 9 AM				
HOV network	2.10	2.18	0.20	4.65
HOT network	2.06	2.11	0.18	4.32
Percent change	-2%	-3%	-10%	-7%

^[1] Figures are for emissions on freeways with HOV or HOT lanes only and reflect results of analysis assuming existing HOV occupancy requirements for HOV and HOT lanes.

^[2] PM10 emissions reflect exhaust only and do not include tire and brake wear emissions.

It is important to acknowledge this simplified first-order analysis may overstate performance to some degree by not accounting fully for changes travelers might make in response to the improved travel speeds associated with the HOT lanes. For example, travelers who would otherwise choose to drive in the shoulder period might shift into the peak, resulting in somewhat slower travel speeds and potentially higher emissions. However, the comparison above between identical HOV and HOT networks in year 2030 likely understates the true benefits of a HOT network because funding simply is not available to complete the HOV network by that date. Further analysis comparing the regional HOT network and a smaller, less complete HOV system that could be constructed by 2030 likely would show equal or greater performance improvements.

7. Governance and Related Policy Decisions

Governance Structure

A central question for a regional HOT network relates to how it would be governed. Will the regional network be governed through a series of independent tolling authorities, much as the region's transit service is provided today? Or will it be governed through a single multi-jurisdictional authority charged with coordinating and balancing local, regional and state interests?

The framework established under current state law addresses HOT lanes as a corridor by corridor consideration in so far as it: permits limited projects in six corridors in northern California; provides governance structures reflecting corridor interests; and requires net toll revenue to be expended within the corridor of generation. The legislative framework recognizes a few important state and regional roles based on well established roles and responsibilities: design and construction of HOT lanes must be coordinated with Caltrans; CHP will provide enforcement; and the Bay Area Toll Authority will manage and operate the toll collection system. But it does not go far enough in reflecting the full range of coordination required for a regional network.

New legislation will be needed to establish a governance framework to deliver a true connected Bay Area HOT network. The framework will need to recognize a balance between local interests with the strong regional and state roles required to deliver a complete regional network. Local interests are based on the responsibility to deliver benefits to constituents as well as prior investment of sales tax revenue and “county share” state funding in the HOV system and, in the cases of Alameda and Santa Clara counties, demonstration HOT lane corridors. Regional and state roles relate not only to those outlined in current state statute, but also to financing a complete network and operating it in a manner that is seamless and safe for travelers as they move among corridors and across county lines.

Governance arrangements for a regional network exist on a continuum from highly decentralized to highly centralized structures. On the most decentralized end, a series of independent county or corridor tolling authorities would coordinate with each other and regional and state interests through consultations or contractual agreements. On the most centralized end, the state itself would be the tolling authority and would set policy in consultation with local and regional entities. Regional entities empowered under state (SB 45, statues establishing the Bay Area Toll Authority) and federal law (SAFETEA-LU) provide models that lie in the middle of the continuum. In establishing a governance structure the strengths and weakness of each model must be considered in light of the policy decisions to be made and the goals of a regional HOT network.

Related Policy Decisions

Some governance related-questions may be addressed explicitly in revisions to state law that will establish the governance structure. Others will need to be addressed through coordinated decision-making under the established governance structure. The main governance-related responsibilities can be grouped under four main areas.

- Costs, revenues and financing. Where a HOT lane can generate significant revenue, its value is apparent to local, regional, and state organizations. With all such jurisdictions having more needs than can be funded from known sources, having a potentially significant on going and growing funding source become available is very significant. Key governance decisions address how HOT lane revenues may be reinvested in the transportation system, what types of investments are eligible, how they will be prioritized, and which entities have jurisdiction over various specific investment choices. The governance system will need to recognize the advantages to be gained by leveraging revenues to finance completion of the system while providing for an equitable way to reinvest revenues in complementary transit services and other roadway improvements within the corridor of origin. This may not result in the transitional county-based “return to source” model that characterizes a majority of transportation and highway funding.
- Tolling policies. This category includes a range of decisions that directly affect revenue, operations, and customer satisfaction. The governance structure must provide for decisions about how tolls will be set, for example tolls may be set to maximize travel time savings or to maximize revenue; procedures for increasing tolls; and how carpools, clean-fuel vehicles and hybrid vehicles will be tolled. The question of how many people must be in a carpool in order to qualify for free passage or reduced toll rates falls into this category. Consistency in tolling policies may be more important for some decisions than others.

- Operations & Design. Decisions in these categories similarly affect revenue and customer satisfaction, and they also have direct bearing on cost and safety. Operations decisions relate to the hours of HOT lane operation and enforcement practices including the level of enforcement provided. Design decisions include separation of the HOT lane from the general-purpose lanes, provisions for ingress and egress and enforcement, need for design exceptions, and signage.
- Private sector role. Private sector roles could vary from simple financing, as presumed in this implementation plan and allowed by current law, to a variety of public private partnership models. The latter could range from an operating concession to private development and/or ownership and could also include arrangements to expedite project delivery, such as design build approaches. The options here are closely tied to state law governing public-private ventures and are not explored in this study.

8. Next Steps (Identified Following Phase 1 and 2 Studies)

This initial assessment suggests a Bay Area HOT network can accelerate completion of a priority network for carpools and buses and improve freeway efficiency. Further because a HOT network is self-financing, its development could free close to two billion dollars that would otherwise be needed to complete the region's HOV system.

These findings suggest it is worthwhile to pursue the next steps on a path toward developing a regional HOT network. The conservative assumptions, large benefits and projected steep revenue growth curve in this analysis suggest cost may be even less of a constraint and, it may be worthwhile and feasible to deliver the network on an even more accelerated schedule. Further analysis could include an assessment of new project delivery staffing structures and review of design principles, to see if it is possible and beneficial to deliver a complete network before 2025. MTC wishes to pursue this additional analysis.

A general roadmap for advancing the HOT network includes the following next steps, some of which would need to proceed in parallel:

1. Refined analysis. Initial steps would consist of more detailed analysis to refine cost and revenue estimates and review operational concerns. Refining the cost estimates requires a more thorough review of the network's physical design, existing constraints and opportunities for ingress, egress and enforcement locations. Design refinements allow refined demand and revenue forecasts, which in turn permit a more detailed assessment of operations considerations. At each stage, it will be important to reconsider the basic parameters of the phasing and financing plans. A first pass would be more involved than the analysis conducted to date but still fairly general. Some specific areas requiring further review include:
 - Closing identified gaps in the network. The network studied to date leaves two significant gaps in the HOV network in two extremely constrained corridors: (1) the U.S. 101 corridor between San Francisco International Airport and San Francisco and (2) the I-880 corridor between the Oakland International Airport and the Bay Bridge approach. These segments deserve a closer look given the significance of these segments for regional mobility and the projected revenue growth potential for the regional HOT network. An initial assessment should compare the cost, traffic and environmental considerations of two admittedly controversial approaches to close the gap: (1) a low-cost, possibly near-term approach of converting an existing travel lane; and (2) a high-

cost, longer-term solution that would likely involve substantially rebuilding these corridors with HOT lanes.

- Interstate 80. Opportunities for incorporating HOT lanes in the I-80 corridor through Alameda and Contra Costa counties in conjunction with steps to preserve and improve the HOV function and overall traffic flow in the corridor.
- Toll plaza operations. Assessment of how to integrate HOT lanes at the toll plazas of Bay Area toll bridges. The existing toll plazas are designed to accommodate carpools, that do not pay a toll, and FasTrak® users and cash customers, that pay a uniform rate. Operational analysis will be needed to determine how to accommodate a fourth customer class, those who pay a premium rate to avoid a backup.
- Interface with other planned improvements. This means putting in place procedures so projects under development do not unwittingly preclude the option to provide a HOT lane in the future. It also means considering the potential traffic impacts of HOT lanes in freeway corridor management planning. Integration with other planned improvements could streamline project development and accelerate implementation of the HOT network.

Subsequent, even more detailed analysis would be conducted as part of the formal documents required in the Caltrans project development process (project study reports and project initiation documents). MTC and Caltrans are poised to kick off a planning-level review of design and refinements to cost estimates later this year.

2. Review of equity considerations. As refined design, demand and revenue analyses become available, it will be possible to assess the equity implications of the regional HOT network. This assessment will consider the distribution of benefits and impacts relative to geography and income level. The assessment will also document the benefits and impacts to transit users and carpools.
3. Governance. The region and state need to map out a governance structure for the regional HOT network. The governance structure must provide a means to establish a host of policies governing, design, tolling and operations practices, and revenue allocation. Several models are possible. These initial study results provide a sufficient basis to begin a dialogue among key regional and state stakeholders about governance. Participants will need to find a solution that allows regional objectives to be achieved (e.g., completion of a regional network) while respecting consideration of local interests (some degree of equity based on past investment and system use). Governance discussions also should address potential roles for the private sector. Ultimately, legislative action would be required to enable development of a regional network and, most likely, to transition the current authorized corridor demonstration projects into a regional governance structure.
4. Public dialog. A certain degree of public dialog and education about HOT lanes has already begun in conjunction with the Alameda and Santa Clara county demonstration projects. This will ramp up over the next year with advancements in project development, the kick off of I-680 HOT lane marketing and education campaign, and the update of the regional long-range transportation plan. The region should expand and piggyback on these efforts over time in conjunction with the steps described here to advance the regional network. However, the biggest opportunity to engage the public in a broad discussion about a regional network

will be when Bay Area residents get their first hands on experience with the opening of the I-680 HOT lane in 2010.

5. Financing. The HOT network financing plan will need to be updated as cost and revenue projections are refined. Potential financiers will require investment grade analyses before underwriting bonds. However, it is wise to initiate discussions with potential financiers fairly early to better understand their assessment of risks relative to key governance and policy decisions. For example, financiers will be keenly interested in policies that govern tolling rates, treatment of carpools, and hours of operation. Reducing the uncertainties likely to be seen by financiers may enable the region to use a lower coverage ratio (the ratio between available revenues and the debt repayment amounts).

**Section II:
Updated Assessment (Phase 2B)**

Complete June 2008

1. Introduction

Subsequent to the Phase 1 and Phase 2 analysis completed in September 2007 (see Section I), MTC staff considered whether it might be possible to complete the Regional HOT Network even faster by pursuing a less capital-intensive, interim, design approach. Those queries gave rise to analysis conducted between September 2007 and June 2008 and summarized here. The principle components include:

- Comparison of design approaches and definition of a “rapid delivery” design intended to minimize the need for new pavement and right-of-way
- Revised phasing plan⁷
- Revised capital and operating costs and financing analysis
- Preliminary estimates of delay and greenhouse gas emissions savings

The results of this revised analysis form the basis for the phasing, cost and revenue assumptions for the Regional HOT Network in the Draft Transportation 2035 Plan. As such, costs and revenues in this section are presented in escalated dollars for the period between 2009 and 2033.

Key findings include:

There are significant benefits to speeding completion of the Regional HOT Network. A “rapid delivery” approach, compared to the “full feature” design approach assumed in the Phase 1 and 2 studies, could advance completion of the Regional HOT Network by up to 10 years. Benefits include savings in construction costs (\$4.6 billion) and travel time (80 million person hours of travel through 2050), and reduced greenhouse gas emissions (10 million tons through 2050). The specific rapid delivery design principles outlined here may not be where the region ultimately wishes to land; however, the magnitude of the potential savings suggests it makes sense to look at alternative approaches to design and delivery.

Earlier implementation of the Regional HOT Network does not generate significant additional gross revenue but does produce more net revenue, due to capital cost savings. Revenue potential is highest in later years, as congestion grows and after carpool demand has increased to the point at which it is necessary to increase carpool occupancy requirements to keep the lanes free flowing.

There are precedents within California and nationally for a “rapid delivery” approach, which aims to speed delivery and reduce costs. Examples include carpool lanes in southern California on Route 91 and Route 55 and in the Bay Area on Interstate I-680, which were initially opened with designs reflecting exceptions to Caltrans standards. These corridors were widened and reconstructed to accommodate full design attributes as funding became available. HOT lanes on I-95 in Miami provide another example. In 2007, the U.S. Department of Transportation awarded funding for this project, which will open at the end of 2008. Because it is not feasible to widen the freeway, the typical section will include several design exceptions to fit two directional HOT lanes within the existing paved area: no inside shoulder, narrow (10.5- to 11-foot) travel lanes and a reduced one- to two-foot buffer between the HOT lanes and adjacent general purpose lanes.

⁷ Note that the Regional HOT Network definition is unchanged from earlier analysis. See map in Section I (page I-2).

2. “Rapid Delivery” Design Approach

The principle goal in considering “rapid delivery” approach is to further accelerate completion of the HOT network in order to deliver congestion and emissions relief sooner. A secondary goal includes taking advantage of a window of opportunity presented by the prevailing philosophy in the U.S. Department of Transportation and State of California, both of which have expressed strong support for innovative financing and demand management approaches involving congestion pricing.

In Section I of this report, MTC estimated the Regional HOT Network could be complete by 2025 assuming a “full-feature” HOT Network: all improvements built to full Caltrans design standards for shoulder and lane widths; buffer separation between the HOT and adjacent general-purpose lane; and separated ingress and egress locations with merge lanes (See figure on page I-4 for an example of a merge lane). This approach would require significant widening. Widening would be required to accommodate new travel lanes and full shoulders in many places where carpool lanes do not currently exist. Widening would also likely be required throughout the existing carpool network to accommodate the merge lanes required at access and egress locations. This “full feature” approach can be said to represent an ultimate build out or high-end cost estimate. Further, this approach has potentially significant environmental impacts requiring detailed environmental review and long construction times.

What if the region aimed to complete the HOT network must faster by pursuing a strategy to fit the HOT lanes within existing pavement and minimize widening wherever possible and safe? MTC estimates it might be possible to complete the network eight to ten years faster using a “rapid delivery” approach assuming design exceptions where needed, consistent with past practice to develop carpool lanes in California.⁸ Carpool systems in California have often been created by converting the inside shoulder to a carpool lane and narrowing adjacent lanes with a goal to provide the greatest system level mileage of carpool lane benefits early and fill in the harder-to-implement gaps as funding became available.

Design principles assumed for the “rapid delivery” approach are listed below (see next page). The approach to convert existing carpool lanes would be to install toll collection equipment and signs and re-stripe travel lanes to provide a buffer between the HOT lane and adjacent general-purpose lane; no widening would be undertaken.⁹ For new HOT lanes, where no carpool lanes exist, widening would be minimized as much as possible to stay within the existing paved right-of-way. If needed, travel lanes and the inside shoulder would be narrowed, assuming they have not been narrowed for a prior project. In some cases, it may be necessary to add pavement in existing median or on the right side. In extreme cases, there simply is not enough space within the existing right-of-way to allow for a new HOT lane, and new right-of-way would need to be acquired. The end result would be a slimmed-down cross section in the many constrained parts of the Bay Area freeway system. The figure (page II-4 below) compares a typical cross section under the “full feature” approach from Section I with a “minimum” cross section that would be developed on constrained freeway segments under the “rapid delivery” approach.

⁸ See Appendix 7 for specific examples.

⁹ This is the approach pursued for the Minneapolis I-394 and Seattle SR-167 HOT lanes.

"Rapid Delivery" Design Principles¹⁰

Converting Existing Carpool lanes to HOT lanes

- To achieve a 4 foot buffer between the HOT and adjacent general-purpose lane, either reduce the inside shoulder to between 8 and 2 feet or narrow existing travel lanes from 12 to 11 feet. However, the right most mixed lane, which serves truck traffic, would not be narrowed.
- If the existing carpool and general-purpose lanes are already 11 feet in width and there is no room to spare in the inside shoulder, then no buffer would be provided between the HOT and general-purpose lanes. The right shoulder would not be narrowed.

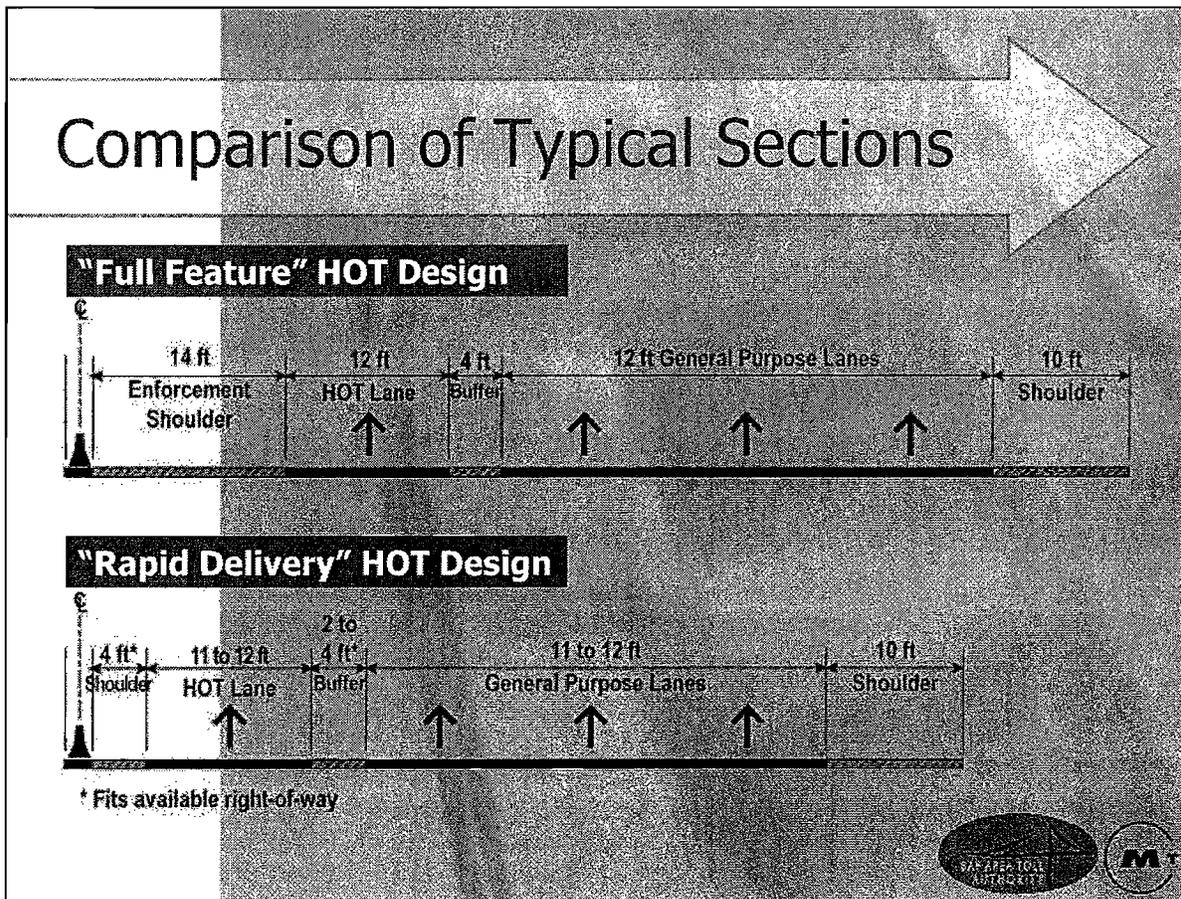
Widening for New Travel Lanes

- Widen into the median where space exists. The total space needed is 18 to 24 feet in each direction to accommodate a 12-foot travel lane, 4-foot buffer and 2 to 8 foot median shoulder.
- If the area in the median is not sufficient, narrow the HOT and mixed use lanes from 12 to 11 feet. However, the right most mixed lane, which serves truck traffic, would not be narrowed.
- If narrowing of lanes would not provide the needed width, outside widening would be required. Right shoulders would be narrowed only at bridges to avoid structural widening or replacement.
- If there is not sufficient space within the existing right-of-way based on the above criteria, review potential to provide a 14-foot cross section (12-foot travel lane plus 2 foot median shoulder) in each direction by making the same trade-offs.
- As a last resort, new right-of-way would need to be acquired.

Conversions and Widenings

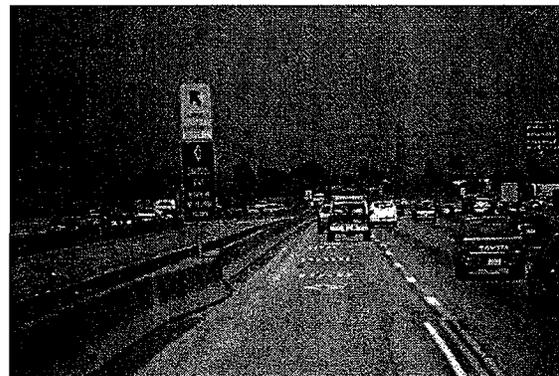
- Ingress/egress areas would be combined (rather than separate) and designated with broken striping only. No merge lanes would be provided.
- Signing would be minimized to one dynamic sign at each ingress/egress area with periodic static signing mounted on the median barrier.
- No additional enforcement areas would be provided beyond those already existing.

¹⁰ See Appendix 8 for more detail and drawings. These principles are consistent with guidelines from the American Association of State Highway and Transportation Officials.



To minimize needed widening, access and egress design would be modeled on the approach used for carpool lanes in southern California (see right). HOT lanes in Seattle on SR-167 and Minneapolis on I-394 employ a similar access design. The "rapid delivery" approach assumes does not include merge lanes at access or egress locations.

Southern California Carpool Lane Access/Egress Design (I-210, Pasadena)



This approach enables build out in a much shorter time frame by minimizing freeway widening and the associated environmental impacts (hence minimizing the time needed for environmental review) and construction time. It also would deliver the initial HOT network at a lower cost, leaving additional revenue for a range of potential improvements including enhanced incident management, corridor transit enhancements, expanded maintenance or eventually restoring portions of the HOT network to standards.

The "rapid delivery" approach requires, in addition to design exceptions, an accelerated approach to project design and delivery. This would include, at a minimum: concurrent project-

level studies such as project study reports and environmental assessments, accelerated approval of project development documents and simultaneous construction of multiple corridors. Such an effort would require dedicating personnel and resources above and beyond those currently available at MTC and Caltrans. There are existing models for such efforts. One is the Santa Clara County Measure A sales tax program, for which Caltrans provided dedicated staff at a satellite office. Alternative project delivery model also merit review. These include: accelerated design-bid-build, design-build (applied for the SR 73 and SR 125 toll roads in Southern California), design-build operate maintain (applied for the I-95 HOT lanes in Miami), and public private partnerships (applied for the I-495 HOT lanes in Virginia).

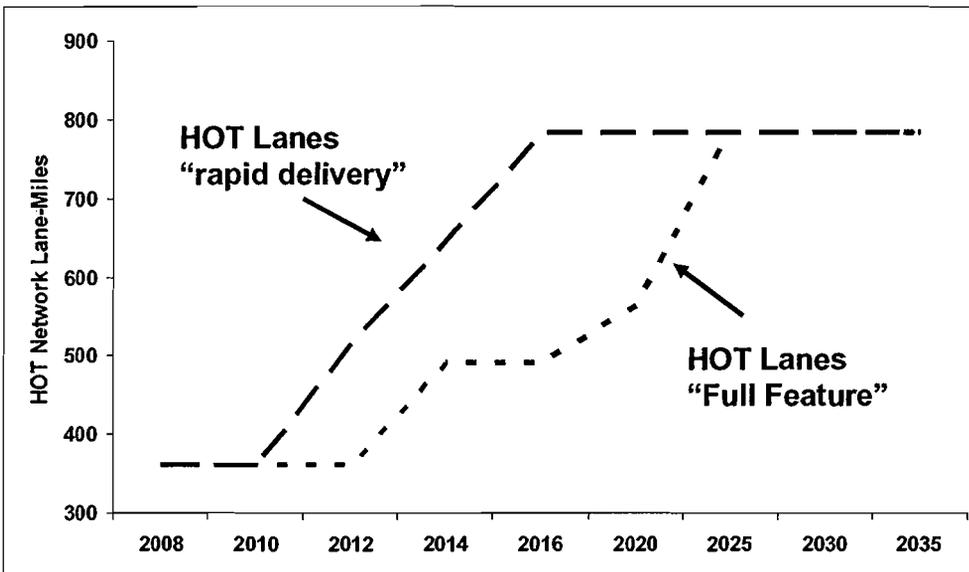
3. “Rapid Delivery” Implementation Schedule, Cost, Revenue and Financing

This section presents an overview of the Regional HOT Network implementation schedule, costs, revenue and financing approach. More detail on cost methodology and on the implementation schedule, costs and revenue for individual corridors is presented in Appendices 8 and 9.

Implementation Schedule

By minimizing the need for new construction and associated environmental review through the “rapid delivery” approach, it might be possible to complete the Regional HOT Network as early as 2016. This assumes project design and development would begin in 2009. All existing and funded carpool lanes would open as HOT lanes in 2011. New lanes where median or right-side widening would be required would open in 2013 or 2014. The most constrained segments, where new right-of-way would be required, would open last in 2016. These time lines are admittedly aggressive and assume the expedited project delivery approaches as described above. The graph below compares the implementation schedules for the “full feature” and “rapid delivery” approaches.

**Comparison of HOT Network Build Out Schedule
 Under “Rapid Delivery” and “Full Feature” Design Approach**



Cost and Revenue

Approach

The general approach to estimate capital costs for the "rapid delivery" design is similar in concept to that used to estimate costs for the "full feature" design in Section I. Capital costs are based on a range of unit costs that include contingencies of 40 to 60 percent. For costing purposes, network segments are classified in one of five unit-cost categories¹¹:

- Conversion of existing (or funded) carpool lanes. No widening required
- Low cost widening. Sufficient right-of-way exists in the median to allow for a new 12-foot HOT lane plus a 4-foot buffer and minimum 2-foot median shoulder.
- Medium cost left-side widening. Sufficient right-of-way exists to create a new 12-foot HOT lane plus a minimum 2-foot median shoulder by widening in the median and possibly by narrowing the median shoulder width and some travel lanes.
- Medium cost right-side widening. Sufficient right-of-way exists to create a new 12-foot HOT lane plus a minimum 2-foot median shoulder by widening to the right and possibly narrowing some travel lanes.
- High cost. There is not sufficient right-of-way to allow for a 12-foot travel lane and 2-foot shoulder. New right-of-way would have to be acquired.

Annual operating and maintenance costs under the "rapid delivery" approach are assumed to be the same on a per mile basis as for the "full feature" approach. Operating and maintenance costs include enforcement by the California Highway Patrol, toll equipment maintenance, communications, utilities, administration, FasTrak[®] toll tags and processing of toll transactions.¹² The operating and maintenance cost estimate does not include the costs of roadway maintenance or enhanced incident management, though both could be considered potential expenditures for new revenue or could be included in future cost estimates as a result of future policy decisions as they directly affect customer experience.

Revenue estimates for the "rapid delivery" HOT Network are based on those developed for the "full feature" approach documented in Section I of this report. Interpolation was used to project annual revenues associated with earlier opening of various network segments. Revenue estimates for the "rapid delivery" and "full featured" roll-out reflect identical assumptions about the year in which carpool occupancy requirements would be increased from 2-person to 3-person.¹³

"Rapid Delivery" Network Costs

The total capital cost for the Regional HOT Network under the "rapid delivery" approach is estimated to be \$3.7 billion in escalated dollars (\$3 billion in 2006 dollars). Roughly 20 percent of the cost is associated with conversion of existing or funded carpool lanes, which accounts for more than half the network lane miles. The remaining 80 percent of the cost is associated with widening to close gaps and extend the system. Significantly, though just 3 percent of the total

¹¹ Appendix 8 shows the unit cost for each category with breakdown by major cost component. The appendix also includes maps showing each network segment by cost category.

¹² See Section I and Appendix 3 for the methodology and assumptions for operating and maintenance cost estimates.

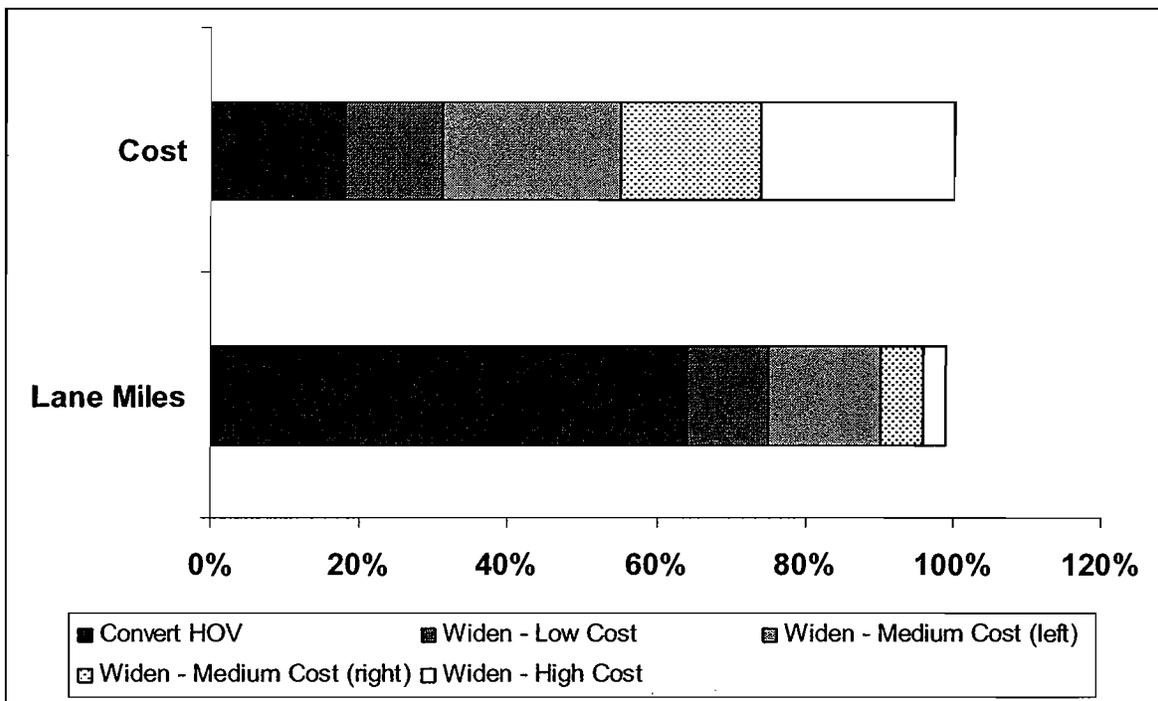
¹³ See Section 1 (page I-7 and I-11) and Appendix 2.

mileage falls into the “high cost” category, this category accounts for about one quarter of the total capital cost, as shown in the graph below.

Not surprisingly, the capital cost for the “rapid delivery” approach is considerably lower than for the “full feature” approach. The “full feature” approach is estimated to cost \$8.3 billion (escalated). Approximately \$3.2 billion of the total \$4.6 billion in savings from the “rapid delivery” approach results from building the network faster and avoiding inflation-related cost increases. The remaining \$1.4 billion in savings comes from the less capital intensive design.

The total operating and maintenance cost for the period between 2009 and 2033 is estimated to be \$1.9 billion (escalated).

Regional HOT Network by Cost Category – “Rapid Delivery” Approach



“Rapid Delivery” Network Revenue Estimates

Gross revenue for the Regional HOT Network under the rapid delivery approach is estimated to range between \$13.7 and \$18.8 billion in escalated dollars for the period between 2009 and 2033. This compares to estimated gross revenue ranging from \$11.9 to \$16.8 billion (escalated) under the “full feature” design approach. Completing the network sooner provides a relatively limited revenue boost for two reasons: 1) carpool volumes are expected grow faster under the “rapid delivery” approach, as a result of closing gaps and extending the system and this leaves less room for tolled vehicles 2) revenue growth is more modest in the early years than later years as overall congestion is less severe; further in the later years, the networks are identical after 2025, when the “full feature” network is projected to be complete.

The low-end revenue estimate (\$13.7 billion) is used for all subsequent analysis. Using this estimate, the “rapid delivery” Regional HOT Network is projected to generate revenue of \$8.1 billion net of operating and maintenance and capital costs¹⁴. The cost of financing the Regional HOT Network is discussed below.

Financing Analysis

As with the “full feature” network, revenue in the early years is relatively modest; big jumps in revenue occur after 2025 when congestion levels become more severe and carpool levels are high enough to merit increasing carpool occupancy requirements from two-persons to three-persons in some corridors. As a result, a pay-as-you-go option is not feasible and bond financing is required to build the Regional HOT Network, even under the lower-cost “rapid delivery” approach.

Assuming a 6.5 percent interest rate, the total cost to finance the Regional HOT Network with the “rapid delivery” approach is estimated to be \$2.0 billion between 2009 and 2033. The bonds are assumed to be 40-year term, and debt service payments would continue beyond the year 2033.

After capital cost, debt service and operating and maintenance cost, the estimated net revenue over the period 2009 – 2033 is \$6.1 billion in escalated dollars (see table below). This is the amount of discretionary funding included in the Transportation 2035 Plan from the Regional HOT Network.

Revenue and Costs for “Rapid Delivery” Approach

	Years 2009 – 2033 escalated dollars
Gross Revenue*	\$13.7 billion
Operating and maintenance costs	\$1.9 billion
Capital Cost	\$3.7 billion
Financing Cost	\$2.0 billion
Net Revenue	\$6.1 billion

* Reflects low-end revenue estimate

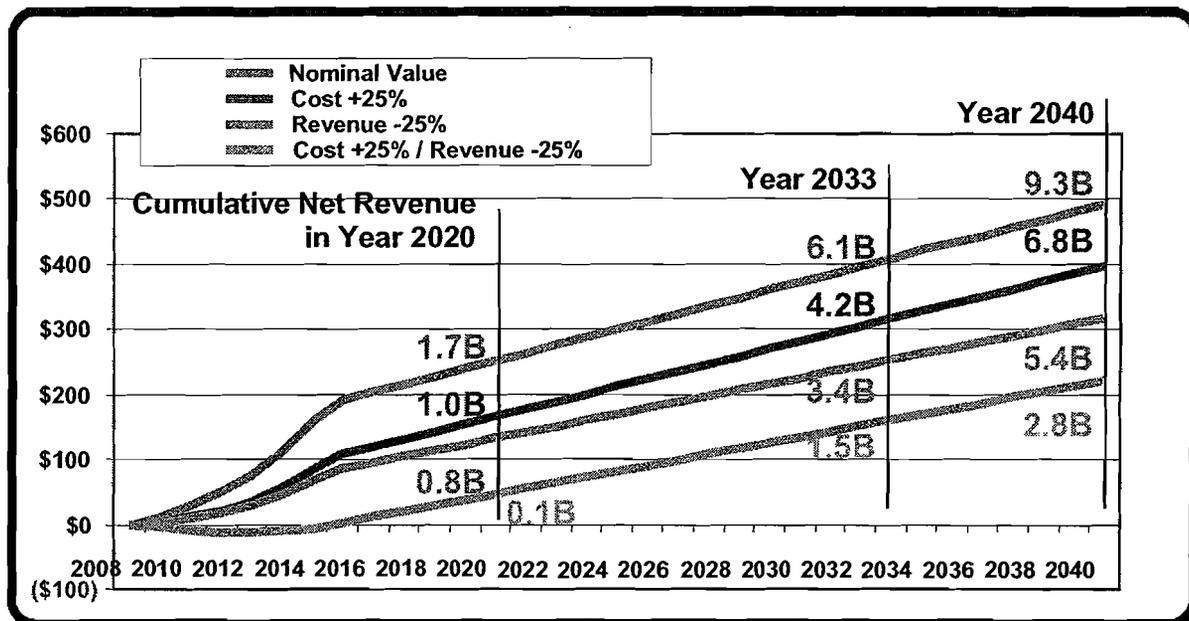
As part of the financing assessment, MTC conducted series of “stress tests” to test financing viability if costs were to be higher or revenues lower than current estimates. The stress test considered the following scenarios (see chart below):

- Costs increase by 25 percent
- Revenues decrease by 25 percent
- Costs increase by 25% and revenues decrease by 25%

Notably, the net revenue for the period between 2009 and 2033 could fall to as low as \$1.5 billion, should the worst stress test case materialize. However, even under these circumstances, the network is judged to be financeable if the Bay Area Toll Authority were authorized to provide back up through the short period projected to have negative cash flows (approximately 2010 through 2015).

¹⁴ Financing costs would further decrease net revenue.

Financing Analysis Stress Tests



4. HOT Network Benefits: Travel Time and Greenhouse Gas Emissions

To understand the potential benefits of the Regional HOT Network, and of faster implementation in particular, MTC compared projected person hours of travel and greenhouse gas emissions under three scenarios:

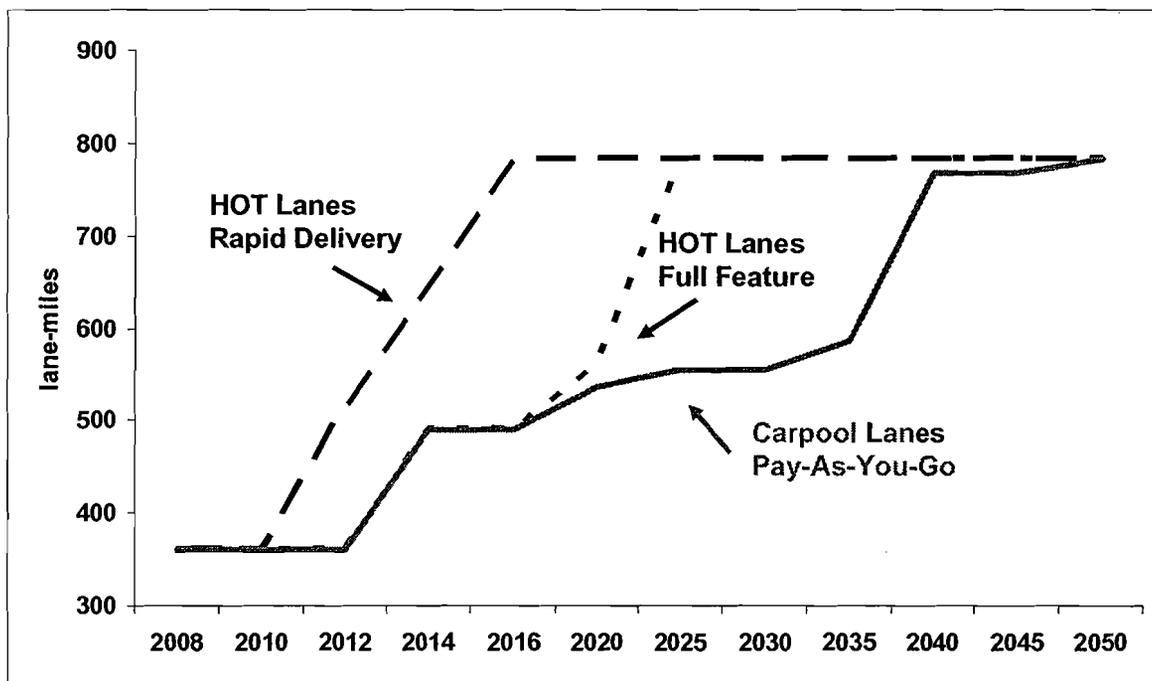
1. **Carpool Pay-As-You-Go Network.** Complete the 800-mile network as a system of carpool lanes, funded principally through State Transportation Improvement Program (STIP) funds and local sales tax contributions. The implementation schedule is driven by available funding, and does not assume advances through Grant Anticipation Revenue Vehicles (GARVEE) or bond financing. Under this funding approach, the network could be completed in year 2050 at a capital cost of \$8.8 billion (escalated).¹⁵
2. **“Full Feature” HOT Network.** Complete the network as a system of HOT lanes based on the design and phasing described in Section I of this report. Under this approach the network could be completed by 2026 at a capital cost of \$8.3 billion (escalated, does not reflect cost of debt service).
3. **“Rapid Delivery” HOT Network.** Complete the network as a system of HOT lanes based on the design and phasing described above in Section II of this report. Under this approach the network could be completed as soon as 2016 at a capital cost of \$3.7 billion (escalated, does not reflect cost of debt service).

¹⁵ Note that this is a different approach than in the comparison in Section 1 between a carpool network and HOT network. The analysis in Section I compares HOT and carpool systems assuming the same number of lane miles in both scenarios in any given year. This Section II analysis assumes the carpool system is built out more slowly so the number of lane miles in the carpool system is smaller than that in the HOT system in any given year. See Appendix 10.

The graph below compares the timelines for completing the network under each of the three scenarios.

As with other results presented in this report, estimates are based on a first-order analysis and should be considered preliminary. This analysis does not reflect, as more detailed forecasts in the future will, feedback between the travel demand and tolling models that would project changes in travel modes or routes. In addition, estimates of travel time and emissions presented here reflect travel only on that portion of the freeway system associated with the regional HOT network (approximately 800 directional miles). For example, travel on parallel arterials or freeways that do not have carpool or HOT lanes is not included in the totals. In effect, this approach holds vehicle miles of travel constant. Future, more detailed analysis will reflect feedback between the tolling and travel demand models; it will address impacts on mode of travel and vehicle miles traveled and will also revisit travel time and greenhouse gas emissions, as described under "Next Steps" at the end of this report.

Comparison of Schedules for Regional HOT Network and Carpool Network



Travel Time

Compared to building the carpool system on a pay-as-you-go basis, the Regional HOT Network reduces aggregate travel time for two reasons. First, as described above, the Regional HOT Network can be completed 25 to 35 years faster than the carpool network, eliminating bottlenecks and offering congestion relief sooner on segments where carpool lanes do not currently exist. Second, the HOT Network makes more efficient use of freeway capacity by ensuring carpool lanes are well-used; this tends to increase speeds in the general-purpose lanes and reduce aggregate travel time.

The potential savings are tremendous. In 2030, the HOT Network would reduce person hours of travel by 78 to 86 million hours compared to the less-complete carpool system. Between 2010

and 2050, the Regional HOT Network could generate cumulative travel time savings between 2.5 to 3.4 billion person hours. This travel time savings has an estimated economic value of \$97 to \$155 billion dollars.¹⁶

The travel time savings offered by the “rapid delivery” HOT Network compared to the “full feature” HOT network are smaller but still significant, totaling nearly 800 million person hours between 2010 and 2050. The economic value of this savings is estimated to be roughly \$18 billion. Most of travel time savings occur between 2015, as the “rapid delivery” network nears completion, and 2025, when the “full feature” network can be completed.

Savings in Person Hours of Travel

	Millions of Person Hours of Travel				
	Annual				Cumulative 2010 through 2050
	In Year 2010	In Year 2015	In Year 2030	In Year 2050	
Compared to Carpool Pay-As-You-Go Network					
“Full Feature” HOT Network	0	16	78	106	2,567
“Rapid Delivery” HOT Network	0	51	86	106	3,361
Compared to “Full Feature” HOT Network					
“Rapid Delivery” HOT Network	0	35	8	0	795

Note: Numbers may not total due to rounding

Greenhouse Gas Emissions

Preliminary analysis conducted in fall 2007 shows the Regional HOT Network also would reduce carbon dioxide emissions compared to a scenario in which the carpool network is completed on a pay-as-you-go basis. By completing the network sooner, thereby expanding capacity and using existing lanes more efficiently, the Regional HOT Network improves congested travel speeds and reduces carbon dioxide emissions.

The analysis indicates that building out the carpool network on a pay-as-you-go basis would result in approximately 10 million tons more carbon dioxide emissions from 2009 to 2050 than building the Regional HOT Network (see table, below). Emissions savings are projected to grow rapidly between 2015 and 2030, when the carpool network would be expanding very slowly but the HOT Network would be complete (under the “rapid delivery” approach) or expanding quickly (under the “full feature” approach). After 2030, emissions savings are projected to decline as the fleet becomes significantly more fuel efficient.¹⁷

The difference in carbon dioxide emissions between the two approaches to delivering the Regional HOT Network is much less pronounced. The “rapid delivery” approach is projected to

¹⁶ See Appendix 11 for forecasts for each scenario. The economic value of travel time savings is based on the average Bay Area wage rate and estimated value of time for trucks, as documented in Appendix 11.

¹⁷ This analysis assumes implementation of Phase I of the Pavley legislation (AB 1493), which translates to an average fuel economy for the Bay Area passenger vehicle fleet of approximately 27 miles per gallon in year 2035. Note that with implementation of the Pavley Phase II fuel economy standards, which translate to an average fuel economy of approximately 32 miles per gallon, the carbon dioxide emissions savings from the Regional HOT Network would likely be smaller.

save approximately 600,000 tons of carbon dioxide emissions over the period between 2009 and 2050. Nearly all the savings would accrue in 2030 or earlier.

Savings in Greenhouse Gas Emission

	Carbon Dioxide Emissions (Thousands on tons)				
	Annual				Cumulative 2010 through 2050
	In Year 2010	In Year 2015	In Year 2030	In Year 2050	
Compared to Carpool Pay-As-You-Go Network					
"Full Feature" HOT Network	0	0	372	298	9,643
"Rapid Delivery" HOT Network	53	40	372	298	10,261
Compared to "Full Feature" HOT Network					
"Rapid Delivery" HOT Network	53	40	0	0	617

Note: Numbers may not total due to rounding

5. Next Steps

It is important to recognize the analysis summarized here represents the first stage in a series of technical reviews that will successively refine and update our understanding of the Regional HOT Network.

The "rapid delivery" approach represents one end of a spectrum of approaches to designing and delivering the Regional HOT Network, while the "full feature" approach represents the other end of the spectrum. In all likelihood, the Regional HOT Network ultimately will land somewhere in the middle and include design features of both. Current and future work includes, but likely will not be limited to:

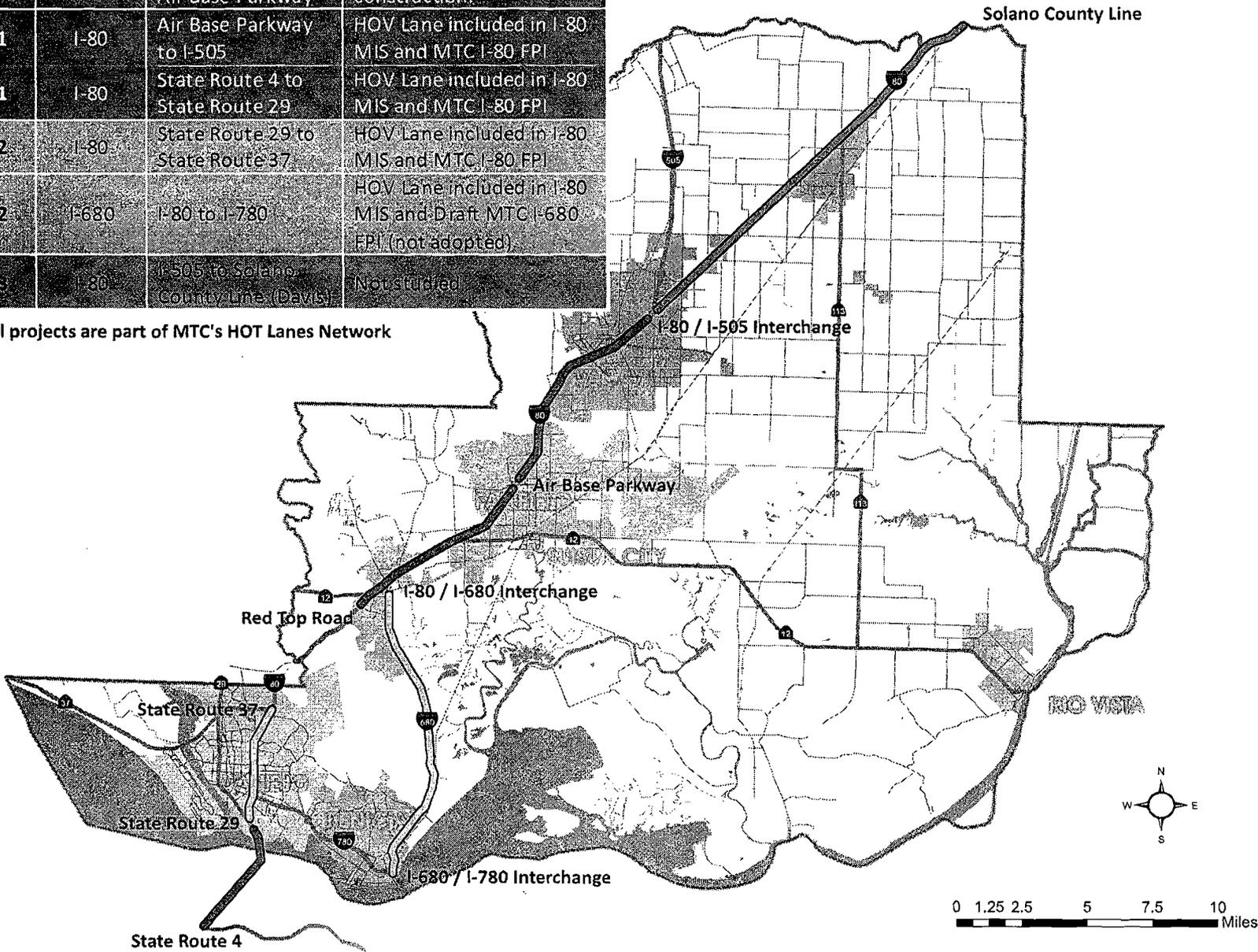
- **Phase 3 Study (anticipated completion, February 2009).** This effort will attempt to find a middle-ground between the "full feature" and "rapid delivery" design approaches based on a more detailed review of opportunities and constraints in selected corridors. It will further refine HOT Network cost estimates. In all likelihood, the HOT Network will include some elements of both design approaches: the "full feature" approach will likely be accommodated where it can be accommodated readily and the "rapid delivery" approach may be used in more constrained settings.
- **Revised Demand and Revenue (2009).** This effort is expected to revise demand and revenue forecasts based on the updated design and phasing assumptions. It will employ more resource-intensive forecasting approaches, including feedback between the tolling and travel demand models, and will provide a basis for associated analyses described below.
- **Associated Analyses: Equity and Emissions (2009).** Updated demand and revenue forecasts will generate refined forecasts of traffic, travel behavior and revenue. As such, they will provide a basis to review of the equity implications of the HOT Network (social and geographic) and to update analysis of vehicle emissions, including greenhouse gases.

- **Project-Level Design and Operations.** It will be necessary to complete a Project Study Report or Project Report for the network. This effort will include detailed operations analysis and refined design based on a much more detailed review of the project area.
- **Project-Level Environmental Review.** The HOT Network will undergo full, project-level environmental review, consistent with state and federal environmental review requirements.

At the same time, partner agencies throughout the region will need to tackle a series of policy issues. These include: governance, financing, corridor investment programs, education and outreach, and operations. These discussions will inform any future legislation related to a Bay Area HOT Network.

Tier	Highway	Project Scope	Status*
1	I-80	Red Top Road to Air Base Parkway	HOV Lane under construction.
1	I-80	Air Base Parkway to I-505	HOV Lane included in I-80 MIS and MTC I-80 FPI
1	I-80	State Route 4 to State Route 29	HOV Lane included in I-80 MIS and MTC I-80 FPI
2	I-80	State Route 29 to State Route 37	HOV Lane included in I-80 MIS and MTC I-80 FPI
2	I-680	I-80 to I-780	HOV Lane included in I-80 MIS and Draft MTC I-680 FPI (not adopted)
3	I-80	I-505 to Solano County Line (Davis)	Not studied

* All projects are part of MTC's HOT Lanes Network



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ATTACHMENT F

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DATE: January 20, 2009
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: State Route (SR) 113 Major Investment and Corridor Study

Background:

In 2006, the Solano Transportation Authority (STA), in partnership with the Metropolitan Transportation Commission (MTC), submitted an application for a Partnership Planning Grant from Caltrans. The purpose of the grant is to develop a Major Investment and Corridor Study for State Route (SR) 113 in Solano County. On May 19, 2006, Caltrans approved the award of a \$250,000 Grant to MTC and STA to complete the project. A local match of 20% (\$62,500) was provided, split equally between STA, Solano County and the City of Dixon. This was one of only four statewide grants approved by Caltrans.

The purposes of the project, as identified in the grant award, are:

1. Form a multi-jurisdictional partnership with Caltrans, MTC, the Sacramento Area Council of Governments (SACOG), STA and other agencies.
2. Identify and study SR 113 alignment alternatives.
3. Identify funding options to improve SR 113 (including the investigation of a toll lane option).
4. Implement an extensive public outreach to those potentially affected by operational and safety improvements to SR 113.
5. Deliver results based on an aggressive planning implementation schedule.
6. Create Planning deliverables beneficial to Caltrans and other members of the SR 113 Corridor Partnership.

Discussion:

The draft SR 113 Major Investment Study (MIS) is complete and was reviewed by the SR 113 Staff Working Group at their December 11, 2008 meeting. Since then, STA staff worked with the consultant (Kimley Horn Assoc.) to incorporate final comments received from the SR 113 Staff Working Group.

The study recommends short, medium and long range safety improvements along the SR 113 Corridor and describes four (4) potential alternatives for realigning SR 113 to I-80 away from the Dixon downtown area. STA staff presented these alternatives at several public input meetings in August and September 2008, including Davis and Dixon City Councils, Solano County Board of Supervisors, and the Yolo County Transportation District. The final draft SR 113 MIS includes the input received from these meetings.

STA staff is currently seeking approval to release the final draft SR 113 MIS for public review. The draft document will be further reviewed by the SR 113 Policy Steering Committee prior to being presented to the STA Board at the February 12, 2009 meeting. If approved, the draft will be distributed one final time for public comments before its completion. When completed, the MIS will position the SR 113 Corridor as a candidate for future state and federal funding.

Fiscal Impact:

Funding for the SR 113 Major Investment and Corridor Study is provided by a Partnership Planning Grant from Caltrans for \$250,000. A local match of \$62,500 was provided by the City of Dixon, Solano County and the STA. The STA's portion of the local match was provided by in-kind staff time to manage the study's development.

Recommendation:

Forward a recommendation to the STA Board to distribute the attached final draft SR 113 Major Investment and Corridor Study for public comment.

Attachment:

- A. Final Draft SR 113 Major Investment and Corridor Study
(Please note this attachment has been provided to the STA TAC members only under separate enclosure. A color copy of the study may be obtained by contacting the STA office at (707) 424-6075.)



DATE: January 16, 2009
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Marketing and Public Input Plan for 2009

Background:

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, and STA managed programs (the SolanoExpress transit program, the Solano Paratransit program, and the Solano Napa Commuter Information (SNCI) program). The marketing efforts have included annual reports, newsletters, brochures, website, public meetings, polling, community events, display racks, wall maps, bus passholders, vehicle wraps, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, freeway signs and the media.

The goal of the marketing program is to increase public awareness and inform the public and decision-makers about the STA and its programs, as well as current transportation issues such as funding facts for improvements to Solano County's freeways and roads, mobility and safety improvements. A variety of methods are employed to accomplish this task: direct public contact, printed material, and electronic means.

Discussion:

STA Marketing Program

STA staff provides design, layout and printing of many print publications, plans and implements events, and handles most aspects of electronic media. Consultants are employed for specific projects that include funding for marketing. During the past fiscal year, most of the products previously designed and produced by the consultant for STA general marketing purposes were brought in-house to give staff more control of the products and to realize a cost savings by having staff design, layout and produce publications. For example, both the report to the State Legislature and the Federal Appropriations booklets were in-house products.

Proposed 2009 Marketing Plan

The Draft 2009 Marketing Plan (Attachment A) will guide the marketing efforts for the STA and for STA managed programs. Existing strategies will be reviewed and new marketing methods will be developed and implemented as appropriate. The Marketing Plan will be carried out by STA staff with consultant support, with the exception of STA General Marketing, which will be staff-produced.

Potential STA Marketing Strategies for 2009 (Attachment B) lists the STA's identified target audiences, and ideas for marketing methods and products. Staff plans to expand the capabilities of the STA's internet marketing through the implementation of new technologies on the STA website. With the recent expansion of social networking, there is an untapped market that can be reached through methods such as podcasts (series of digital-media files distributed over the internet), social network sites (such as Facebook, MySpace, LinkedIn, etc.), and blogs (web logs). RSS (Really Simple Syndication) feeds that make it possible for people to keep up with websites in an automated manner have already been implemented on several pages of the STA website.

Fiscal Impact:

Funding for marketing, including consultant services, is incorporated in the approved Fiscal Year (FY) 2008-09 STA budget, and the proposed FY 2009-10 STA budget through a combination of STA General Marketing, SolanoExpress Marketing, Solano Paratransit, and SNCI Marketing accounts.

Recommendation:

Forward a recommendation to the STA Board to approve the STA 2009 Marketing Plan.

Attachment:

- A. STA Draft 2009 Marketing Plan
- B. Potential STA Marketing Strategies for 2009
- C. 2009 Marketing Calendar

Solano Transportation Authority Draft 2009 Marketing Plan

The STA manages and markets a variety of transportation related programs and services. This includes the design and implementation of the marketing objectives for the STA, the SolanoExpress Transit program, Solano Paratransit, and the Solano Napa Commuter Information (SNCI) Program.

- The **STA** strives to inform the public and decision-makers about various transportation projects, programs, and services through an annual report, newsletters, brochures, website, public meetings, research, community events and the media.
- The STA also coordinates the marketing of **SolanoExpress** intercity transit services countywide. This effort has included the re-branding of SolanoLinks to SolanoExpress, the development and updating of the SolanoExpress brochure, wall maps, production of SolanoExpress bus passholders, bus wraps (vehicle branding), and other activities.
- The identity and branding of **Solano Paratransit** has resulted in the design of vehicle wraps and will be expanded to printed materials.
- To increase the use of carpooling, vanpooling, transit, bicycling and other alternatives to single-occupancy vehicles, the STA's **Solano Napa Commuter Information (SNCI)** program markets its and partner agencies' services countywide. This marketing program has been traditionally accomplished through a variety of methods including brochures, display racks, events, print and radio advertising, incentives, promotional items, direct mail, press relations, employer and general public promotional campaigns, and freeway signs.

Marketing products and plans for 2009 include, but are not limited to, the following:

STA – Overall Agency

- STA Agency brochure “Working for You”: Redesign (to include Annual Report highlights), write, produce and distribute tri-fold color brochure with photos.
- State legislative booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- Federal Appropriations booklet: Write, design, produce and distribute 20-page plus cover color document with photos.
- Federal Reauthorization booklet: Write, design, produce and distribute 16-page plus cover color document with photos.
- 2009 STA Annual Report: Write, design, produce and distribute 20-page plus cover color document with photos.
- Quarterly “STA STATUS” newsletter: Write, produce and distribute 4-page color document with photos.
- Semi-annual “SR 12 Status” newsletter: Write, produce and distribute 2-page color document with photos.

- SR 12 public awareness campaign: Work with SR 12 Steering Committee to continue efforts to educate the public about the safety improvements on SR 12 through newsletters, events, press conferences, signage, and other activities.
- Safe Routes to School: Design and produce a periodic newsletter to inform Solano residents about the ongoing efforts of providing safe routes to school.
- Community outreach: Participate in community events that bring awareness to transportation projects and concerns to Solano County residents. Host public forums to engage citizens in relevant transportation issues.
- Media: Create media messages on relevant transportation topics for broadcast on local cable television (interviews on mayor's shows, public service announcements); produce press releases to inform the public about transportation projects and programs.
- Signage: Work with partner agencies to ensure signs are posted announcing STA-funded transportation projects in progress, and the STA logo is included on such signs.
- Website: Redesign and continual content update. Expand methods of communicating with Solano residents through the Internet.
- 2009 Annual Awards Ceremony: Plan and hold annual recognition ceremony for excellence in transportation planning, projects and programs.
- Ribbon-cutting and ground-breaking ceremonies for transportation projects where STA is the lead agency or partner agency (i.e., North Connector opening in Spring 2009 and I-80 HOV lanes opening in Fall 2009).

SolanoExpress Intercity Transit

- Update and produce brochure to market current and future services for SolanoExpress.
- Continue integrated campaign which includes placement of advertising pieces in local electronic and print media venues targeting Solano County residents, branding SolanoExpress routes and stops, incentives, and other strategies.
- Update SolanoExpress website.
- Reprint passenger comment card.

Solano Paratransit

- Update and produce brochure to market current services for Solano Paratransit.
- Placement of van wraps as needed to promote and bring recognition of service to Solano County residents.
- Update Paratransit Coordinating Council (PCC) brochure to promote PCC's role/services.
- Reprint passenger comment card.

SNCI (including Solano and Napa counties):

- Market SNCI program and other TDM services to Solano and Napa employers and business communities.
- Implement and evaluate 2009 Solano Commute challenge.
- Promote countywide Emergency Ride Home programs.
- Design and implement an SNCI awareness campaign.
- Evaluate and update commuter incentive programs and marketing materials.
- Evaluate and update vanpool services and marketing program.
- Develop year-end mailer for SNCI employer and/or vanpool distribution.
- Design and implement 2009 Bike to Work/School promotional campaign.
- Update Bikelinks map and other bicycle promotional materials.
- Public outreach through events, displays, direct mail, electronic and print media.
- Partner with other agencies to cross-promote TDM services.

Potential STA Marketing Strategies for FY 2009

Identified Target Audiences:

- Residents
- Businesses
- Schools/Students/Parents
- Elected Officials
- Commuters
- Seniors/Disabled
- Partner Agencies
- Others

Marketing Venue Ideas:

Products:

- STATUS Newsletter – quarterly publication
- SR 12 STATUS Fact Sheet – semi-annual publication
- Project Fact Sheets (I-80 HOV, I-80 North Connector, I-80 Truck Scales, Gas Tax 101 - basic educational tool on transportation funding, Safe Routes to School, etc.)
- Condensed version of Annual Report included in “Working For You”
- Website expansion to include Web 2.0 technologies
- Public Service Announcement (PSA), Mayor’s Show (Fairfield, others)
- Streamlined State/Federal Legislative Report Booklets (Annual)
- Federal Reauthorization Priorities Booklet (every 6 years)
- Press Releases
- Commute Profile
- STA Board Meetings
- Signs/posters/brochures
- Awards Program

Methods:

- Provide literature at meetings (STA general info, acronyms, etc.)
- Electronic mailing of newsletter, fact sheets, other products
- RSS feeds, blogs, podcasts, streaming video, social networks, other Internet medium
- Mass mailings (countywide or as part of existing city/county newsletters)
- Links to STA’s website on all cities’/partners’ websites
- Partnership with businesses and schools
- Community outreach meetings
- Focus groups to engage the public
- Transportation Summit
- Print/Broadcast Media
- Public poll/survey
- Host STA Board meeting offsite (Vacaville and/or County office)
- Broadcast STA Board meeting over the Internet (webcast)
- Post “Your Transportation Dollars at Work” signs with STA logo on all STA-funded construction projects
- Annual Awards Ceremony
- Groundbreakings/ribbon-cuttings
- Employer/community group fairs
- Commuter incentive programs/special weeks
- Establish connection with county/cities’ economic development departments to reach new businesses with transportation information
- Public transportation displays (busses, trains, ferries)
- Partner with Solano County and Solano Economic Development Corporation to produce a mutually beneficial promotional poster/map

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DATE: January 23, 2009
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: Legislative Update

Background:

STA staff monitors state and federal legislation pertaining to transportation and related issues. On January 14, 2009, the STA Board adopted the STA 2009 Legislative Priorities and Platform which will provide policy guidance on transportation legislation and activities during 2009.

Discussion:

Legislative Lobbying

The 2009 Federal lobbying trip is scheduled for February 3rd -5th. Susan Lent of Akin Gump (STA's Federal advocacy firm) is currently setting up appointments for several Board members, staff, and Mike Ammann (Solano Economic Development Corporation Executive Director) to meet with Solano's representatives in Washington D.C. to request support for Solano County's transportation priorities. Meetings will be scheduled with the offices of Senators Barbara Boxer, Dianne Feinstein, and Congress Members Dan Lungren, George Miller and Ellen Tauscher. As listed in the 2009 STA Legislative Priorities and Platform, the meetings with federal delegates will focus on:

1. Pursue federal funding for the following priority projects and transit services:
 - A. Economic Stimulus
 1. McGary Road
 2. State Park Road Overcrossing – Benicia
 3. Road and Transit Rehabilitation Projects
 4. Vacaville-Dixon Bike Route
 5. Baylink Ferry Maintenance Facility – Vallejo
 6. North Connector West End
 7. I-80 Westbound Truck Scales Relocation
 8. Jepson Parkway
 9. I-80/I-680/SR 12 interchange
 - B. New Authorization
 1. I-80/I-680/SR 12 Interchange
 2. Travis AFB North Gate Access Improvements/Jepson Parkway Project
 3. Fairfield Transportation Center
 - C. Appropriations
 1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
 2. Fairfield Transportation Center
 3. Alternative Fuel Bus Replacement
 4. Vacaville Intermodal Station (Phase 2)
 5. SR 12 Safety Study and Improvements

Gus Khouri of Shaw/Yoder (STA's State advocacy firm) is arranging meetings with State legislators and key state agency staff. STA Board members and key community group and business representatives will travel to Sacramento with staff on March 18th to urge support for Solano's transportation priorities. As further listed in the 2009 STA Legislative Priorities and Platform, the meetings will focus on:

2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.
3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.
4. Oppose efforts to reduce or divert funding from transportation projects.
5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.
6. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.
7. Participate in development of follow-up legislation to SB 375 (Steinberg) to ensure a reasonable balance between air quality/global warming goals and transportation needs. Include extended exemptions for projects funded by local sales tax measures from SB 375 provisions.
8. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.
9. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation.
10. Seek eligibility for the Solano Transportation Authority to directly claim Transportation Development Act (TDA) funds from MTC as a planning agency.
11. Monitor any new bridge toll proposals, support the implementation of projects funded by Regional Measure 2 (RM 2) and AB 1171.
12. Support federal and state legislation framed by California Consensus Principles that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

Recommendation:
Informational.



DATE: January 21, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: State Route (SR) 12 Status Update

Background:

The Solano Transportation Authority (STA) Board approved several near-term safety implementation recommendations for State Route (SR) 12 at their January 10, 2007 meeting, and has monitored their implementation on a regular basis. Immediate strategies were to: 1.) Obtain an Office of Traffic Safety (OTS) grant with Solano County's Law enforcement agencies, 2.) Sponsor state legislation to designate SR 12 Corridor as a double fine enforcement zone, and 3.) Re-engage the SR 12 Steering Committee to make recommendations to the STA Board with regard to strategies and actions to improve safety on SR 12.

The overall approach to improving safety on SR 12 is comprised of four (4) elements:

1. Increased Enforcement
2. Legislation
3. Education
4. Engineering

Monthly updates to these elements are provided to the TAC and STA Board.

Discussion:

1) *Enforcement*

The Office of Traffic Safety Grant Steering Committee meets on a quarterly basis. The third quarterly meeting of the OTS Steering Committee was held on January 13, 2009 in Stockton. This is the last scheduled meeting of the OTS Steering Committee under the provision of this specific OTS grant.

CHP has sufficient funds from the OTS grant to continue special overtime enforcement on SR 12 until May of this year. After that, enforcement will continue using regularly-budgeted funds only.

The OTS grant goals were to reduce traffic accident fatalities by 12 to 11 over a 1-year period, and traffic accident injuries from 203 to 193 over the same time frame. Even accounting for the fatal accident in Solano County in December 2008 and the double-fatality at the Sacramento/San Joaquin County Line in January 2009, the fatality rate has been reduced from 12 to 5, with 75 days remaining in the reporting period. The number of injuries has been reduced by approximately 60%, a similar percentage reduction to those for fatalities.

- 2) *State Legislation*
There are no pending SR 12 related legislative measures.

- 3) *Education*
Solano CHP has conducted public outreach programs attended by more than 2,000 persons, in addition to having an educational presence at the Travis Air Expo (attendance over 100,000 for 2 days). Additional promotional items have been ordered, but the status of the state budget may make completion of these orders difficult.

- 4) *Engineering*
Caltrans finished acquisition of right-of-way to allow curve correction and shoulder installation on SR 12, from Lambie Road to Currie Road. The California Transportation Commission has already funded the project. Construction is scheduled to begin as soon as weather allows in the spring of 2009.

Caltrans has had difficulty maintaining the fiberglass delineators between Lambie Road and Dourin Drive. A new program for replacement of the delineators every 2 months has been established and funded, and the first replacement work occurred in early November. A second round of replacements occurred in January of 2009.

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: January 20, 2008
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update

Background:

The current adopted Comprehensive Transportation Plan (CTP) for Solano County was adopted by the STA Board in 2005. The 2005 CTP identifies, plans, and prioritizes the transportation needs of Solano County through the year 2030. The Solano Transportation Authority, as the Transportation Planning and Congestion Management Agency for Solano County, developed the CTP 2030 in collaboration with its many transportation partners and the public.

In September 2007, the STA Board initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and Transit. The STA Board adopted goals and objectives for each of the three elements based on recommendations provided by separate policy committees during the summer and fall of 2008.

Discussion:

The most recent development related to the CTP update was the adoption of the Routes of Regional Significance on January 14, 2009. The STA's Routes of Regional Significance are the routes deemed critical for maintaining existing mobility between and through cities. In response to the overall CTP goals adopted by the STA Board on May 16, 2008, followed by the adoption of the CTP's Arterials, Highways, and Freeways Element goals, the STA's Routes of Regional Significance has become an important component in prioritizing funding for the roadway networks in Solano County.

The Routes of Regional Significance will be included as part of the Arterials, Highways, and Freeways Element. A similar policy was adopted on December 10, 2008 for transit investments called Transit Facilities of Regional Significance.

STA staff is currently working on completing the State of the System reports for the Arterials, Highways and Freeways Element and the Alternative Modes Element. The State of the System reports are expected to be presented at the Arterials, Highways and Freeways and the Alternative Modes policy committees in February/March 2009. A state of the System report for the Transit Element was adopted by the STA Board in December 2008. As part of the next few Alternative Mode meetings, speakers will be invited to discuss regional and local programs related to land use and priority development areas topics.

All three CTP policy steering committees are in the process of having new board members and/or alternates appointed.

Recommendation:
Informational.



DATE: January 20, 2009
TO: STA TAC
FROM: Robert Guerrero, Senior Planner
RE: Solano Napa Travel Demand Model Update

Background:

The first phase of the Solano Napa Travel Demand Model was adopted by the STA Board on February 9, 2005 and was calibrated with travel demand assumptions from the Association of Bay Area Governments Projections 2003 and transportation funded projects from the Metropolitan Transportation Commission's (MTC) 2002 Regional Transportation Plan (RTP). The 2005 Solano Napa Model forecasted traffic conditions in Solano County with reasonable certainty through 2030.

An update (Phase 2) of the Solano Napa Model began immediately after the 2005 Model was completed to reflect MTC's 2005 RTP and the Association of Bay Area Government's (ABAG) Projections 2005 data. The updated model continued to forecast traffic conditions through 2030. The STA Board adopted the Phase 2 Model on June 11, 2008.

The Model was developed with input from the STA Modeling Technical Advisory Committee (TAC) which consists of modelers from STA member agencies. The STA and the modeling consultant (DKS Associates) relied upon the Model TAC to assist in providing data and peer review for quality control. Initial tasks for the Model TAC included deciding what modeling software to use and providing land use data for the Model's base conditions.

Discussion:

STA Staff is currently working on two efforts related to the Solano Travel Demand Model. On January 14, 2009, the Solano Transportation Authority (STA) Board authorized a technical update of the Solano Napa Travel Demand Model through the services of DKS (see Attachment A for contract agreement). The technical update is focused on including adjustments related to recent land use data and changes to the roadway network. The updated model will be used for the STA's Regional Traffic Impact Fee (RTIF) nexus study effort and other upcoming planning and landuse analysis.

The second effort relating to the Travel Demand Model is to formalize modeling TAC participation. In December 2008, the Modeling TAC met and agreed the best approach to formalize the committee is to include appointments from both Public Works and Planning to administer the model.

STA staff has finalized the DKS agreement and has already begun to collect land use information for the technical update. Staff anticipate a meeting with the Solano Planning Directors in February to discuss the updated land use data and TAC modeling appointments. The technical update is expected to be complete by March 2009.

Fiscal Impact:

The total contract amount is for \$24,960. Funding for the Technical Update is provided by current funds budgeted for model administration.

Recommendation:

Informational.

Attachment:

A. DKS Model Update Agreement

(Please note the DKS Model Update Agreement has been provided to the STA TAC members only. A copy may be obtained by contacting the STA office at (707) 424-6075.)



DATE: January 21, 2009
TO: STA TAC
FROM: Liz Niedziela, Transit Program Manager/Analyst
RE: Summary of SolanoExpress Public Comments for Fiscal Year
(FY) 2008-09

Background:

The STA staff started supplying transit operators with SolanoExpress passenger comment cards in fall 2006. By displaying these comment cards on buses, it provides transit passengers with a convenient alternative to provide comments on their transit experience. The cards are pre-addressed to the STA and postage paid making it convenient for the passenger to write down their comments and then drop it in the mail. Passengers' feedback provides the transit operators and the STA Board another avenue to monitor the transit system.

Discussion:

The passenger comment cards (see attachment A) seek information about the transit service, both positive and negative. The SolanoExpress comment cards ask the passenger to identify transit operator, route, date, and time. This information assists the transit agency in researching the issue or incident and implementing corrective actions if needed. The comments card also invites passengers to make suggestions to the service. These suggestions assist transit operator in noting what improvement may be needed from the passengers' perspective. Lastly, the comment cards allow the passenger to provide compliments. It is important for transit operator to receive feedback on what the passengers perceive as good service. When comments are received, they are categorized by the following:

1. Concerns
2. Suggestions
3. Exceptional Service

One comment card may have more than one category of comments. For the time period of July – December 2008, STA received 203 passenger's comments that were recorded into 240 categories. Passengers' comments received by mail, e-mail or phone are also tracked and included in this analysis. The summary of these comments were categorized by transit agency, service and type of comment (see attachment B).

Recommendation:

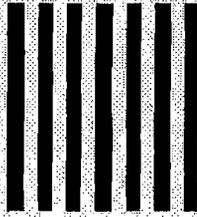
Informational.

Attachments:

- A. SolanoExpress Comment Card (sample)
- B. Summary of Comments for July – December 2008

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NO POSTAGE
NECESSARY IF
MAILED IN THE
UNITED STATES



BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 100 SUISUN, CA

POSTAGE WILL BE PAID BY ADDRESSEE

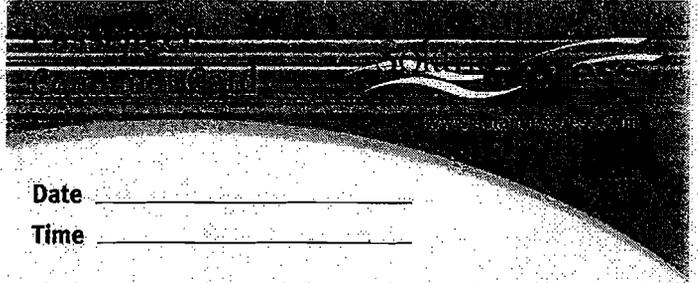
SolanoExpress

One Harbor Center, Suite 130

Suisun City, CA 94585-9899



ATTACHMENT A



Date _____

Time _____

Operator *(circle one)*

- Benicia Breeze Dixon Read-Ride Fairfield/Suisun Transit
- Rio Vista Delta Breeze Vacaville City Coach Vallejo Transit

Route _____ **I ride this bus**

(circle one) daily weekly occasionally

Tell us what you thought about this transit service today!

What was exceptional about your transit trip today?

Is there anything we could improve upon?

Name, address, phone and/or email *(optional)*

Would you like to be contacted? *(circle one)* yes no



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FAST Comments
July - December 2009

ATTACHMENT B

FAST Route 20				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Service	Bus late	3	3
Suggestion	Service	More frequent service	2	2
Exceptional Service				0
			Grand Total	5

FAST Route 30				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Service	Bus late or passed up passenger	4	8
	Signage/Information	No signage in SAC and UCD	2	
	Customer Service	Driver speeding, driving erratic	2	
Suggestion	Service	Earlier and later service	1	1
Exceptional Service				0
			Grand Total	9

FAST Route 40				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern				0
Suggestion	Service	More frequent service in evenings & weekends	2	2
Exceptional Service				0
			Grand Total	2

FAST Route 90				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Safety	Driver speeding	2	12
	Schedule	Getting to Suisun difficult	4	
		Late relief driver, schedule error	3	
	Cleanliness	Bus dirty	1	
	Information	No bus schedules/Bad information	2	
Suggestion	Service	Another bus leaving BART after 5:00 pm	4	11
		Weekend & later service	2	
		Mores stops at Suisun Amtrak	1	
	Fare Media	Lower fares, single fare media	2	
	Bike Racks	Need Bike Racks	2	
Exceptional Service	Dependable Service	No stress, comfort, ease	8	13
	Customer Service	Friendly, courteous, informative, helpful	5	
			Grand Total	36

FAST Local Service				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Service	Bus do not run often after school	1	2
	Cleanliness	Bus dirty	1	
Suggestion	Service	More service on school trippers	1	1
Exceptional Service	Dependable Service	No stress, comfort, ease	1	4
	Customer Service	Friendly, courteous, informative, helpful	3	
			Grand Total	7

**Vallejo Transit Comments
July - December 2008**

Vallejo Transit Route 78				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Customer Service	Driver Issues & Transfers	4	5
	Signage	Confusing signs at PH BART	1	
Suggestion	Service	Southampton Stop	2	3
		Stop at Kohls	1	
Exceptional Service				0
			Grand Total	8

Vallejo Transit Route 80				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Safety	Driver speeding	1	42
	Schedule	Bus late	25	
		Bus left early	4	
	Customer Service	Rude Driver	3	
		Bus Wrap -Can't see out	3	
	Service	Crowded Bus	6	
Suggestion	Customer Service	Add Wi-Fi	1	5
	Fare Media	Lower fares, single fare media	2	
	Information	Update Website & Schedules	2	
Exceptional Service	Dependable Service	No stress, comfort, ease	6	13
	Exceptional Driver	Friendly, courteous, informative, helpful	7	
			Grand Total	60

Vallejo Transit Route 85				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Service	Bus late	8	14
		Bus left early	2	
	Customer Service	Rude Driver	2	
	Information	No bus schedules/Bad information	2	
Suggestion	Schedule	Weekends run every hour	2	4
	Customer Service	Need bench at Cordelia	2	
Exceptional Service	Dependable Service	Great service to Six Flags	2	3
	Customer Service	Friendly, courteous, informative, helpful	1	
			Grand Total	21

Vallejo Transit Local Service				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Safety	WC restraint tie improperly	1	8
	Service	Rt 5 runs late	3	
		Rt 2 runs late	3	
		Takes to long	1	
Suggestion	Customer Service	Need more benches	1	2
	Service	Plan & organize routes better	1	
Exceptional Service	Dependable Service	Great Service	4	8
	Customer Service	Friendly, courteous, informative, helpful	4	
			Grand Total	18

**Comments
July - December 2008**

Benicia				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Dial-a-Ride	Dial-a -Ride does not operate all day	1	3
	Customer Service	Transfers for Route 78	2	
Suggestion	Local -Route 21 & 22	More frequent service	1	3
	Local	Add a stop on H Street	1	
	Route 75/78	Don't eliminate Southampton stop to BART	1	
Exceptional Service	Customer Service	Driver was friendly and helpful	2	2
			Grand Total	8

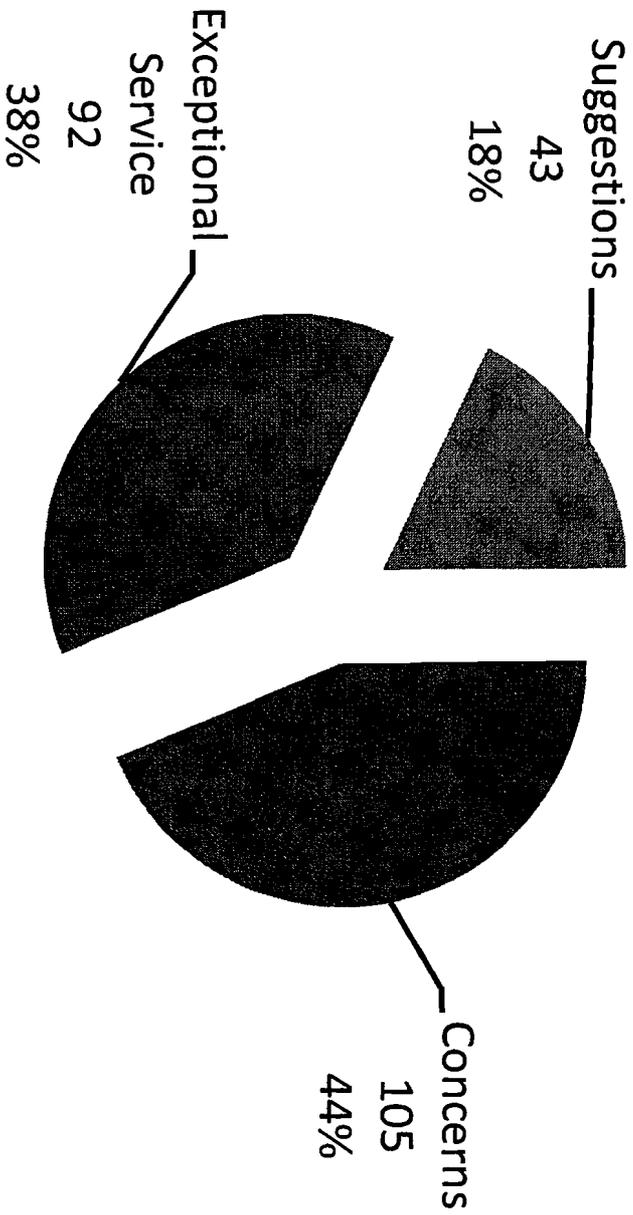
RM2 Marketing Campaign				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Marketing	Remove ads from buses	1	1
Suggestion	Customer Service	More promotions	5	5
Exceptional Service	Marketing	Ferry Duo	19	42
		10-Ride Promotion	23	
			Grand Total	48

Solano Paratransit				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Schedule	Scheduling problems	4	6
	Customer Service	Long phone wait, driver	2	
Suggestion	Service	Drop off location	1	2
	Customer Service	More Information from Drivers	1	
Exceptional Service	Customer Service	Driver	1	1
			Grand Total	9

Vacaville City Coach				
Category	Issue	Brief Description	Comments	Total Comments By Category
Concern	Schedule	Route 4	1	1
Suggestion	Bus Stops	More benches	1	2
	Fare Media	Lower fare	1	
Exceptional Service	Service	Dependable service	3	6
	Customer Service	Drivers are great, friendly, helpful	3	
			Grand Total	9



240 Comments July - December 2008





DATE: January 21, 2009
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Project Delivery Update

This report will be provided under separate cover.

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DATE: January 16, 2009
TO: STA Technical Advisory Committee
FROM: Judy Leaks, Program Manager/Analyst
RE: Solano Napa Commuter Information (SNCI) Program
Fiscal Year (FY) 2008-09 Mid-Year Report

Background:

Solano Transportation Authority (STA)'s Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Eastern Solano Congestion Mitigation/Air Quality (CMAQ) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The STA Board approved the FY 2008-09 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2008 (Attachment A). The Work Program included ten (10) major elements.

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Emergency Ride Home
6. SNCI Awareness Campaign
7. California Bike to Work/Bike to School Campaign
8. Solano Commute Challenge
9. General Marketing
10. Partnerships

Discussion:

The SNCI Program has had an active and productive first six months of FY 2008-09. Highlights of accomplishments during that time include:

- 39 major employers totaling 545 employees participated in the second annual countywide Solano Commute Challenge. Employer participation increased by over 40% and employee participation soared by over 80% over last year's results.
- Staff administered two RM2 (Regional Measure 2) transit incentive programs (the Baylink Ferry Weekender Duo-Pass and the Transit 10 Free Rides promotions) by tracking and distributing vouchers and passes from nearly 6000 requests.
- SNCI assumed responsibility for the ridership maintenance and support for over 165 vanpools that come from or go to Solano, Napa, Yolo and Sacramento Counties.

- Dixon School Pool, a matching service for Dixon Unified School District (DUSD) parents, was created and quickly implemented in response to the discontinuation of school bus service in the Dixon Unified School District. 88 families signed up to use the service.

Fiscal Impact:

None. SNCI activities are funded as part of the STA FY 2008-09 budget.

Recommendation:

Informational.

Attachments:

- A. SNCI Work Program FY 2008-09
- B. SNCI 2008-09 Mid-Year Report (under separate cover)

**Solano Napa Commuter Information (SNCI)
Work Program
FY 2008-09**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through teleservices, internet and through other means. Continue to incorporate regional customer service tools such as 511 and 511.org.
2. **Employer Program**: Outreach can be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. SNCI will maximize these key channels of reaching local employees. Develop an online communication package for employers that can be used to inform employees about commute alternatives via the internet/intranet. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa Valley Economic Development Corporation (EDC), chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form vanpools and handle the support for all vanpools coming to or leaving Solano and Napa counties. Increase marketing to recruit vanpool drivers.
4. **Incentives**: Evaluate, update and promote SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of carpool, vanpool, bicycle, transit, and through employee incentive programs.
5. **Emergency Ride Home**: Broaden outreach and marketing of the emergency ride home program to Solano County and Napa County employers.
6. **SNCI Awareness Campaign**: Develop and implement a campaign that includes messages in print, radio, on-line and other mediums to increase general awareness of SNCI and SNCI's non-drive alone services in Solano and Napa counties. Leverage the current commuting concern of rising gas prices to direct commuters to SNCI's web site or 800 phone number.
7. **California Bike to Work/Bike to School Campaign**: Take the lead in coordinating the regional 2009 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally. Include working with school districts to promote safety and bicycling to school.
8. **Solano Commute Challenge**: Conduct an employer campaign that encourages Solano County employers and employees to compete against one another in the use of commute alternatives to driving alone. This campaign includes an incentive element and enlists the support of local Chambers of Commerce.
9. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.

Revise SNCI's portion of the STA's website to be more interactive and include helpful information to commuters, travelers, vanpool drivers and employers.

10. **Partnerships**: Coordinate with outside agencies to support and advance the use of non-drive alone modes of travel in all segments of the community. This would include assisting local jurisdictions and non-profits implementing projects identified through Community Based Transportation Plans; Children's Network and other efforts.



DATE: January 21, 2009
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Non-motorized (Bicycle and Pedestrian) Routine Accommodations Checklist Update

Background:

In 2005, the Metropolitan Transportation Commission (MTC) conducted a study reviewing federal, state, regional, and county policies that addressed the ways project sponsors consider non-motorized transportation needs during the planning, design, funding, and construction of all transportation projects. It was concluded by MTC that there was a need of a regional policy to provide a shared vision for the accommodation of non-motorized transport. Resolution No. 3765 (Attachment A) is a regional policy adopted by MTC that calls for creation and implementation of a checklist that promotes the routine accommodation of non-motorized travelers in project planning and design.

The MTC Routine Accommodations checklist and guidance documents were finalized for use by local Congestion Management Agencies (CMA) in spring 2007. STA has since been working with MTC to implement the Non-motorized Routine Accommodations Checklist. The Non-motorized Routine Accommodations Policies and Procedures (Attachment B) specifies the roles and responsibilities of each entity involved (CMAs, projects sponsors, citizen advisory committees and MTC). It also indicates which programs and fund sources the checklist applies to. According to the routine accommodations policies and procedures, project sponsors are expected to complete the checklist online; however, MTC's online web link is still in development.

In summary, the Non-Motorized Routine Accommodations Policy provides an opportunity for bicycle and pedestrian advocates to review the mandatory checklist for new projects funded with regional, state and/or federal funds (i.e. federal, STIP, bridge toll, etc.). It does not; however, mandate that a project cannot proceed if the bicycle or pedestrian advocacy groups do not approve it.

Discussion:

The STA is responsible for facilitating the completion of the routine accommodations checklist by Solano County project sponsors. In the next few years, STA anticipates opportunities for non-motorized funding from MTC as part of the federal stimulus proposal. This staff report is to remind project sponsors that the routine accommodations checklist will need to be completed for upcoming and future projects funded all or in part with regional, state and/or federal funds.

MTC staff recently notified STA staff that the online routine accommodations checklist will be available in the next few months. Once the online form is available, the routine

accommodation information for all new projects will be collected by STA staff and submitted to MTC to be posted on their website as well as the STA's website for public review.

STA staff will work with the Solano Project Development Working Group (PDWG) to implement the policy by packaging the Non-Motorized Routine Accommodations checklist with other STA project delivery forms required for project implementation and tracking. It is anticipated that in the future, the checklist will be reviewed for comments by the STA's Bicycle Advisory Committee (BAC) and/or Pedestrian Advisory Committee (PAC) in addition to posting the checklist on the STA's website.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. MTC Resolution No. 3765
- B. Routine Accommodation Policies and Procedures
- C. Routine Accommodations Checklist

Date: June 28, 2006
W.I.: 1125
Referred by: PC

Resolution No. 3765
Page 1 of 2

Routine Accommodation of Pedestrians and Bicyclists in the Bay Area: Study Recommendations

POLICY

1. Projects funded all or in part with regional funds (e.g. federal, STIP, bridge tolls) shall consider the accommodation of non-motorized travelers, as described in Caltrans Deputy Directive 64. These recommendations shall not replace locally adopted policies regarding transportation planning, design, and construction. These recommendations are intended to facilitate the accommodation of pedestrians, bicyclists, and disabled traveler needs into all projects where non-motorized travel is consistent with current, adopted regional and local plans. In the absence of such plans, federal, state, and local standards and guidelines should be used to determine appropriate accommodations.

PROJECT PLANNING and DESIGN

2. Caltrans and MTC will make available routine accommodations reports and publications available on their respective websites.
3. To promote local non-motorized involvement, Caltrans District 4 will maintain and share, either quarterly or semi-annually at the District 4 Bicycle Advisory Committee, a table listing ongoing Project Initiation Documents (PIDS) for Caltrans and locally-sponsored projects on state highway facilities where nonmotorized users are permitted.

FUNDING and REVIEW

4. MTC will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old.
5. MTC's-fund programming policies shall ensure project sponsors consider the accommodation of non-motorized travelers consistent with Caltrans' Deputy Directive 64. Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost consistent with Recommendation 1 above. The Federal Highway Administration recommends including up to 20% of the project cost to address non-motorized access improvements; MTC encourages local agencies to adopt their own percentages.

Resolution No. 3765

Page 2 of 2

6. TDA Article 3, Regional Bike/Ped, and TLC funds shall not be used to fund non-motorized facilities needed for new roadway or transit construction projects that remove or degrade non-motorized access. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.
7. MTC, its regional bicycle and pedestrian working groups, the Partnership's Local Streets and Roads committee, and the county congestion management agencies (CMAs) shall develop a project checklist to be used by implementing agencies to evaluate non-motorized needs and to identify non-motorized accommodations associated with regionally-funded roadway and transit projects consistent with applicable plans and/or standards. The form is intended for use on projects at their earliest conception or design phase and will be developed by the end of 2006.
8. CMAs will review completed project checklists and will make them available through their websites, and to their countywide Bicycle/Pedestrian Advisory Committees (BPACs) for review and input to ensure that routine accommodation is considered at the earliest stages of project development. The checklist outlined in Recommendation 7 should be the basis of this discussion prior to projects entering the TIP.
9. Each countywide BPAC shall include members that understand the range of transportation needs of bicyclists and pedestrians consistent with MTC Resolution 875 and shall include representation from both incorporated and unincorporated areas of the county.
10. MTC and its partner agencies will monitor how the needs of non-motorized users of the transportation system are being addressed in the design and construction of transportation projects by auditing candidate TIP projects to track the success of these recommendations. Caltrans shall monitor select projects based on the proposed checklist.

TRAINING

11. Caltrans and MTC will continue to promote and host project manager and designer training sessions to staff and local agencies to promote routine accommodation consistent with Deputy Directive 64.

Attachment B***Routine Accommodations Checklist Process*****Background**

MTC Resolution 3765 calls for all projects funded through MTC's programs and fund sources to consider the accommodations of bicyclists and pedestrians in planning, design and construction. The resolution specifies that project sponsors complete the Routine Accommodations Checklist when the project is submitted to MTC for funding. The checklist is intended for use on projects at their earliest conception or design phase so that any pedestrian or bicycle consideration be included in the project budget. The two-page checklist and accompanying guidance are attached to this document as Attachments A and B.

Use of the Checklist

The Routine Accommodation checklist is intended for project sponsors to disclose information about how they have considered bicyclists and pedestrians in the planning and design of transportation projects and to provide a vehicle for discussion about specific accommodations. The countywide Bicycle/ Pedestrian Advisory Committees (BPACs) will be responsible for reviewing the reported accommodations. Answers to questions on the checklist will not affect eligibility for MTC programs. The checklist is designed to be used as follows:

1. MTC recommends the routine accommodations checklist be completed at the earliest stage of project development and made available to BPACs no later than the time at which a project is recommended to MTC for programming.
2. For funding programs for which CMAs recommends projects to MTC (such as local street and road rehabilitation), the checklist will be required to be submitted to MTC at the time which the CMA submits a list of projects to MTC.
3. For regionally competitive funding programs that do not go through the CMAs (such as MTC's regional TLC program), the checklist will be completed at the time at which the review panel has developed a recommended list of projects based on funds available for programming
4. Congestion Management Agencies (CMAs) are responsible for ensuring that local agencies have submitted completed checklists for those programs for which CMA's are responsible.
5. CMAs will make completed checklists available for review by countywide BPACs as described below.

- MTC will compile checklists and will periodically review how Bay Area transportation projects are considering the needs of bicyclists and pedestrians.

The specific roles and responsibilities of each entity are described below.

Programs and Fund Sources to Which Checklist Applies

The checklist applies to all projects funded through the MTC programs and fund sources listed in Table 1. (See footnote for exceptions.) Projects are not limited to the list below.

Table 1: Programs and Fund Sources*

MTC Programs	Fund Source
Federal	
Capital Improvements, Clean Air, Regional Operations, Local Streets and Road Shortfall, Transit Capital Shortfall, TLC/HIP, Regional Bike/Pedestrian	Transportation Enhancement (TE)
	Surface Transportation Program (STP)
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)
Fixed guideways improvements, bus earmarks, new starts and transit capital rehabilitation	FTA 5309
	FTA 5307
State	
Capital Improvements (Highway and transit), Project delivery planning	State Transportation Improvement Program (STIP)
Local	
Bicycle and Pedestrian Projects	TDA Article 3
Funds projects identified in SB 916 for transit operations and capital programs	RM2 Funds

* A checklist is not required for projects and planning efforts that do not impact the traveled way (e.g., emergency communications equipment).

Roles and Responsibilities

Project Sponsors

- The project sponsor is responsible for completing the checklist. The checklist will be posted on MTC’s website. First time users will need to create a user account that will enable them to logon and add projects.
- Once the checklist is completed online, MTC will post the projects two times per month on the Routine Accommodations website. On the first and third Tuesday,

the checklists will be available to view or download. If there are time constraints please contact MTC staff for a faster review.

3. Each project entered into the Routine Accommodations checklist application will receive a project number. This number will need to be entered into FMS.
4. The project sponsor is encouraged to submit the completed checklist to the CMA or MTC, as appropriate, early in the project conception process.

CMA's

Please note: In counties where an agency other than the CMA staffs the countywide BPAC, some of these responsibilities may be shared with the other agency.

1. The CMA will forward completed checklists to countywide BPACs as early as possible and notify the BPACs when the checklists are available on the web.
2. Projects that have completed checklist will be posted on MTC's webpage and will be listed by county. The CMAs will provide a link to the MTC page from the CMA webpage.
3. CMAs are responsible for ensuring project sponsors have completed the online checklists and have made them available through their websites and to the countywide BPACs for review and discussion.
 - a. Each completed checklist will be linked from MTC's page to the applicable CMA's website.
 - b. Checklists for specific projects can be placed on the agenda for BPAC meetings, although they do not require BPAC approval.
 - c. BPACs may choose to review online or by e-mail, especially when there is short time between posting and MTC program adoption.
4. CMAs are encouraged to set their own process as to when project sponsors submit completed checklists but are encouraged to request the checklist be completed as early as possible so project sponsors may consider bicyclist and pedestrian needs during the development of the project and its budget.
 - a. The CMAs will determine when to make the projects available to BPACs for timely review before submittal to MTC for programming.
 - b. CMAs can require the checklist be completed as part of the project application if it fits within their review process.

Bicycle and Pedestrian Committees (BPACs)

Countywide BPACs, in consultation with CMA staff, are responsible for defining procedures for reviewing checklists posted by the CMAs. Please note that each BPAC's membership shall be consistent with MTC Resolution 875.

1. BPACs may choose to review some or all of the completed checklists at a regular meeting or electronically.

2. In cases where the MTC timeline is especially short BPAC staff and/or chair, may need to establish an expedited process using web and e-mail.
3. BPACs should direct questions or concerns arising during checklist review to the project sponsor.
4. MTC and CMA staff will not be expected to participate in discussions about checklist content any more or any less than their current responsibilities allow (unless also the project sponsor).

MTC

1. MTC will revise program guidelines and project solicitations to reflect requirements related to the checklist.
2. MTC staff will verify that a completed checklist has been submitted for each project forwarded to MTC for programming.
3. For programs where sponsors submit projects directly to MTC, MTC will ensure the sponsor has completed the checklist.
4. MTC will conduct a periodic audit of selected checklists in detail to determine whether the checklist and other provisions in the MTC resolution are encouraging routine consideration of non-motorized travel needs.

J:\PROJECT\Ped and Bike\Routine Accommodations Checklist\Routine Accommodations Checklist Process v5.doc



ROUTINE ACCOMMODATION CHECKLIST

Project title:

County:

Jurisdiction/agency:

Project location:

Contact name:

Contact phone:

Contact e-mail:

Preamble

Recent federal, state and regional policies call for the routine consideration of bicyclists and pedestrians in the planning, design and construction of all transportation projects. These policies—known as “Routine Accommodation” guidelines—are included in the federal surface transportation act (SAFETEA-LU), Caltrans Deputy Directive 64, and MTC Resolution 3765, which calls for the creation of this checklist.

In accordance with MTC Resolution 3765, agencies applying for regional transportation funds must complete this checklist to document how the needs of bicyclists *and* pedestrians were considered in the process of planning and/or designing the project for which funds are being requested. For projects that do not accommodate bicyclists *and* pedestrians, project sponsors must document why not. According to the resolution, the checklist is intended for use on projects at their earliest conception or design phase.

This guidance pertains to transportation projects that could in any way impact bicycle and/or pedestrian use, whether or not the proposed project is designed to accommodate either or both modes. Projects that do not affect the public right-of-way, such as bus-washers and emergency communications equipment, are exempt from completing the checklist.

I. Existing Conditions

① PROJECT AREA

- a. What accommodations for bicycles and pedestrians are included on the current facility and on facilities that it intersects or crosses?

- b. If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

- c. Please describe any particular pedestrian or bicycle uses or needs along the project corridor which you have observed or of which you have been informed.

- d. What existing challenges could the proposed project address for bicycle and pedestrian travel in the vicinity of the proposed project?

② DEMAND

What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

③ COLLISIONS

In the project design, have you considered collisions involving bicyclists and pedestrians along the route of the facility? If so, what resources have you consulted?

II. Plans, Policies and Process

④ PLANS

- a. Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project? If yes, list the applicable plan(s).

- b. Is the proposed project consistent with these plans?

⑤ POLICIES, DESIGN STANDARDS & GUIDELINES

- a. Are there any local, statewide or federal *policies* that call for incorporating bicycle and/or pedestrian facilities into this project? If so, have these policies been followed?

- b. If this project includes a bicycle and/or pedestrian facility, have all applicable *design standards* or *guidelines* been followed?

⑥ REVIEW

If there have been BPAC, stakeholder and/or public meetings at which the proposed project has been discussed, what comments have been made regarding bicycle and pedestrian accommodations?

III. The Project

⑦ PROJECT SCOPE

What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

⑧ HINDERING BICYCLISTS/PEDESTRIANS

- a. Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement? If yes, please describe situation in detail.

- b. If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is being proposed as designed.

- Cost (What would be the cost of the bicycle and/or pedestrian facility and the proportion of the total project cost?)

- Right-of-way (Did an analysis lead to this conclusion?)

- Other (Please explain.)

⑨ CONSTRUCTION PERIOD

How will access for bicyclists and pedestrians be maintained during project construction?

⑩ ONGOING MAINTENANCE

What agency will be responsible for ongoing maintenance of the facility and how will this be budgeted?



DATE: January 21, 2009
 TO: STA TAC
 FROM: Sara Woo, 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.

Fund Source	Application Available From	Application Due
Clean Air Fund (CAF) Program*	Jim Antone, Yolo Solano Air Quality Management District (YSAQMD) (530) 757-3653	Application Anticipated to be Available Mid-January 2009; Estimated Application Deadline Mid-March 2009
Caltrans Planning Grant – Environmental Justice: Context Sensitive Planning*	Emmanuel Mekwunye Metropolitan Transportation Commission, (MTC) (510) 286-6326	April 1, 2009
Caltrans Planning Grant – Environmental Justice: Community-Based Transportation Planning Grant*	Beth Thomas, California Department of Transportation (Caltrans) (510) 286-7227	April 1, 2009
Caltrans Planning Grant – Partnership Planning*	Blesilda Gebreyesus, MTC (510) 286-5575	April 1, 2009
Caltrans Planning Grant – Federal Transportation Account (FTA) 5304 Statewide Transit Planning Studies*	Blesilda Gebreyesus, MTC (510) 286-5575	April 1, 2009

Caltrans Planning Grant – FTA 5304 Transit Technical Planning Assistance*	Blesilda Gebreyesus, MTC (510) 286-5575	April 1, 2009
Caltrans Planning Grant – FTA 5304 Transit Professionals Development*	Blesilda Gebreyesus, MTC (510) 286-5575	April 1, 2009
Cycle 8 State-legislated Safe Routes to School (SR2S) Program*	Joyce Parks, Caltrans (916) 653-6920	April 15, 2009

* New funding opportunity



FUNDING OPPORTUNITY

Clean Air Fund (CAF) Program

Application Anticipated to be Available Mid-January 2009;
Estimated Application Deadline Mid-March 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the CAF 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 or private agencies, groups of individuals in the Yolo Solano Air Basin

Program Description: The Clean Air Funds (CAF) Program is designed to reduce emissions from motor vehicles by supporting cleaner vehicle technologies, alternative modes of transportation, and educating the public about air pollution.

Funding Available: Approximately \$500,000 is available

Eligible Projects: Eligible projects include those pertaining to the following categories:
1. Clean Technologies/Low Emission Vehicles
2. Alternative Transportation Programs
3. Transit Services
4. Public Education/Information

Further Details: <http://www.ysaqmd.org/incentive-caf.php>

Program Contact Person: Jim Antone, Environmental Planner (YSAQMD),
(530) 757-3653
jantone@ysaqmd.org

STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
Environmental Justice: Context-Sensitive Planning
Due April 1, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Planning Grant for Environmental Justice: Context-Sensitive Planning 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: Applicants: Cities, counties, transit districts and Native American Tribal Governments.
Sub-applicants: Non-profits, Community Based Organizations, Local Transportation Commissions, etc.

Program Description: Funds projects that promote public participation in planning to improve mobility, access, equity, affordable housing, and economic opportunities for low-income, minority and Native American communities

Funding Available: \$3 million from the State Highway Account for FY 07/08. Maximum grant amount is \$250,000. A local match equal to 10% of the grant request is required, of which half may be in-kind.

Eligible Projects:

- Identification and involvement of under-represented groups in planning and project development.
- Planning and Safety improvements for pedestrians and bicycles
- Developing Guidelines and supporting information for EJ element of a General Plan
- Transportation Projects in underdeveloped rural agricultural areas
- Transportation Planning that enhances the business climate, affordable housing, and economic development in under-served communities development

Examples:

- Monument Corridor Marketing and Outreach Project, Central Contra Costa Transit Authority - \$87,200, FY 05/06
- Fruitvale Alive!/City of Oakland - \$170,000, FY 03/04
- Le Grand, Circulation Plan – 68,400, FY 03/04

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Emmanuel Mekwunye, Caltrans District 4, (510) 286-6326

STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

Caltrans Transportation Planning Grant

Community-Based Planning

Due April 1, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Community-Based Planning 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, transit districts and Public Entities. Sub recipients: Non-profits, Private Sector entities, Universities, etc.

Program Description: Funds transportation and land use planning that promote public participation and support livable community concepts.

Funding Available: \$3 million from the State Highway Account for FY 06/07. Maximum grant amount is \$250,000. A local match equal to 20% of the grant request is required, of which half may be in-kind.

- Eligible Projects:
- Long-term sustainable community/economic development growth studies or plans
 - Safe, innovative, and complete pedestrian/bicycle/transit linkage studies or plans
 - Community to school linkage studies or plans
 - Jobs and affordable housing proximity studies or plans
 - Transit Oriented/Adjacent Development or “transit village” studies or plans
 - Community transit facility/infrastructure studies or plans
 - Mixed-land use development studies or plans
 - Form-based or smart code development
 - Context sensitive streetscapes or town center studies or plans
 - Grid street system studies or plans
 - Community revitalization studies or plans
 - Context sensitive community development planning
 - Studies for community-friendly goods movement transportation corridors, ports, and airports

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Beth Thomas, Caltrans District 4, (510) 286-7227

STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5304 Partnership Planning
Due April 1, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Partnership Planning 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: MPOs/RTPs as applicants. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: The Partnership Planning Grant promotes planning studies that have a statewide benefit or multi-regional significance or both.

Funding Available: Approximately \$1 million will be available in FY 2007-08. The maximum amount per grant is \$300,000 with a 20% non-federal local match.

Eligible Projects:

- Regional, inter-county, and/or statewide mobility and access needs
- Land use and smart growth studies
- Corridor studies and corridor preservation studies
- Projects that evaluate transportation issues involving ground access to international borders, seaports, airports, intermodal facilities, freight hubs, and recreational sites

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5575

STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5304 Statewide Transit Planning Studies
Due April 1, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Statewide Transit Planning Studies 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: Only MPOs/RTPs may apply for this grant program . Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds studies that reduce urban transportation needs and improve transit on a statewide or multi-regional level.

Funding Available: \$1,400,000 available with a grant cap of \$300,000. 11.47% non-Federal funds or in-kind local match required.

- Eligible Projects:**
- GIS development
 - Transit-oriented development (TOD) studies
 - Transit planning
 - Development tools
 - Development models
- Example:
- Transit-Related Child Care Study, Child Care Coordinating Council of San Mateo County - \$84,100

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5575

STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY

Caltrans Transportation Planning Grant
FTA 5304 Transit Technical Planning Assistance
Due April 1, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Technical Planning Assistance 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: Only MPOs/RTPs may apply for this grant program . Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: Funds public intermodal transportation planning studies for rural transit service (Population of 50K or less).

Funding Available: \$700,000 available with a grant cap of \$100,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- Short-range transit development plans
- Ridership surveys
- Transit coordination studies

Example:

- Western Placer County Options for Transit Service Consolidation, Placer County Transportation Planning Agency - \$13,280

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.htm>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5575

STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
Caltrans Transportation Planning Grant
FTA 5304 Transit Professional Development
Due April 1, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Caltrans Transportation Planning Grant for Transit Professionals Development 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: Only MPOs/RTPs may apply for this grant program. Others may apply as sub-recipients. Contact MTC for their sub-recipient process details.

Program Description: *Transit Professional Development:* Funds training and development of transit planning professionals and students.

Funding Available: \$150,000 available with a grant cap of \$50,000. 11.47% non-Federal funds or in-kind local match required.

Eligible Projects:

- Single or multi-agency internships for university and community college students

Example:

- Professional Development and Transit Internships, Yolo County Transportation District - \$46,478

Further Details: <http://www.dot.ca.gov/hq/tpp/grants.html>

Program Contact Person: Blesilda Gebreyesus, Caltrans District 4, (510) 286-5575

STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214
swoo@sta-snci.com



FUNDING OPPORTUNITY
**California State-legislated Safe Routes to School (SR2S)
Program**
April 15, 2009

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the 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.

Program Description: The goals of the program are to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students.

The program achieves these goals by constructing facilities that enhance the safety for pedestrians and bicyclists. By enhancing the safety of the pathways, trails, sidewalks, and crossings, the likelihood of attracting and encouraging other students to walk and bike increases.

Funding Available: Approximately \$6-7 million will be available for FY 2008/2009 and FY 2009/2010 in the San Francisco Bay Area; local match is 10 percent.

Eligible Projects: Projects:

- Pedestrian facilities – new sidewalks, widening, etc.
- Traffic Calming – roundabouts, bulb-outs, speed humps, raised crosswalks/intersections, etc.
- Traffic Control Devices – traffic signals/signs, pavement markings
- Bicycle Facilities – new bike paths, lanes, parking/racks/lockers
- Public Outreach & Education – education, encouragement, and enforcement (limited to 10% of total engineering project cost)

Examples:

- City of Fairfield – E. Ruth Sheldon Elementary School and T.C. McDaniels School; FY 2004/2005 – \$53,100
- City of Vacaville – 15 Elementary Schools, 3 Jr. High Schools, 3 High Schools, 1 Charter School; FY 2002/2003 – \$178,200
- County of Solano – Benjamin Franklin Middle School; FY 2002/2003 – \$81,000

Further Details: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm>

Program Contact Person: Sylvia Fung, Local Assistance Engineer (Caltrans, District 4), (510) 286-5226, Sylvia.fung@dot.ca.gov

STA Contact Person: Sara Woo, Planning Assistant, (707) 399-3214 swoo@sta-snci.com



**Solano Transportation Authority
Board Meeting Highlights
January 14, 2009
6:00 p.m.**

TO: City Councils and Board of Supervisors
(Attn: City Clerks and County Clerk of the Board)
FROM: Johanna Masiclat, STA Clerk of the Board
RE: Summary Actions of the January 14, 2009 STA Board Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board meeting of January 14, 2009. If you have any questions regarding specific items, please call me at (707) 424-6008.

BOARD MEMBERS PRESENT:

Jim Spering (Chair)	County of Solano
Pete Sanchez (Vice Chair)	City of Suisun City
Elizabeth Patterson	City of Benicia
Jack Batchelor	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville
Tom Bartee (Alternate Member)	City of Vallejo

SWEARING-IN OF NEW STA BOARD ALTERNATE MEMBERS

- Vice Mayor Rick Fuller was sworn in as STA's new Board Alternate Member representing the City of Dixon.
- Vice Mayor Ron Jones was sworn in as STA's new Board Alternate Member representing the City of Rio Vista.
- Vice Mayor Curtis Hunt was sworn in as STA's new Board Alternate Member representing the City of Vacaville.



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ACTION – NON FINANCIAL ITEMS

A. Regional Measure 2 (RM 2) Implementation Plan

Recommendation:

Direct staff to develop an implementation plan for RM 2 Funded Intermodal Transit Facilities in partnership with the implementing agencies.

On a motion by Board Member Batchelor, and a second by Board Member Patterson, the STA Board approved the recommendation. Board Member Patterson, City of Benicia, declared she had a conflict of interest therefore did not vote on this item.

B. Federal Economic Potential Stimulus Submittal for Transportation in Solano County

Recommendation:

Adopt the Federal Economic Stimulus Solano County project list for transportation as shown on Attachment A.

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the recommendation.

C. Solano Routes of Regional Significance

Recommendation:

Approve the revised Solano Routes of Regional Significance as shown in Attachments C and D.

On a motion by Board Member Price, and a second by Board Member Batchelor, the STA Board approved the recommendation.

D. STA's 2009 Final Legislative Priorities and Platform and Legislative Update

Recommendation:

Approve the following:

1. STA's Final 2009 Legislative Priorities and Platform; and
2. STA Federal New Authorization Policies.

On a motion by Board Member Price, and a second by Board Member Sanchez, the STA Board approved the recommendation.

E. Appointment of STA Representative and Alternate to the Capitol Corridor Joint Powers Board (CCJPB)

Recommendation:

Appoint a representative to the Capitol Corridor Joint Powers Board effective immediately and, if necessary, appoint an alternate member.

On a motion by Board Member Batchelor, and a second by Board Member Price, the STA Board appointed Len Augustine as a representative to the Capitol Corridor Joint Powers Board and Jack Batchelor as the alternate member.

CONSENT CALENDAR ITEMS

On a motion by Board Member Augustine, and a second by Board Member Price, the STA Board approved Consent Calendar Items A thru K.

A. STA Board Meeting Minutes of December 10, 2008

Recommendation:

Approve STA Board Meeting Minutes of December 10, 2008.

B. Review TAC Draft Minutes for the Meeting of December 17, 2008

Recommendation:

Receive and file.

C. Renewal of Membership with Solano Economic Development Corporation (EDC) for 2009

Recommendation:

Approve the following:

1. Renewal of STA's membership with the Solano Economic Development Corporation (Solano EDC) at the Board Member-Investor level of \$5,000 for the Annual Investment Year 2009; and
2. Direct staff to agendize for Board consideration STA's membership in Solano EDC prior to the annual renewal for 2010.

D. Fiscal Year (FY) 2008-09 First Quarter Budget Report

Recommendation:

Review and file.

E. New Copier Lease

Recommendation:

Authorize the Executive Director to sign a three-year copier lease with Ricoh Business Solutions for an amount not to exceed \$28,000 annually.

F. East Fairfield and Vacaville Community Based Transportation Plans (CBTP) Request for Proposals (RFP)

Recommendation:

Approve the following:

1. Authorize the Executive Director to release a RFP for consultant services to complete CBTP's for East Fairfield and Vacaville; and
2. Authorize the Executive Director to enter into an agreement to complete the Fairfield and Vacaville Community Based Transportation Plans for an amount not to exceed \$120,000.

G. DKS Associates Contract Amendment for Transit Consolidation Study

Recommendation:

Authorize the Executive Director to amend the consultant contract with DKS Associates with a contract term extension until June 30, 2009 for the purpose of completing Phase II of the Transit Consolidation Study.

H. DKS Contract for Revisions to the Solano-Napa Traffic Model

Recommendation:

Authorize the Executive Director to enter into a contract with the DKS Associates for revisions to the Napa-Solano Travel Demand Model in the amount of \$24,960.

I. Regional Transportation Impact Fee (RTIF) Feasibility Study and Nexus Study Update

Recommendation:

Approve the STA's Regional Transportation Impact Fee Feasibility Study and Executive Summary.

J. North Connector Project Implementation

Recommendation:

Approve the attached Resolution 2009-01 and Funding Allocation Request from Metropolitan Transportation Commission (MTC) for \$18.2 million for construction of the East End - North Connector Project.

K. STA Board Meeting Schedule for 2009

Recommendation:

Adopt the STA Board Meeting Schedule for 2009.

COMMENTS FROM METROPOLITAN TRANSPORTATION COMMISSION (MTC), CALTRANS, AND STAFF:

A. Caltrans Report:

Doanh Nguyen, Project Manager, Caltrans District 4 reported on the Rio Vista Ferry, Rehabilitation Projects on SR 12, and the State Budget impact on ongoing contracts for bond-funded construction projects.

B. MTC Report:

Chair Sperring reported on the funding risks to transportation projects due to suspension of Proposition 1B Bond Funds. He added that the suspension freezes \$1 billion in bond funds to over 90 projects in the Bay Area.

Janet Adams also reported that at an earlier meeting, the California Transportation Commission (CTC) announced that \$190 million in transportation funding from Proposition 1B has been allocated to 16 projects. She continued by saying that the allocations are contingent upon passage of the 2008-09 State Budget, and depending on the budget's handling of transportation funds, some of the allocations could be withdrawn.

C. STA Report :

1. State Legislative Report by Shaw/Yoder, Inc.'s Gus Khouri
2. STA Highlights of 2008 by Daryl Halls
3. Marketing and Public Input Plan for 2009 by Jayne Bauer
4. STA Status Reports:
 - A. Projects by Janet Adams
 - B. Planning by Robert Guerrero
 - C. Transit and Rideshare by Elizabeth Richards

INFORMATIONAL ITEMS – NO DISCUSSION

- A. STA’s Marketing and Public Input Plan for 2009**
- B. Climate Change Status**
- C. Solano Modeling TAC Appointments**
- D. Unmet Transit Needs Public Hearing for Fiscal Year (FY) 2009-10**
- E. Project Delivery Update**
- F. State Route (SR) 12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan Update**
- G. Funding Opportunities Summary**

ADJOURNMENT

The STA Board meeting was adjourned at 7:30 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, February 11, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**

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DATE: January 21, 2009
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2009

Background:

Attached are the STA Board and Advisory Committee meeting schedule for calendar year 2009 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2009



**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2009**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Wed., January 14	4:00 p.m.	RTIF Policy Committee	Suisun City Hall	Confirmed
Wed., January 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., January 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., February 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Tues., February 10	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., February 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., March 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 11	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Fri., March 20	12 noon	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
Thurs., March 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Wed., March 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., April 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., April 14	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., April 29	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., May 7	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 14	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 15	12 noon	Paratransit Coordinating Council (PCC)	JFK Library - Vallejo	Confirmed
Wed., May 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Tues., June 9	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., June 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., July 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Thurs., July 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 17	12:30 p.m.	Paratransit Coordinating Council (PCC)	Ulatis Community Center	Confirmed
July 29 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 12 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Tues., August 11	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., August 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., September 3	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., September 17	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 18	12:30 p.m.	Paratransit Coordinating Council (PCC)	Dixon Senior Center	Confirmed
Wed., September 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., October 7	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Tues., October 13	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., October 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Thurs., November 5	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 11	6:00 p.m.	STA's 11 th Annual Awards	TBD - Rio Vista	TBD
Thurs., November 19	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., November 20	12:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 25	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Tues., December 08	2:00 p.m.	Safe Routes to School (SR2S)	STA Conference Room	Tentative
Wed., December 09	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Tentative
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Tentative

SUMMARY:

STA Board: Meets 2nd Wednesday of Every Month
 Consortium/TAC: Meets Last Wednesday of Every Month
 PAC: Meets 3rd Thursday of every Odd Month
 PCC: Meets 3rd Fridays of every Odd Month