



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

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

... working for you!

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TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

1:30 p.m., Wednesday, December 16, 2009

Solano Transportation Authority

One Harbor Center, Suite 130

Suisun City, CA 94585

<u>ITEM</u>	<u>STAFF PERSON</u>
I. CALL TO ORDER	Daryl Halls, Chair
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 <i>Recommendation: Approve the following consent items in one motion.</i> (1:40 – 1:45 p.m.)	
A. Minutes of the TAC Meeting of November 18, 2009 <i>Recommendation:</i> <i>Approve TAC Meeting Minutes of November 18, 2009.</i> Pg. 1	Johanna Masielat
B. 2010 Bicycle Advisory Committee (BAC) Overall Work Plan <i>Recommendation:</i> <i>Approve the 2010 BAC Overall Work Plan as shown in Attachment</i> A. Pg. 7	Sara Woo

TAC MEMBERS

Charlie Knox	Royce Cunningham	Gene Cortright	Morrie Barr	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

The complete STA TAC packet is available on STA's website: www.solanolinks.com

C. 2010 Pedestrian Advisory Committee (PAC) Overall Work Plan

Sara Woo

Recommendation:

Approve the 2010 PAC Overall Work Plan as shown in Attachment A.

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VI. ACTION NON-FINANCIAL ITEMS

A. Comprehensive Transportation Plan (CTP) – Alternative Modes Goals Amendment

Robert Macaulay

Recommendation:

Forward a recommendation to the STA Board to approve the amended CTP Alternative Modes Goals as shown in Attachment A.

(1:45 – 1:50 p.m.)

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B. Solano Highways Operations Study

Sam Shelton

Recommendation:

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

- 1. Add language to the Solano Highways and Operations Study recommending that Project Study Reports (PSR) drafted for recommended high-occupancy vehicle (HOV) lane projects review the feasibility of reversible HOV lanes for projects identified in the Solano Highways Operations Study; and*

- 2. Adopt the Solano Highways Operations Study.*

(1:50 – 1:55 p.m.)

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VII. INFORMATIONAL – DISCUSSION

A. STA Strategic Plan for MTC Cycle-1 Block Grants

Robert Macaulay

Informational

(1:55 – 2:05 p.m.)

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B. Toll Increase Options for the Seven State-owned Bay Area Bridges

Elizabeth Richards

(2:05 – 2:15 p.m.)

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- C. **Regional Disaster Planning - Mass Transportation and Evacuation** Robert Macaulay
Informational
(2:15 – 2:20 p.m.)
Pg. 59
- D. **Solano Countywide Bicycle Plan Update** Sara Woo
Informational
(2:20 – 2:25 p.m.)
Pg. 61
- E. **Solano Countywide Pedestrian Plan Update** Sara Woo
Informational
(2:25 – 2:30 p.m.)
Pg. 77

NO DISCUSSION

- F. **Funding Opportunities Summary** Sara Woo
Informational
Pg. 95
- G. **STA Board Special Meeting Highlights of November 18, 2009** Johanna Masiclat
Informational
Pg. 102
- H. **STA Board and Advisory Committee Meeting Schedule for 2010** Johanna Masiclat
Informational
Pg. 105

VIII. ADJOURNMENT

The next regular meeting of the Technical Advisory Committee is scheduled at **1:30 p.m. on Wednesday, January 27, 2010.**

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TECHNICAL ADVISORY COMMITTEE
Minutes for the meeting of
November 18, 2009

I. CALL TO ORDER

The regular meeting of the Technical Advisory Committee (TAC) was called to order at approximately 1:40 p.m. in the Solano Transportation Authority's Conference Room.

Present:

TAC Members Present:	Charlie Knox	City of Benicia
	Janet Koster	City of Dixon
	Gene Cortright	City of Fairfield
	Morrie Barr	City of Rio Vista
	Dan Kasperson	City of Suisun City
	Rod Moresco	City of Vacaville
	Matt Tuggle	County of Solano

STA Staff Present:	Daryl Halls	STA
	Janet Adams	STA
	Robert Macaulay	STA
	Elizabeth Richards	STA
	Judy Leaks	STA
	Jayne Bauer	STA
	Robert Guerrero	STA
	Sam Shelton	STA
	Johanna Masiclat	STA

Others Present: *(In Alphabetical Order by Last Name)*

Ed Huestis	City of Vacaville
Jeff Knowles	City of Vacaville
Mike Roberts	City of Benicia

II. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Rod Moresco, the STA TAC approved the agenda.

III. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

II. APPROVAL OF THE AGENDA

On a motion by Janet Koster, and a second by Rod Moresco, the STA TAC 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: None presented.

V. CONSENT CALENDAR

On a motion by Janet Koster, and a second by Matt Tuggle, the STA TAC approved Consent Calendar Items A thru D.

A. Minutes of the TAC Meeting of September 30, 2009

Recommendation:

Approve TAC Meeting Minutes of September 30, 2009.

B. Transportation for Livable Communities (TLC) Complete Streets Concept / Priority Development Areas (PDAs)

Recommendation:

Forward a recommendation to the STA Board to approve STA's Transportation for Livable Communities/Priority Development Area Work Plan as detailed in Attachment B.

C. Senior and Disabled Advisory Committee

Recommendation:

Forward recommendation to the STA Board to approve the following:

1. The formation of an Advisory Committee to address senior and disabled transportation issues in Solano County; and
2. Committee membership and purpose as outlined in Attachment F.

D. 2010 Solano Project Delivery Working Group (PDWG) Work Plan

Recommendation:

Forward a recommendation to the STA Board to approve the Solano Project Delivery Working Group FY 2009-10 Work Plan as shown in Attachment A.

VI. ACTION FINANCIAL ITEMS

A. 2010 State Transportation Improvement Program (STIP)

Janet Adams and Sam Shelton reviewed the new 2010 STIP funding, prior commitments, funding estimate impact on 2008 STIP projects, project recommendations, and development schedule. Sam Shelton stated that the City of Vacaville submitted a letter dated November 17, 2009 requesting to delay the reprogramming of the construction funding for the Jepson Parkway Gateway Enhancement by one year.

After discussion, the STA TAC approved the request received from the City of Vacaville to reprogram the construction funding for the Jepson Parkway Gateway Enhancement project from FY 2009-10 to FY 2010-11.

Recommendation:

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

1. Reprogram \$30.457M for the Jepson Parkway project construction phase from FY 2011-12 to FY 2012-13;
2. Program \$400,000 in Transportation Enhancements funds for the City of Fairfield's Fairfield/Vacaville Train Station project in FY 2012-13;
3. Credit the City of Vacaville with \$1.5M towards the City of Vacaville's local commitment of Phase 2 of the Jepson Parkway Project (Leisure Town Road from Vanden to Orange), as required by the STA's 50/50 Funding policy; and
4. Program \$412,000 of Transportation Enhancements funds for the City of Vallejo's Downtown Streetscape Pedestrian Links Project.
5. ***Reprogram \$230,000 of construction funding from FY 2009-10 to FY 2010-11 for the Jepson Parkway Gateway Enhancement project.***

On a motion by Rod Moresco, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation as amended shown above in ***bold italics***.

B. Proposal for Allocation of Project Cost Savings

Janet Adams reviewed the project cost savings proposals on the two specific projects in Solano County, the Vacaville Intermodal Center Phase 1 and the McGary Road Project. She stated that both project are STA priorities and the project sponsors have proposed utilizing the cost savings on the projects.

Recommendation:

Forward a recommendation to the STA Board to support retaining cost savings to the projects as listed in Attachment A.

On a motion by Rod Moresco, and a second by Gene Cortright, the STA TAC unanimously approved the recommendation.

VII. ACTION NON-FINANCIAL ITEMS

A. **3-Year Project Initiation Document (PID) Priorities for Caltrans**

Janet Adams requested the TAC's approval of the 3-year PID prioritized work plan Fiscal Years (FYs) 2009-10 through FY 2011-12) for Solano County.

Recommendation:

Forward a recommendation to the STA Board to approve the Solano County's 3-Year prioritized Project Initiation Document (PID) Work Plan (FY 2009-10 through FY 2011-12) to submit to Caltrans as specified in Attachment C.

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

B. **Comprehensive Transportation Plan (CTP) Project List**

Robert Macaulay reviewed the CTP Project List consisting of 286 individual projects submitted by the seven cities and the county. He indicated that the project list has been pared down by excluding duplicate entries and projects identified by STA staff to be local rather than regional. He also stated that the projects and programs contained in the 2009 CTP project list will serve as the mechanism for identifying steps to fill in the gaps between the existing transportation network, as described in the various State of the System reports, and the desired transportation network described in the goals for each element.

Recommendation:

Forward a recommendation to the STA Board to release the 2009 Draft CTP Projects list for public comment, including review by the CTP Committees.

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

C. **STA's Final Draft 2010 Legislative Priorities and Platform**

Jayne Bauer reviewed the comments received after the November 13, 2009 deadline. She reviewed further amendments which included concerns raised by MTC staff that the express lanes demo project potentially being in opposition or conflict with the MTC proposed express lane legislation (Priority #7 and Platform# 1.7) and Solano County's request to include planning and funding for modes of transportation for movement of goods to include maritime, rail and aviation (Platform# XIV).

Recommendation:

Forward a recommendation to the STA Board to approve the STA Final Draft 2010 Legislative Priorities and Platform as specified in Attachment A.

On a motion by Matt Tuggle, and a second by Charlie Knox, the STA TAC unanimously approved the recommendation.

VIII. INFORMATIONAL ITEMS

A. **Solano County Coordinated Funding Investment Strategy**

Janet Adams and Sam Shelton distributed and reported on the draft Coordinated Funding Investment Strategy Scenarios. They cited each scenario which emphasized an aspect of leveraging project funding and delivering projects between the three CTP Project Tiers (e.g., constructing 5-year Tier 1 projects vs getting Tier 2 and 3 projects shovel ready).

B. **Regional Transportation Impact Fee (RTIF) Update**

Sam Shelton reviewed the current schedule for the STA's Nexus Study, showing when each group will meet and what items will be on their agendas for information and action. He indicated that the schedule estimates completing the RTIF Nexus Study by September 2010 and begin implementation of an RTIF by the end of 2010. He stated that the first action items regarding draft project selection criteria and implementation options for the RTIF Working Group and RTIF Stakeholder committee are scheduled for December 2009 and the Policy Committee is scheduled to consider this item in January 2010.

C. **Napa-Solano Travel Demand Model Update**

Robert Macaulay reviewed the Model's Purpose and Use Statement and RFP for On Call Model Services. He stated that the Statement emphasizes the regional nature of the Napa-Solano Travel Demand Model, as well as spelling out the sort of uses the model may be used for. He also stated that staff has worked with Model TAC members to develop the scope of services.

D. **STA Climate Change Activities and Development of a Sustainable Communities Strategy (SCS) for Solano County**

Robert Macaulay noted the STA has been tasked by the City County Coordinating Council to work with the County to develop a Countywide Sustainable Communities Strategy (SCS) for SB 375. He listed the number of steps the STA is taking (What STA is doing now and what STA is planning to do) to serve not only to reduce traffic congestion, but also to reduce emissions of GHG and other air pollutants, and to promote community – especially childhood – health.

NO DISCUSSION

E. **Solano Employer Commute Challenge 2009 Final Results**

F. **Project Delivery Update**

G. **Funding Opportunities Summary**

H. **STA Board Meeting Highlights of October 14, 2009**

I. **STA Board and Advisory Committee Meeting Schedule for 2009**

ADJOURNMENT

The meeting was adjourned at 2:55 p.m. The next meeting of the STA TAC is scheduled at **1:30 p.m. on Wednesday, December 16, 2009.**



DATE: November 4, 2009
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: 2010 Bicycle Advisory Committee (BAC) Overall Work Plan

Background:

At the end of each calendar year, STA staff works with the BAC to create a work plan to guide the agendas of their meetings for the upcoming year. The BAC's primary tasks can be organized into three categories: administrative, planning, and funding. Past tasks include the election of chair and vice-chair persons, promote bike to work week, and updates to the Solano Countywide Bicycle Plan.

Discussion:

This year, STA staff is recommending the attached work plans to maintain the ability of STA staff to administer assignments involving the BAC (Attachment A). STA staff will continue to work with the BAC to review and develop the work plan at the end of each calendar year.

Tasks that have been requested by the BAC include the following:

- Updating the Solano BikeLinks Map (i.e. to include camp sites and chevrons indicating incline)
- Addressing the issue of making existing bicycle lockers in the County available to users
- Review of Solano Bicycle and Pedestrian Program (SBPP)
- Develop a Complete Streets Strategy

On November 5, 2009, the BAC reviewed and approved their work plan for STA Board adoption.

Fiscal Impact:

None.

Recommendation:

Approve the 2010 BAC Overall Work Plan as shown in Attachment A.

Attachments:

- A. Draft 2010 BAC Overall Work Plan

2010 BAC Overall Work Plan Schedule

	ACTIVITY	TIMELINE
Administrative	Approve CY 2010-11 BAC Overall Work Plan	November 12, 2009
	Elect 2010 Chair and Vice Chair	November 12, 2009
	Develop 2011-12 Work Plan	November 4, 2010
	Bike to Work Day Activities	May 2010/2011
	Implement MTC Complete Streets/Routine Accommodations Policy	Continuous
	Update Solano BikeLinks Map	August 2011
Funding	Prioritize bicycle projects for funding	January – March 2010
	Review and monitor funded priority bicycle projects	On-going
Planning	CTP – Review Alternative Modes Element	Early 2010
	CTP – Update Countywide Bicycle Plan	Present – March 2010
	Review SR12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan	Ongoing January – September 2010
	Review inventory of existing and planned bike locker facilities	July 2011
Other	Presentations to the BAC: <ul style="list-style-type: none"> MTC Bicycle and Pedestrian Committee Roles and Responsibilities (Guest Speaker) Solano County Priority Bicycle Projects (various project sponsors) 	On-going
	Provide feedback to STA staff on bicyclist issues: <ul style="list-style-type: none"> Review opportunities to fit bicyclist interests into STA’s existing programs Provide resources to implement projects that address bicyclist needs 	On-going
	Other tasks to be determined	TBD



DATE: November 4, 2009
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: 2010 Pedestrian Advisory Committee (PAC) Overall Work Plan

Background:

At the end of each calendar year, STA staff works with the PAC to create a work plan to guide the agendas of their meetings for the upcoming year. The PAC's primary tasks can be organized into three categories: administrative, planning, and funding. Past tasks include the election of chair and vice-chair persons, reviewing the Solano Bicycle and Pedestrian Program (SBPP), and updates to the Solano Countywide Pedestrian Plan.

Discussion:

This year, STA staff is recommending the work plan to maintain the ability of STA staff to administer assignments involving the PAC (Attachment A). STA staff will continue to work with the PAC to review and develop the work plan at the end of each calendar year.

Tasks that have been requested by the PAC include the following:

- Develop a Solano PedestrianLinks Map (e.g. will show destinations like farmer's market and pedestrian routes; may also include Priority Development Area, Safe Routes to School, and Safe Routes to Transit information)
- Review of Solano Bicycle and Pedestrian Program (SBPP)
- Develop an implementation plan for Priority Development Areas
- Develop a Complete Streets Strategy

On November 19, 2009, the PAC reviewed and approved their work plan for STA Board adoption.

Fiscal Impact:

None.

Recommendation:

Approve the 2010 PAC Overall Work Plan as shown in Attachment A.

Attachments:

- A. Draft 2010 PAC Overall Work Plan

2010 PAC Overall Work Plan

	ACTIVITY	TIMELINE
Admin	Approve CY 2010-11 PAC Overall Work Plan	November 19, 2009
	Elect 2010 Chair and Vice Chair	November 19, 2009
	Develop 2011-12 Work Plan	November 18, 2010
	Implement MTC Complete Streets/Routine Accommodations Policy	Continuous
	Begin Discussion for Solano PedestrianLinks Map	August 2010 – 2011
Funding	Prioritize pedestrian projects for funding	January – May 2010
	Review and monitor funded priority pedestrian projects	On-going
Planning	CTP – Review Alternative Modes Element	Early 2010
	CTP – Update Countywide Pedestrian Plan	Present – summer 2010
	Review SR12 Jameson Canyon Road Bicycle and Pedestrian Connections Plan	Ongoing January – September 2010
	Develop an implementation plan for Priority Development Areas	May 2010
	Tour of pedestrian projects	2010 TBD
Other	Presentations to the PAC: <ul style="list-style-type: none"> MTC Bicycle and Pedestrian Committee Roles and Responsibilities (Guest Speaker) Solano County Priority Pedestrian Projects (various project sponsors) 	On-going
	Provide feedback to STA staff on pedestrian issues: <ul style="list-style-type: none"> Review opportunities to fit pedestrian interests into STA's existing programs Provide resources to implement projects that address pedestrian needs 	On-going
	Other tasks to be determined	TBD





DATE: December 4, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) – Alternative Modes Goals
Amendment

Background:

The STA Board has 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.

In late 2008, the Alternative Modes Committee recommended, and the STA Board adopted, a Purpose Statement and Goals for the Alternative Modes element. In August of 2009, the Alternative Modes Committee members reviewed and approved the State of the System report. At that time, the Committee members asked for revisions to the Goals.

Discussion:

The Alternative Modes Committee members stated that they felt the element goals were too general, and would be difficult to measure and implement. They also stated that there was not enough emphasis on ensuring that bicycle and pedestrian facilities be included at the earliest possible stage of the land use development process. Additionally, STA staff noted that the goals were organized differently than the State of the System report.

The draft revised Alternative Modes Purpose Statement and Goals are contained in Attachment A. The revisions include language to reflect the development of the new Countywide Bicycle and Pedestrian Master Plans, and recognize the importance of the Complete Streets policies.

The most significant change is Bicycle and Pedestrian Goal 5. This policy is intended to reflect the Alternative Modes Committee members' desire to provide for the inclusion of bicycle and pedestrian facilities at the earliest state of land use development. The Goal calls for STA to develop a model ordinance or similar document that local agencies can adopt to provide for the inclusion of bicycle and pedestrian facilities at the initial project development phase (such as consideration of a Conditional Use Permit or a Tentative Subdivision Map). While adoption of an STA-prepared model ordinance or similar document would be at the discretion of the local agencies, the CTP could include policies that favor funding of bicycle projects in communities that have adopted the model ordinance.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the amended CTP Alternative Modes Goals as shown in Attachment A.

Attachment:

- A. Amended Draft Alternative Modes Purpose Statement and Goals

CTP: ALTERNATIVE MODES ELEMENT DRAFT PURPOSE STATEMENT AND GOALS

CTP PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's Mission¹ by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

ALTERNATIVE MODES ELEMENT PURPOSE STATEMENT: One County, Many Choices for Mobility ~ The Purpose of the CTP – Alternative Modes Element is to identify and implement programs and projects that will expand transportation options that do not require the use of single occupant vehicles or public transit, and to reduce the environmental impact of all forms of transportation used in Solano County.

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are/will be established to correspond with the three areas of focus of the Alternative Modes element: Bicycle and Pedestrian transportation, Alternative Fuels, and Transit-Oriented Development.

Bicycle and Pedestrian Transportation

1. Plan and construct a county-wide bicycle system with the following features:
 - a. A system of links consisting of Class I, II and III facilities, appropriate to their location, that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other counties.
 - b. Support facilities such as shade, water and bike lockers at key system nodes and activity centers.
 - c. A consistent system of wayfinding signs and maps.
2. Plan and construct a county-wide pedestrian program that takes advantage of existing and proposed trail systems and shared bicycle facilities where appropriate, and that supports downtowns and designated Priority Development Areas (PDAs).
3. Ensure that bicycle and pedestrian links and facilities connect to facilities identified in the CTP Transit element and, to the extent practical, to local transit facilities.
4. Develop a system to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian Master Plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian master plans.
5. Implement the California Department of Transportation and the Metropolitan Transportation Commission's *Complete Streets* policies for projects involving STA administered funds.
6. Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the

¹ STA Mission Statement: "The mission of the Solano Transportation Authority is "To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality."

Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG).

7. Encourage end-user focused bicycle and pedestrian facilities planning.
8. Improve safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).
9. Maintain separate Bicycle and Pedestrian Advisory Committees to provide advice to the STA Board.
10. Develop and implement a methodology to rate the condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a program to correct deficiencies.
11. Develop and provide bicycle and pedestrian trip planning information, including near real-time information on availability of alternative modes.
12. Continue to provide a financial incentive for the purchase of bicycles to be used for commuting.

Alternative Fuels

1. Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.
 - a. Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet operators) to identify and implement alternative fuels technologies for transit fleets serving Solano County.
 - b. Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles.
2. Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use.

Transit Oriented Development

1. Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all modes of transit. Support designation of appropriate locations as Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of projects in PDAs.
2. Coordinate funding from various sources, including Transportation for Livable Communities, Transportation Planning and Land Use Solutions (T-PLUS), clean air funds, state bond funds and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations.
3. Assist local jurisdictions in identifying and obtaining funds to support planning documents for PDAs and TOD. This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning.
4. Maintain and update the Napa-Solano Travel Demand Model so that it can be used to support analysis of the implementation of TOD projects.



DATE: December 7, 2009
TO: STA TAC
FROM: Sam Shelton, Project Manager
RE: Solano Highways Operations Study

Background:

Caltrans annually provides grant opportunities through the State Transportation Planning Grant Program for several categories including a Partnership Planning Grant program where corridor studies are eligible. In October 2006, STA staff, in partnership with the Metropolitan Transportation Commission (MTC), submitted a Partnership Planning Grant for a "I-80/I-680/I-780 Corridors Study Highway Operations Plan" to follow up on the STA's previous "I-80/I-680/I-780 Corridor Major Investment and Corridor Study" and MTC's "Freeway Performance Initiative (FPI)." In the Spring of 2007, Caltrans awarded \$250,000 for this grant project.

On January 9, 2008, the STA Board Authorized the Executive Director to:

1. Issue a Request for Proposals for consultant services for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study; and
2. Execute a consultant contract for an amount not to exceed \$300,000 for the I-80/I-680/I-780 Corridors Highway Operations Implementation Study.

To develop the "I-80/I-680/I-780 Corridors Highway Operations Study & Implementation Plan" the STA and MTC created the Solano Highway Partnership (SoHIP) with the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo, and Caltrans Districts 3 & 4 to develop operational improvements and policy recommendations relating to a long range Intelligent Transportation System (ITS), ramp metering, High Occupancy Vehicle (HOV) network/lane extensions, and hardscape improvements that visually link corridor segments to areas of Solano County.

The scope of work tasks focus on the "Operational Improvement Analysis", "Landscape and Hardscape Recommendations" and "Public Outreach" tasks.

1. The Operations Improvement Analysis task requires analyzing recurrent (bottlenecks, poor operations infrastructure, etc.) and non-recurrent (Traffic Incidents, Special Events, etc.) causes of current and future corridor performance through the use of MTC's FPI recommendations, accident statistics, and the Napa-Solano Travel Demand Model results.
2. The Landscape and Hardscape Recommendations task require reviewing currently installed visual elements along the highway corridors, drafting concept drawings of potential visual elements, and recommending additional policies for landscape and hardscape improvements that promote a sense of place and quality of life as travelers drive through Solano County.

3. The Public Outreach task requires conducting at least two public meetings and the development of a multimedia “Operations Improvement Toolbox” to help educate the public about the recommended operations improvements (e.g, Ramp Metering educational website materials and pamphlets, ITS explanations, etc.).

The Solano Highways Partnership (SoHIP) met five times between June 2008 and April 2009 to review and approve the draft materials. Caltrans staff from various planning, operations, and maintenance units attended the SoHIP meetings, providing valuable feedback. MTC staff from their operations unit critiqued the accuracy of the modeling by comparing STA results with MTC FPI results.

Both Caltrans and MTC staff have expressed preliminary support for adopting the study’s findings and implementation plan as part of their future project planning and funding priorities. Additional meetings with STA, MTC, and Caltrans on May 21st and June 8th respectively helped develop the details of this multiple agency adoption process.

On July 8, 2009, the STA Board released the Draft I-80/I-680/I-780 Corridor Highway Operations Study & Implementation Plan for public comment. Comments from the public and partner agencies were due to the STA by August 12, 2009.

As part of the public outreach process, the STA held two public meetings and posted the website online. The release of the study was cover by local newspapers in Solano County and was featured in four news articles prior to two public meetings on July 28th and July 29th. Follow-up meetings were held with Caltrans and MTC staff to coordinate each agency’s work on similar studies (e.g., Caltran’s Corridor System Management Plans and MTC’s draft FPI for I-680).

After these meetings with MTC and Caltrans, staff agreed to shorten the study’s title to the “Solano Highways Operations Study”.

Discussion:

The Solano Highways Operation Study was provided to STA TAC members and Arterials, Highways, and Freeways subcommittee members in September 2009. The Arterials, Highways, and Freeways subcommittee, composed of various STA Board members and Board alternates, had two concerns: 1) the level of “feasibility analysis” that was conducted for the “operations study” and 2) the potential for some High Occupancy Vehicle (HOV) lanes to become reversible HOV Lanes.

STA staff recommends that the operation analysis conducted for the study is sufficient to identify project concepts prior to conducting a thorough feasibility analysis, which is part of Project Study Reports required by Caltrans.

STA staff recommends adding language to the study stating that the feasibility of reversible HOV Lanes will be reviewed as part of specific Project Study Reports (PSR) for HOV Lane projects, with references to case studies, such as the San Diego I-15 Reversible HOV/HOT lane system and sections of the Federal Highway Administration (FHWA) Managed Lanes and Operations Handbook, examples of which are shown below:

Federal Highway Administration (FHWA) Managed Lanes and Operations Handbook, Section 8.2.5.5, Reversible Lanes:

[Pursue reversible lane alternatives in combination with ramp metering]

“If reversing a traffic lane is considered, the basic requirement is that off-peak traffic can be accommodated in the remaining lanes. If the traffic volume is too high to be accommodated in the remaining lanes and if severe traffic congestion exists in the peak direction, the feasibility of reversing the direction of a lane should still be investigated in conjunction with other measures, such as ramp metering, to reduce traffic in the off-peak direction.

[Conduct a benefit-cost analysis of potential reversible HOV lanes]

“Even if some congestion occurs in the off-peak direction as a result of implementing the contraflow lane, it can still be justified if there is a net benefit in the implementation of such a lane. In other words, the benefits derived from the additional lane in the peak direction exceed the disbenefits resulting from one fewer lane in the off-peak direction.”

The Arterials, Highways and Freeways subcommittee is scheduled to review STA staff recommendations for adoption in January 2010 and the STA Board in February 2010. Once the Solano Highways Operations Study is adopted, the study will be reviewed for incorporation into the STA’s Comprehensive Transportation Plan (CTP).

Fiscal Impact:

None.

Recommendation:

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

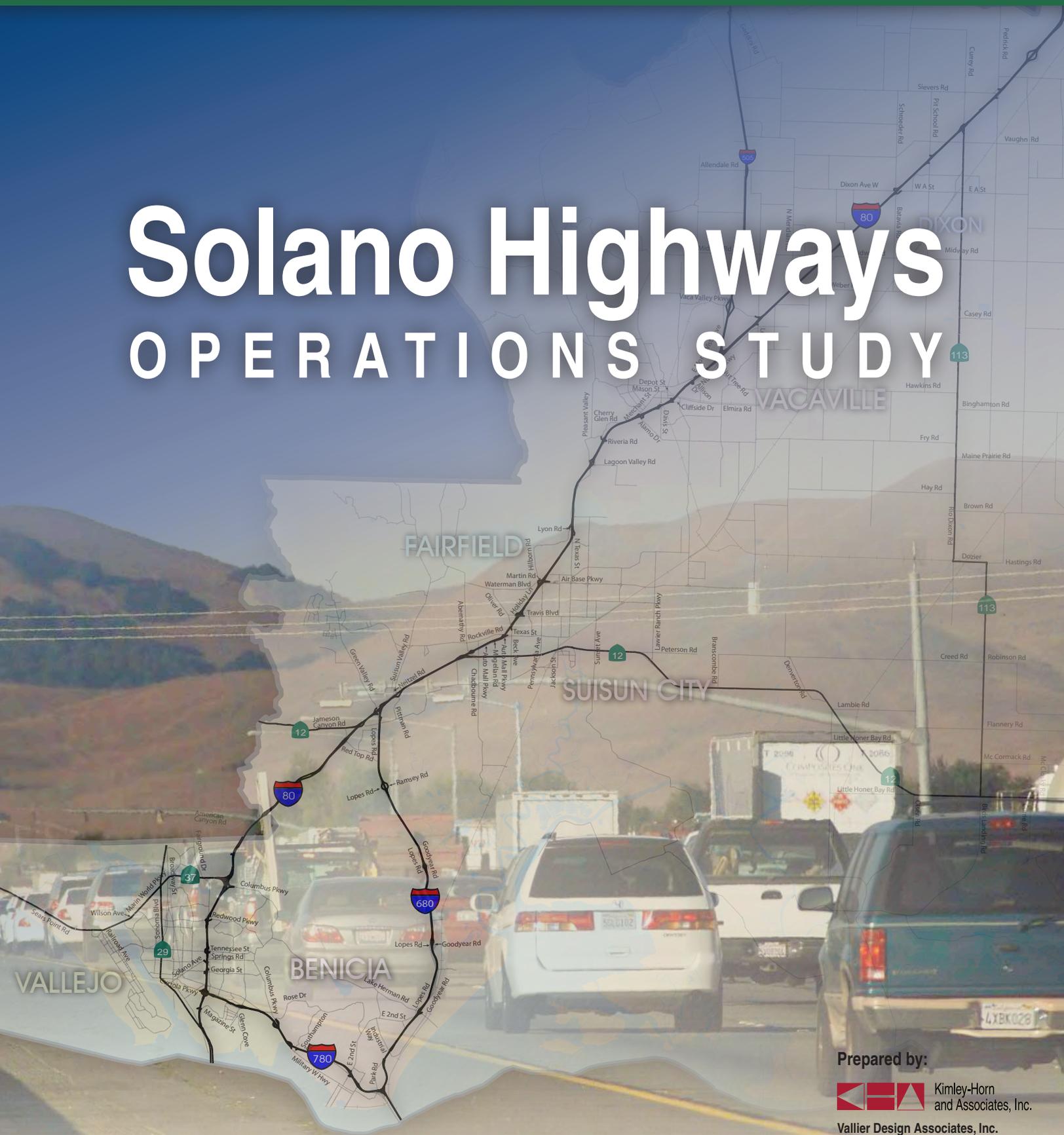
1. Add language to the Solano Highways and Operations Study recommending that Project Study Reports (PSR) drafted for recommended high-occupancy vehicle (HOV) lane projects review the feasibility of reversible HOV lanes for projects identified in the Solano Highways Operations Study; and
2. Adopt the Solano Highways Operations Study.

Attachment:

- A. Solano Highways Operations Study, Executive Summary

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Solano Highways OPERATIONS STUDY



Prepared by:



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September 22, 2009

Prepared for:

And the Solano Highways Partnership:



Acknowledgments

This report was made possible by a Partnership Planning Grant awarded by the California Department of Transportation.

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SOLANO HIGHWAY OPERATIONS STUDY - EXECUTIVE SUMMARY

This Executive Summary provides an overview of the Solano Highway Operations Study. The overall study consisted of four main parts: Background Research and Literature Review, Operations Improvement Analysis, Visual Design Guidelines and Public Outreach.

BACKGROUND

The Solano Transportation Authority's planning, programming and project delivery duties are guided by the Comprehensive Transportation Plan (CTP), which plans for all forms of transportation and prioritizes projects, identified in the following CTP plan elements:

- Arterials, Highways and Freeways
- Transit
- Alternatives Modes

Using the goals of the CTP for direction, STA staff completed studies and plans to identify priority transportation projects that will achieve those goals. The goal of the Arterials, Highways, and Freeways element is to *"Develop a balanced transportation system that reduces congestion and improves access and travel choices through the enhancement of roads"*.

Caltrans annually provides grant opportunities through the State Transportation Planning Grant program for several categories including a Partnership Planning Grant where corridor studies are eligible. The STA has completed the Solano Highway Operations Study to follow up and update the STA's previous I-80/I-680/I-780 Corridor Major Investment and Corridor Study (2004) and MTC's Freeway Performance Initiative (FPI) (2007). The Solano Highway Operations Study was developed cooperatively under the direction of the Solano Highways Partnership (SoHIP) consisting of representatives from STA, MTC, Caltrans (Districts 3 and 4), and the cities of Benicia, Dixon, Fairfield, Vacaville and Vallejo. Under this study, operational improvements and recommendations for a long range Intelligent Transportation System (ITS) including ramp metering, closed circuit television cameras (CCTV), vehicle detection and highway advisory radios (HAR) are presented.

OPERATIONS IMPROVEMENT ANALYSIS

The Solano County I-80 and I-680 North Freeway Performance Initiative (FPI) studies served as the primary source for the operational improvement assessment. The objective of the FPI was to develop freeway strategic plans for each corridor by performing a technical assessment that included identification of major bottlenecks, determination of the causes of traffic congestion, development of potential mitigation strategies, and an assessment of their effectiveness.

The Solano I-80 FPI study encompassed the 44-mile section of I-80 throughout Solano County from the Carquinez Bridge to the Solano/Yolo County line, and the I-680 North FPI study focused on the portion of I-680 located between the I-80 interchange in Solano County and the Alameda/ Contra Costa County line. Both FPI studies included an assessment of existing (2006/2007), future 2015 and future 2030 conditions. The existing conditions assessment relied on observed data from numerous sources including the Caltrans HICOMP reports, archived travel speed data from the MTC 511 Predict-a-Trip system, the Freeway Performance Monitoring System (PeMS), and a limited number of floating

SOLANO HIGHWAYS OPERATIONS STUDY - EXECUTIVE SUMMARY

vehicle travel time runs. For the future 2015 and 2030 analysis, the Solano Transportation Authority (STA) countywide travel demand model was used to develop forecasts, and a macroscopic simulation model (FREQ) was used to assess operating conditions. Accident data was derived from the TASAS database to assess safety concerns within the study corridor.

It is important to note that the existing conditions assessment conducted as a part of the I-680 North FPI study was performed prior to the opening of the new northbound span and toll plaza at the Benicia-Martinez Bridge. Since the opening, congestion has decreased in the area around the bridge and toll plaza. Subsequently, follow-up observations in this area were performed and used to update the existing conditions assessment presented in the FPI studies.

Because no FPI study was conducted for the I-780 corridor, additional primary analysis was undertaken as part of this study. This included the development of AM and PM peak period traffic operations models covering I-780 between I-80 and I-680. Existing Condition models were developed using freeway and ramp traffic count data available from the Caltrans Traffic Census and PeMS. The STA countywide travel forecasting model was used to determine traffic growth levels for use in the development of the traffic operations models reflecting projected 2015 and 2030 conditions. Accident data was derived from the TASAS database to assess safety concerns within the study corridor.

The FPI studies (I-80 and I-680) and the I-780 operations analysis conducted as part of this Solano Highway Operations Study identified mitigation strategies that were organized into improvement “packages” which included operational and system management improvements. Some of these improvement packages that were identified included auxiliary lanes, HOV lanes, ITS strategies, general purpose lanes, interchange intersection improvements and ramp metering.

Because the FPI studies only identified ITS deployments as a strategy measure, a Corridor-Level ITS Architecture and Implementation Plan was also developed as part of this study. This Architecture and Plan provides recommendations for policies and agreements that are necessary to ensure that ITS deployments are incorporated into operational improvements programmed along the three freeway corridors in Solano County. It also provides guidance for the design and deployment of specific ITS elements along the freeway corridors including any coordination and information sharing with the local cities, the County and the regional agencies.

OPERATIONAL IMPROVEMENT IMPLEMENTATION PLAN

Based on the findings of the FPI studies, the I-780 operations analysis and the ITS Architecture and Implementation Plan, an overall Operations Improvement Implementation Plan was developed. This Plan started with a review of the improvement packages developed as part of the operational analysis and the ITS Implementation Plan, and then combining or bundling the packages into discrete projects that could be funded and constructed separately. Once the project bundling was developed, each project was prioritized using several factors including the ability to improve congestion, cost and overall feasibility.

The costs for the operational improvements are significantly higher than other system management strategies (e.g., ITS). Moreover, the use of system management strategies greatly reduces the

SOLANO HIGHWAYS OPERATIONS STUDY - EXECUTIVE SUMMARY

impacts due to non-recurring congestion. Using costs as one of the factors for the bundling and sequencing of projects, system management strategies such as ITS improvements were deemed to be more practical improvements as either standalone projects or embedded within other operational improvements.

Figures E-1 to E-4 provides a graphical summary of the prioritized projects. Tables E-1 and E-2 provide a summary description of each of the projects and their order of magnitude costs under the horizon year 2015 and 2030, respectively.

In Figure E-2, the truck climbing lane has been constructed, and the HOV on I-80 is currently under construction. In Figure E-3, the Year 2015 roadway network includes all of the programmed improvements as shown in Figure E-2. In Figure E-5, the Year 2030 roadway network includes all of the programmed improvements as shown in Figure E-2.

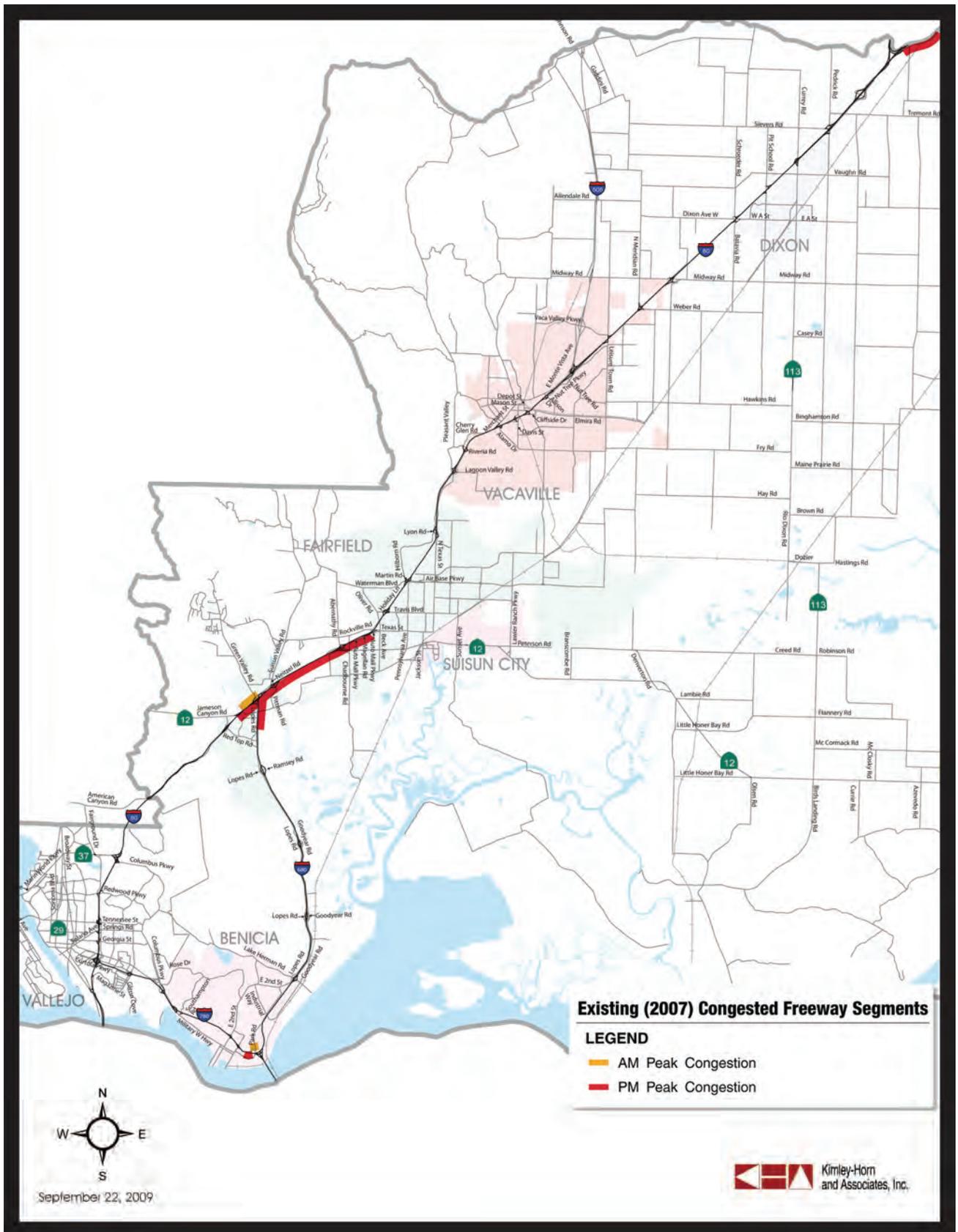


Figure E-1: Existing Congestion

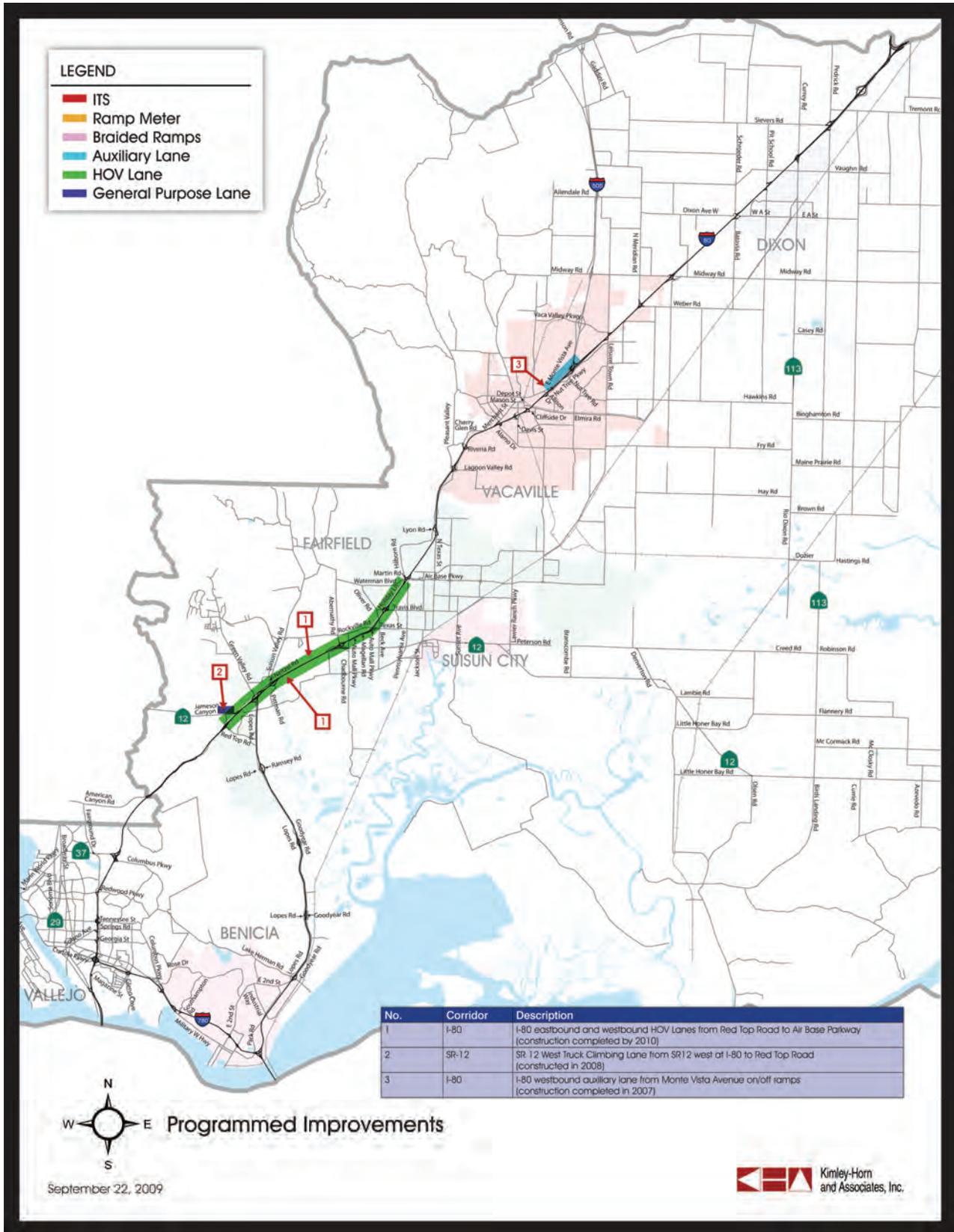


Figure E-2: Programmed Improvements

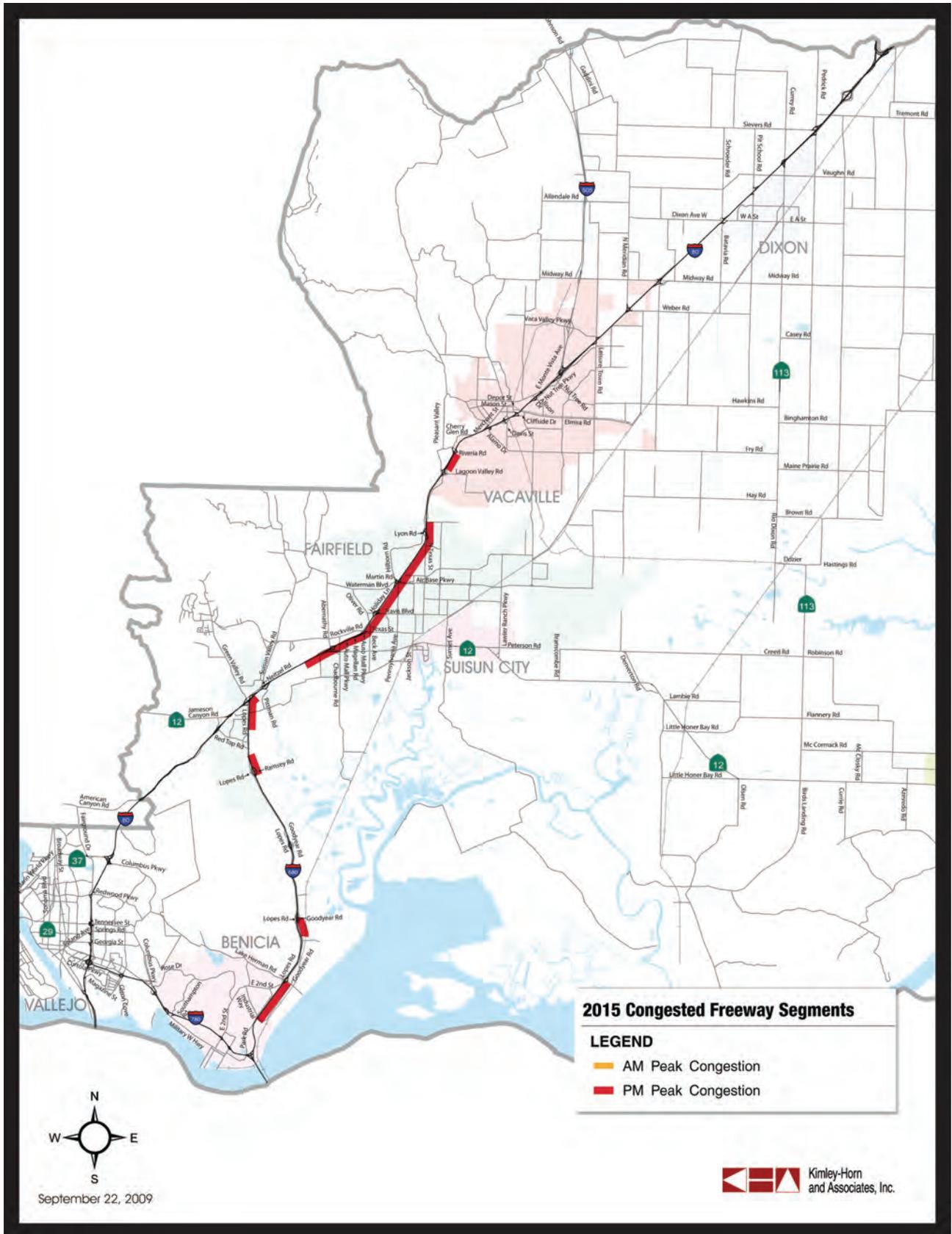


Figure E-3: Year 2015 Congestion

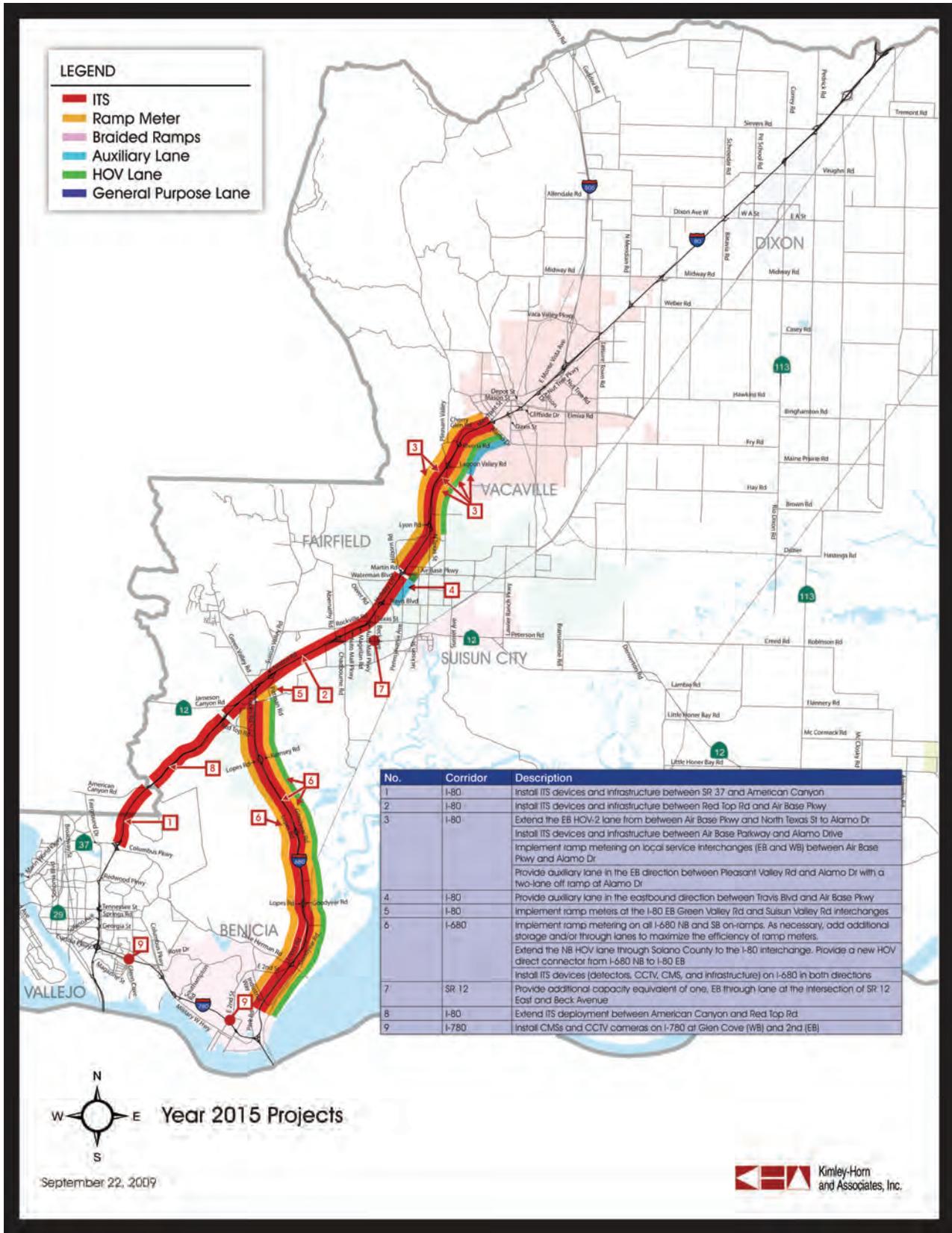


Figure E-4: Year 2015 Proposed Improvements

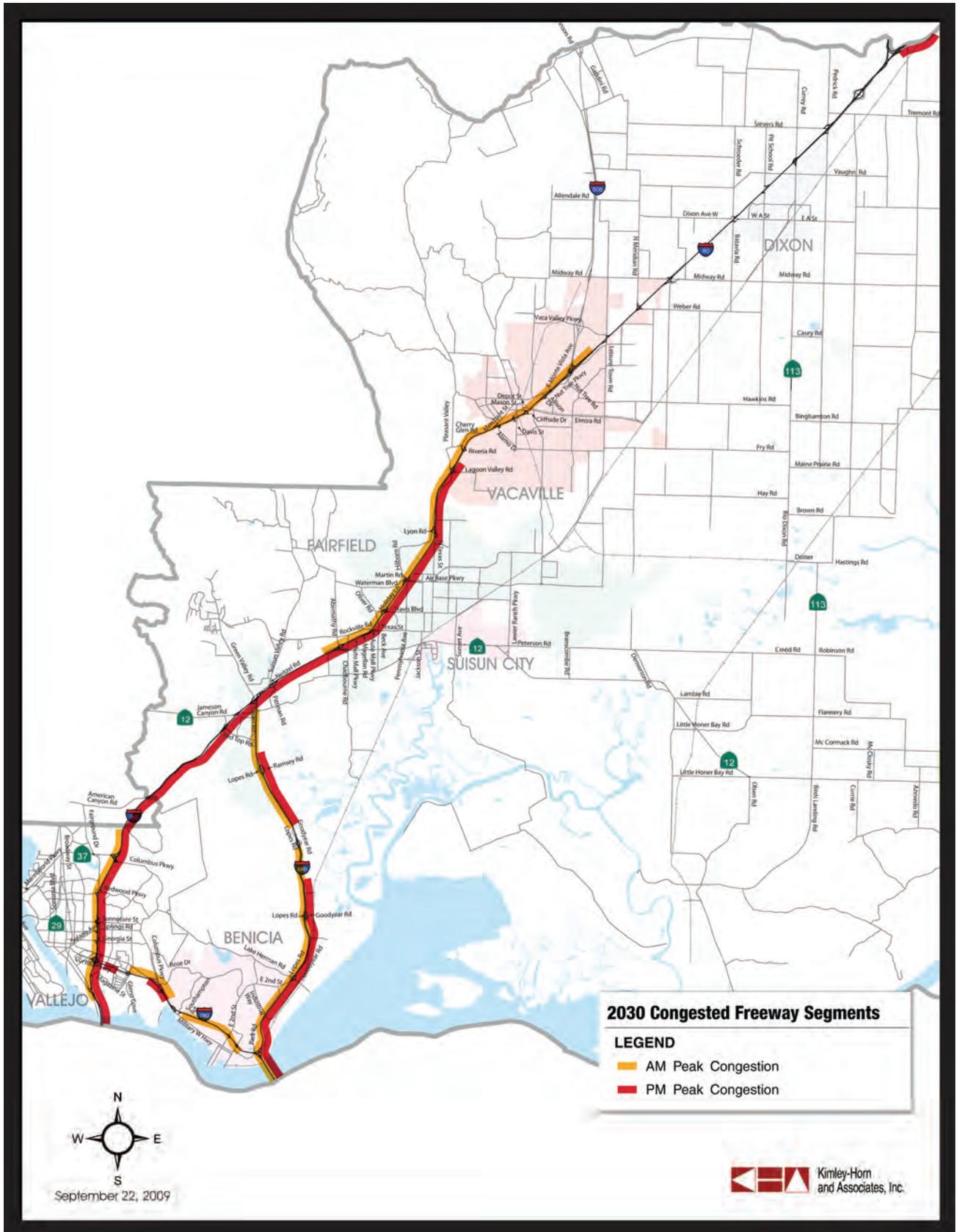


Figure E-5: Year 2030 Congestion

SOLANO HIGHWAYS OPERATIONS STUDY - EXECUTIVE SUMMARY

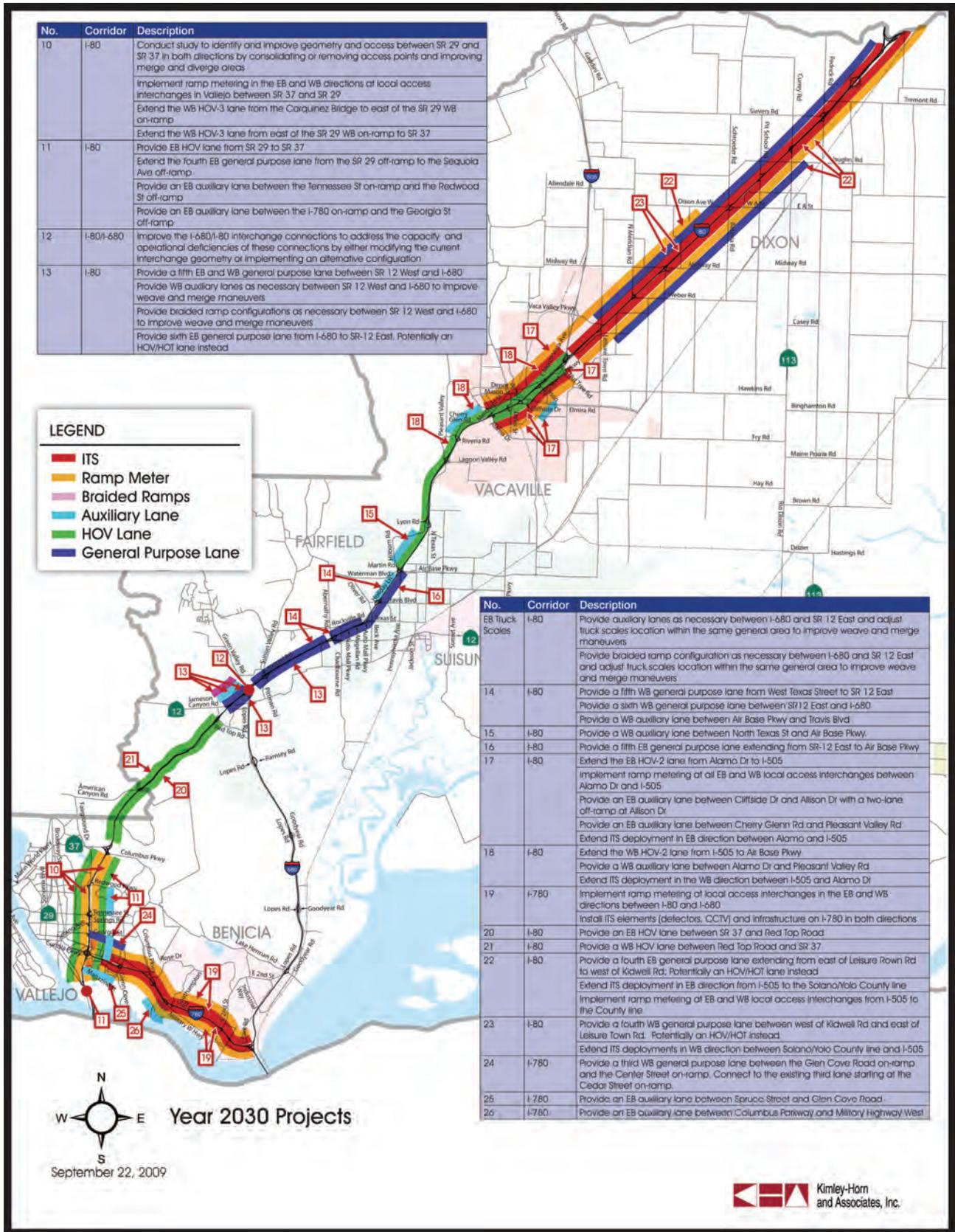


Figure E-6: Year 2030 Proposed Improvements

SOLANO HIGHWAYS OPERATIONS STUDY - EXECUTIVE SUMMARY

Table E-1: Year 2015 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
1	I-80	Install ITS devices and infrastructure between SR 37 and American Canyon Road. This will consist of CCTV cameras, changeable message signs and communications infrastructure.	\$6,500,000
2	I-80	Install ITS gap between Red Top Road and Air Base Parkway. This will consist of CCTV cameras, Highway Advisory Radio and communications infrastructure.	\$6,000,000
3	I-80	Extend the EB HOV-2 lane from between Air Base Parkway and North Texas Street to Alamo Drive.	\$19,000,000
		Install ITS devices and infrastructure between Air Base Parkway and Alamo Drive	\$7,800,000
		Implement ramp metering on local service interchanges (EB and WB) between Air Base Parkway and Alamo Drive. This will include four interchanges with eight on-ramps.	\$2,200,000
		Provide an EB auxiliary lane between Pleasant Valley Road and Alamo Drive. Provide a two-lane off-ramp at Alamo Drive. This includes the EB auxiliary lane between Cherry Glen Road and Pleasant Valley Road.	\$7,200,000
		Subtotal No. 3:	\$36,200,000
4	I-80	Provide auxiliary lane in the EB direction between Travis Boulevard and Air Base Parkway. Install ITS devices and infrastructure.	\$18,000,000
5	I-80	Implement ramp meters at the I-80 EB Green Valley Road and Suisun Valley Road interchanges	\$550,000
6	I-680	Implement ramp metering on all I-680 NB and SB on-ramps. As necessary, add additional storage and/or through lanes to maximize the efficiency of ramp meters.	\$2,700,000
		Install ITS elements (detectors, CCTV, CMS & Infrastructure) on I-680 in both directions	\$9,200,000
		Extend the NB HOV lane through Solano County to the I-80 interchange. Provide a new HOV direct connector from I-680 NB to I-80 EB.	\$44,100,000
		Subtotal No. 6:	\$56,000,000
7	SR 12	Provide additional capacity equivalent of one, EB through lane at the intersection of SR 12 East and Beck Avenue	\$2,900,000
8	I-80	Extend ITS deployment between American Canyon and Red Top Road	\$3,600,000
9	I-780	Install CMS and CCTV cameras on I-780 at Glen Cove (WB) and 2nd Street (EB)	\$1,400,000
Total Year 2015 Improvements:			\$131,150,000

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
10	I-80	Conduct study to identify and improve geometry and access between SR 29 and SR 37 in both directions by consolidating or removing access points and improving merge and diverge areas.	\$500,000
		Implement ramp metering in the EB and WB directions at local access interchanges in Vallejo between SR 37 and SR 29	\$3,500,000
		Extend the WB HOV-3 lane from the Carquinez Bridge to east of the SR 29 WB on-ramp	\$3,800,000
		Extend the westbound HOV-3 lane from east of the SR 29 westbound on-ramp to SR 37	\$14,900,000
		Subtotal No. 10:	\$22,700,000
11	I-80	Provide an EB HOV lane from SR 29 to SR 37	\$15,200,000
		Extend the fourth EB general purpose lane from the SR 29 off-ramp to the Sequoia Avenue off-ramp	\$3,000,000
		Provide an EB auxiliary lane between the Tennessee Street on-ramp and the Redwood Street off-ramp	\$13,800,000
		Provide an EB auxiliary lane between the I-780 on-ramp and the Georgia Street off-ramp	\$9,200,000
		Subtotal No. 11:	\$41,200,000
12	I-80/I-680	Improve the I-680/I-80 interchange connections to address the capacity and operational deficiencies of these connections by either modifying the current interchange geometry or implementing an alternative configuration	\$100M (allocated)
13	I-80	Provide a fifth EB and WB general purpose lane between SR 12 West and I-680.	\$23,000,000
		Provide WB auxiliary lanes as necessary between SR 12 West and I-680 to improve weave and merge maneuvers	\$2,600,000
		Provide WB braided ramp configurations as necessary between SR 12 West and I-680 to improve weave and merge maneuvers	\$4,200,000
		Provide sixth EB general purpose lane from I-680 to SR 12 East. <i>Potentially an HOV/HOT lane instead.</i>	\$36,800,000
		Subtotal No. 13:	\$66,600,000
EB Truck Scales	I-80	Provide EB auxiliary lanes as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers	(Part of EB Truck Scales Project)
		Provide EB braided ramp configuration as necessary between I-680 and SR 12 East and adjust truck scales location within the same general area to improve weave and merge maneuvers	(Part of EB Truck Scales Project)

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
14	I-80	Provide a fifth WB general purpose lane from West Texas Street to SR 12 East	\$9,000,000
		Provide a sixth WB general purpose lane from SR 12 East to I-680	\$11,500,000
		Provide a WB auxiliary lane between Air Base Parkway and Travis Boulevard	\$12,000,000
		Subtotal No. 14:	\$32,500,000
15	I-80	Provide a WB auxiliary lane between North Texas Street and Air Base Parkway.	\$20,000,000
16	I-80	Provide a fifth EB general purpose lane extending from SR 12 East to Air Base Parkway	\$40,300,000
17	I-80	Extend the EB HOV-2 lane from Alamo Drive to I-505	\$19,200,000
		Implement ramp metering at all EB and WB local access interchanges between Alamo Drive and I-505	\$2,800,000
		Provide an EB auxiliary lane between Cliffside Drive and Allison Drive with a two-lane off-ramp at Allison Drive	\$3,500,000
		Provide an EB auxiliary lane between Cherry Glenn Road and Pleasant Valley Road	\$9,200,000
		Extend ITS in EB direction between Alamo Drive and I-505	\$2,300,000
		Subtotal No. 17:	\$37,000,000
18	I-80	Extend the WB HOV-2 lane from I-505 to Air Base Parkway	\$32,800,000
		Provide a WB auxiliary lane between Alamo Drive and Pleasant Valley Road	\$4,400,000
		Extend ITS in the WB direction between I-505 and Alamo Drive	\$2,000,000
		Subtotal No. 18:	\$39,200,000
19	I-780	Implement ramp metering at local access interchanges in the EB and WB directions between I-80 and I-680	\$4,400,000
		Install ITS elements (detectors, CCTV and infrastructure) on I-780 in both directions	\$6,700,000
		Subtotal No. 19:	\$11,100,000
20	I-80	Provide an EB HOV lane between SR 37 and Red Top Road	\$36,000,000
21	I-80	Provide a WB HOV lane between Red Top Road and SR 37	\$36,000,000
22	I-80	Provide a fourth EB general purpose lane extending from east of Leisure Town Road to west of Kidwell Road. <i>Potentially an HOV/HOT lane instead.</i>	\$78,000,000
		Extend ITS in EB direction from I-505 to the Solano County line	\$8,100,000
		Implement ramp metering at EB and WB local access interchanges from I-505 to the County line	\$4,700,000
		Subtotal No. 22:	\$90,800,000

Table E-2: Year 2030 Prioritization of Projects			
Priority	Corridor	Description	Order of Magnitude Cost
23	I-80	Provide a fourth WB general purpose lane between west of Kidwell Road and east of Leisure Town Road. <i>Potentially an HOV/HOT lane instead.</i>	\$132,300,000
		Extend ITS in WB direction between Solano/Yolo County line and I-505	\$8,000,000
		Subtotal No. 23:	
24	I-780	Provide a third WB general purpose lane between the Glen Cove Road on-ramp and the Cedar Street on-ramp. Connect to the existing third lane starting at the Cedar Street on-ramp.	\$4,100,000
25	I-780	Provide an EB auxiliary lane between Spruce Street and Glen Cove Road	\$2,900,000
26	I-780	Provide an EB auxiliary lane between Columbus Parkway and Military Highway West	\$2,900,000
Total Year 2030 Improvements:			\$623,600,000

PROJECT IDENTIFICATION AND PRIORITIZATION PROCESS

The project identification and prioritization process involved packaging the list of strategy packages identified in the FPI studies and the Corridor Level ITS Architecture and Implementation Plan, developing specific projects and organizing them in priority order. The purpose of developing the specific projects is to combine strategies as appropriate in order to realize the potential synergies when constructing the projects. In addition, combining or bundling the packages into discrete projects will enable each project to be funded and constructed separately. For example, ITS strategies were combined with operational improvement strategies where practical. One such case is where the installation of an auxiliary lane lends itself well to the installation of ITS devices including communications infrastructure, CCTV cameras and vehicle detection.

System management strategies in the short-term scenarios (Year 2015) were left as individual projects. Under these cases, keeping these strategies as individual projects provides the ability to prioritize them in earlier years instead of combining them with an operational improvement that is slated for installation over the long-term (Year 2030).

Once the project bundling was developed, each project was prioritized using several factors including:

- Impact on reducing congestion;
- Cost;
- Balancing corridor improvements; and
- Overall Feasibility

Each project’s impact on reducing congestion during the horizon year forecasts was documented in the FPI studies. Thus, the prioritization of the projects focused more on the timing and location of the projects within those horizon years.

The prioritization for the most part followed the order of the improvement packages identified in the FPI studies. Where there were deviations, these included ranking projects such that other freeway corridors would receive improvements in order to balance the order of the improvements (e.g., Project #6 versus Project #8). Additionally, ITS improvements were combined with other FPI packages (e.g., Projects #17 and #18) in order to realize synergies when constructing the projects. Other HOV gap filling projects were ranked lower except in those cases where they would provide a level of continuity (e.g., Project #11).

ITS coverage alone does not relieve congestion. Thus, the project identification and prioritization process attempted to combine ITS elements with operational improvements. The prioritization also attempted to order the installation of the projects such that meaningful segments of the freeways are covered with successive projects. Additionally, the order of improvements along the different freeway corridors was prioritized such that a balance of improvements could be maintained across the three corridors.

The estimates of costs of each project and subset of each project was based on a high level estimate of quantities for each type of project. The items for the development of the 'Order of Magnitude' cost estimates included, where appropriate, widening, roadway and pavement sections, median and bridge modifications, overhead signs, communications infrastructure, lighting, pavement delineation, CCTV cameras, changeable message signs, and ramp meters. Each project cost includes allowances for project management, engineering, environmental, traffic control and a contingency.

Year 2015

The installation of system management strategies for the short-term was deemed the highest priority for the corridors, particularly for I-80. This was done, as system management are the most cost effective strategies for the corridor under the Year 2015 – this is supported by the mitigation strategies listed in the I-80 FPI report. These types of strategies reduce the amount of non-recurrent congestion as they provide the tools and means to identify, respond to and clear incidents in a timely manner before the incident causes congestion.

The operational improvements for the short term (2015) focused on relieving congestion in the Fairfield and Vacaville areas along I-80. Additionally, the forecast of a series of congested locations and bottlenecks on I-680 in the northbound direction resulted in the need for operational improvements. The I-80 operational improvements ranked higher than the I-680 improvements due to the levels of congestion and cost. With the goal of maintaining a balance between corridors in terms of the order of project priorities, improvements along I-680 (Project #6) were ranked slightly higher than one system management strategy along I-80 (Project #8).

Under Projects #3 and #6, ITS improvements were combined with other operational improvements including HOV lanes, auxiliary lanes and ramp metering. Additionally, ramp metering implementations were packaged such that both directions at each interchange would be combined. As an example, I-680 (Project #6) includes SB ramp metering, even though the implementation of ramp metering along I-680 in the SB direction is not recommended until Year 2030 in the FPI.

The other projects in Year 2015 consisted of standalone ITS improvements along I-80 and I-780, and improvements at the intersection of SR12 East and Beck Avenue. For I-780, the installation of CMS and CCTV cameras at two locations near I-80 and I-680 are intended to provide some form of system

management coverage in the short-term until such time as ITS improvements can be combined with other operational improvements.

For Year 2015, nine projects are recommended for deployment totaling approximately \$131,000,000. Under this year, full ITS coverage along I-680 in the County and on I-80 from the Carquinez bridge to Alamo Drive would be achieved.

Year 2030

Following the same process as Year 2015, the projects identified for Year 2030 were derived from bundling the improvement packages from the FPI and including system management strategies. As an example, Project #17 includes HOV lanes, auxiliary lanes, and ramp metering taken from the I-80 FPI Package F plus the implementation of ITS improvements.

For ramp metering, the projects were bundled such that both directions of the freeway corridors would implement ramp metering. Using Project #17 as an example, ramp metering in the WB direction was added to this project even though it was not part of FPI Package F.

The prioritization of projects was generally divided into segments along the freeway corridors. The areas through Vallejo were ranked the highest followed by areas through Fairfield and Vacaville (I-80 and I-680), through Benicia along I-780 and finally along I-80 to the county line.

The operational improvements along I-80 through Vallejo (Projects #10 and #11) were prioritized higher partly to balance the set of improvements along I-80 to the west along with the cost and amount of congestion forecast for this segment. Additionally, the corridor has been studied at length and based on the level of planning, it is anticipated that this segment may be the most prepared for the installation of the operational improvements. There is already ITS coverage including CCTV cameras, CMS and vehicle detection along this segment. The projects include HOV lanes as part of the project bundle mainly for continuity and synergy of projects, e.g., since auxiliary lanes and ramp metering are recommended, adding in the EB HOV lane (Project #11) would provide continuity of the HOV lane from the Carquinez Bridge.

The improvements at the I-80/680/SR12 interchange (Project #12), while prioritized lower than the I-80 segment through Vallejo, are currently being analyzed and developed, and the overall cost is anticipated to be significantly higher in comparison.

The improvements in the vicinity between SR 12 West and SR 12 East (Projects #13 and #14) are forecast to have significant congestion such that additional general purpose and auxiliary lanes are needed in both directions of I-80. This influenced the high ranking of projects along this segment. The recommendations from the I-80 FPI were modified based on direction in order to account for the segment of I-80 EB that is currently being designed as part of the EB truck scales relocation project. Under this project, auxiliary lanes and braided ramps will be included. However, a sixth EB general purpose lane is not part of the current design.

The operational improvements and ITS installations along I-80, east of Alamo Drive (Projects #17 and #18), round out the recommended priority projects. The HOV lanes in both directions along I-80 between SR 37 and Red Top Road were identified as gap filling projects and thus were prioritized accordingly (Projects #20 and #21).

Along I-780, the installation of ramp metering (Project #19) were ranked lower in priority as the levels of congestion forecast along this corridor are substantially less than the other corridors. However, this project, which includes full ITS coverage was prioritized ahead of the HOV gap filling projects along I-80 (Projects #20 and #21). A third general purpose lane on I-780 between Geln Cove and Cedar (Project #24) and auxiliary lanes along two segments (Projects #25 and #26) round out the list of projects.

For Year 2030, 17 projects are recommended for deployment totaling approximately \$623,000,000. Under this year, full ITS coverage would be achieved along all three freeway corridors in the County.

HOV LANE IMPLEMENTATION

The implementation of HOV (HOV-2 and HOV-3) lanes along the three corridors will take place in phases over the short and long term. The first HOV-2 lane implementation will open in 2009 between Red Top Road and Air Base Parkway. Figure E-7 illustrates the planned implementation of HOV lanes by corridor segment, horizon year and occupancy.

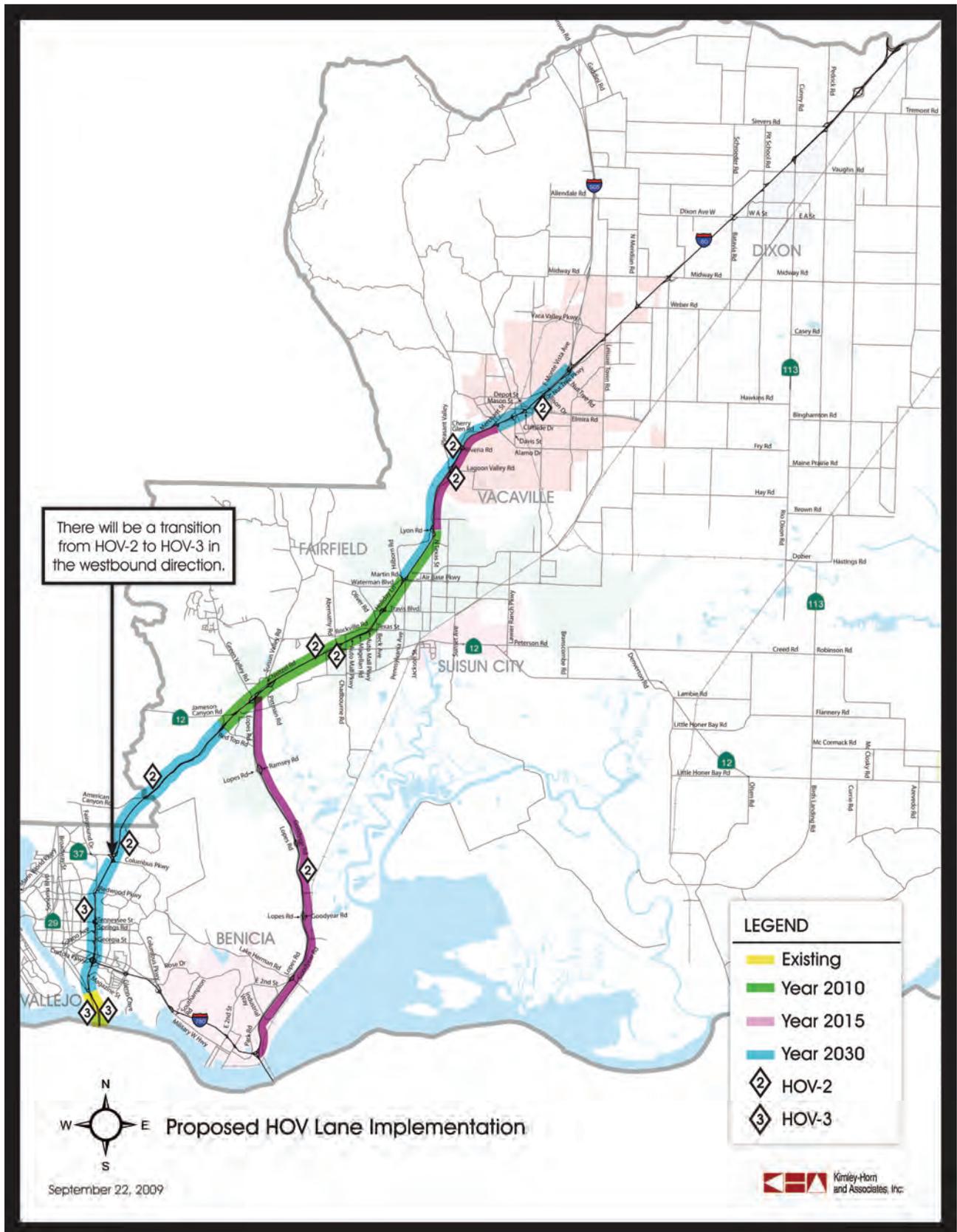


Figure E-7: HOV Lane Implementation

VISUAL DESIGN GUIDELINES

The Visual Design Guidelines are intended as a guide for use by the Cities along the corridor and engineering/design consultants responsible for preparing visual and aesthetic treatments along the corridors. The guidelines provide direction to design efforts so that the corridors maintain a strong sense of identity and character throughout phased development of construction projects. The guidelines are not intended as specifications therefore state and local codes and standards shall be followed by the designers, however, if a standard is specified in this document, it shall prevail.

Goals are broad recommendations that form the baseline for the design theme. Objectives refine the intent of goals by making specific recommendations. Together they help guide the design effort. The goals for the I-80/680/780 Corridor Design are:

- Develop a cohesive landscape and hardscape program for the entire project area
- Develop a gateway, landscape and hardscape palette that is unique and expresses the identity of each city, yet fits into the overall program
- Create a landscape and hardscape program using sustainable, environmentally friendly and maintenance friendly plants and materials

Gateways

The design of the landscape and other design elements will create a continuous impression throughout the I-80/680/780 Corridors. Again, repetition of colors, shapes, materials, textures, key plants and site improvements within each theme will create accents at gateway locations while relating to each other to create a cohesive impression along the interstates. Each gateway location highlights a city's entry point and unique plantings are used to accent main points of interest in each city along the interstate. In many locations, a sign accompanies the unique planting scheme.



Design Themes

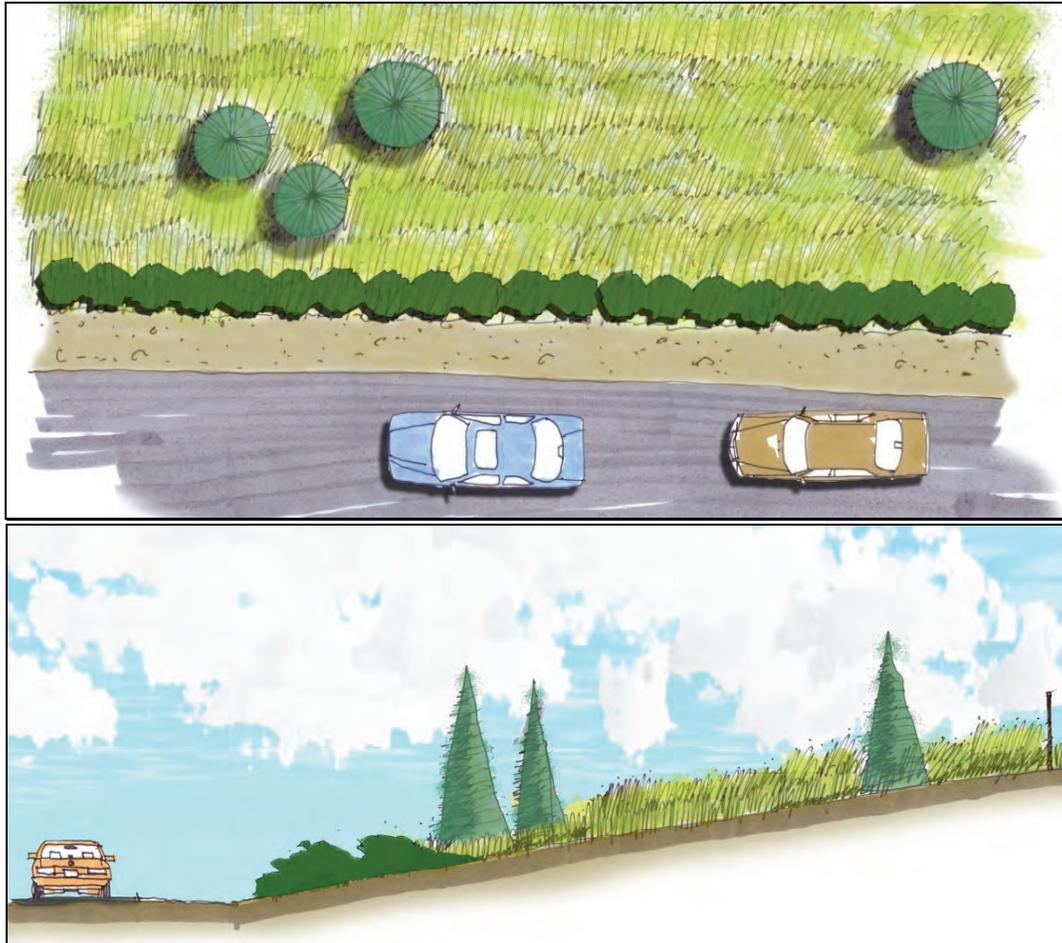
The design theme for the I-80/680/780 Corridors emphasizes strong planting schemes along the edges of the travel way as a unifying element and accents entry points to each City with gateway signage, overpass signage and/or special planting. The corridors were divided into three landscape themes: Nautical, Agricultural and Naturalistic. Within each area and jurisdiction, gateway locations have been identified along with identity colors for each jurisdiction that will be applied to site improvements.

Nautical Theme

The nautical theme is inspired by the ocean and the patterns ships make in the water. Undulating grasses and drifts of soft branched shrubs represent ocean waves. The 'waves' are interrupted by triangular conifer trees resembling the pointed sails of boats and ships. The grasses and shrubs are slightly monochromatic in color and change with the season from grey, yellow and/or green or by fall

or flower color. The planting scheme will be complimented by gateway signage and treatments that reflect the rich nautical history of both Vallejo, Benicia and Solano County.

The nautical theme is carried through the cities of Vallejo and Benicia. Accent bands or designs illustrate the City's identity color.

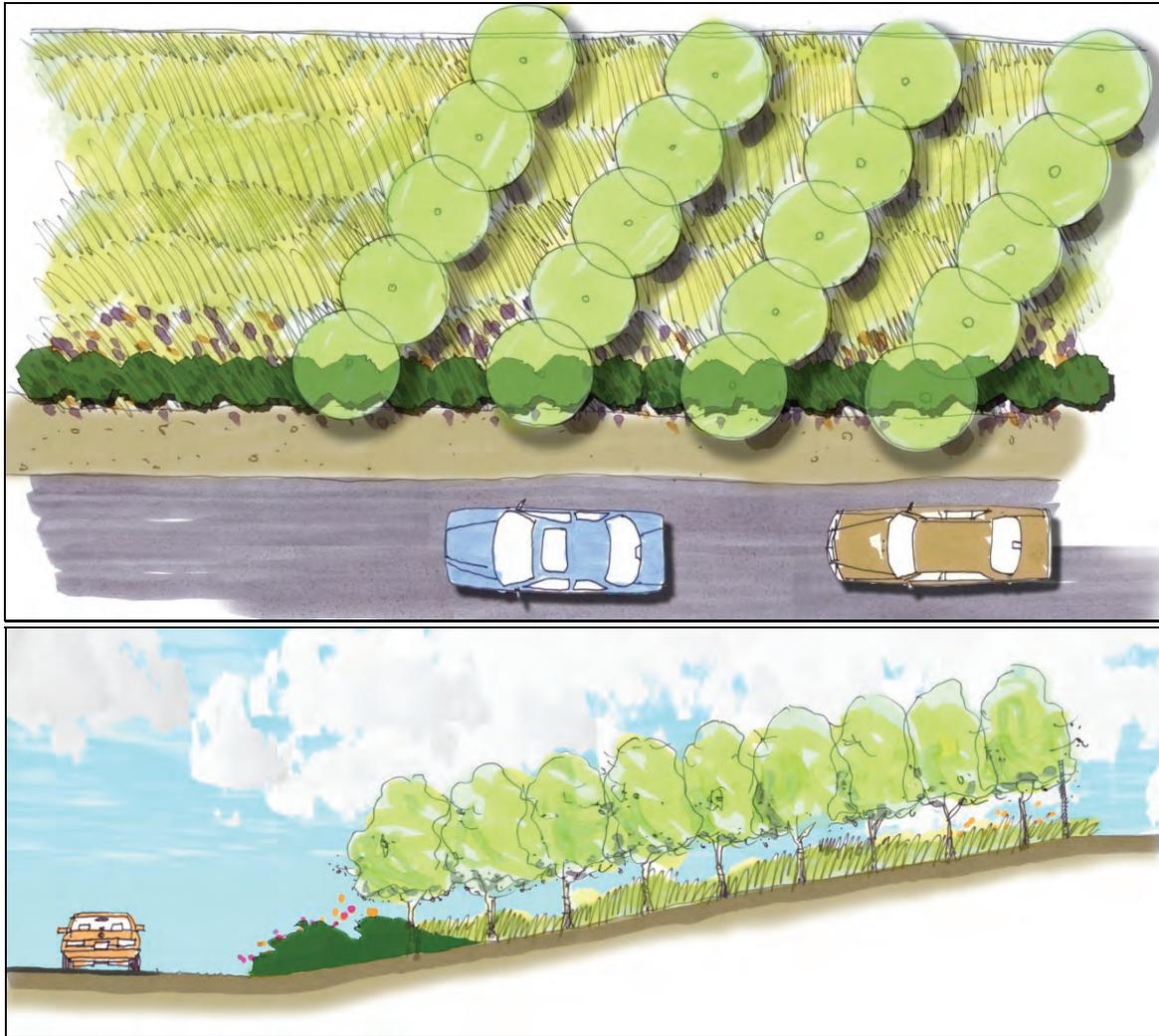


Nautical Theme

Agricultural Theme

The agricultural theme is inspired by the fields of crops and orchards along the Solano corridor. An orchard effect is represented using multiple lines of colorful hedges and flowering trees. Linear patterns of plantings are meant to not only mimic the nearby fruit and vegetable fields, but the tree rows also act as a wind break and visual barrier. The majority of the ground cover planting is of a neutral palette. In specific locations throughout the corridor, accent plantings in a linear pattern with seasonal color can be applied. The planting scheme will be complimented by gateway signage and treatments that reflect the agricultural roots in Dixon, Vacaville, Fairfield and Solano County.

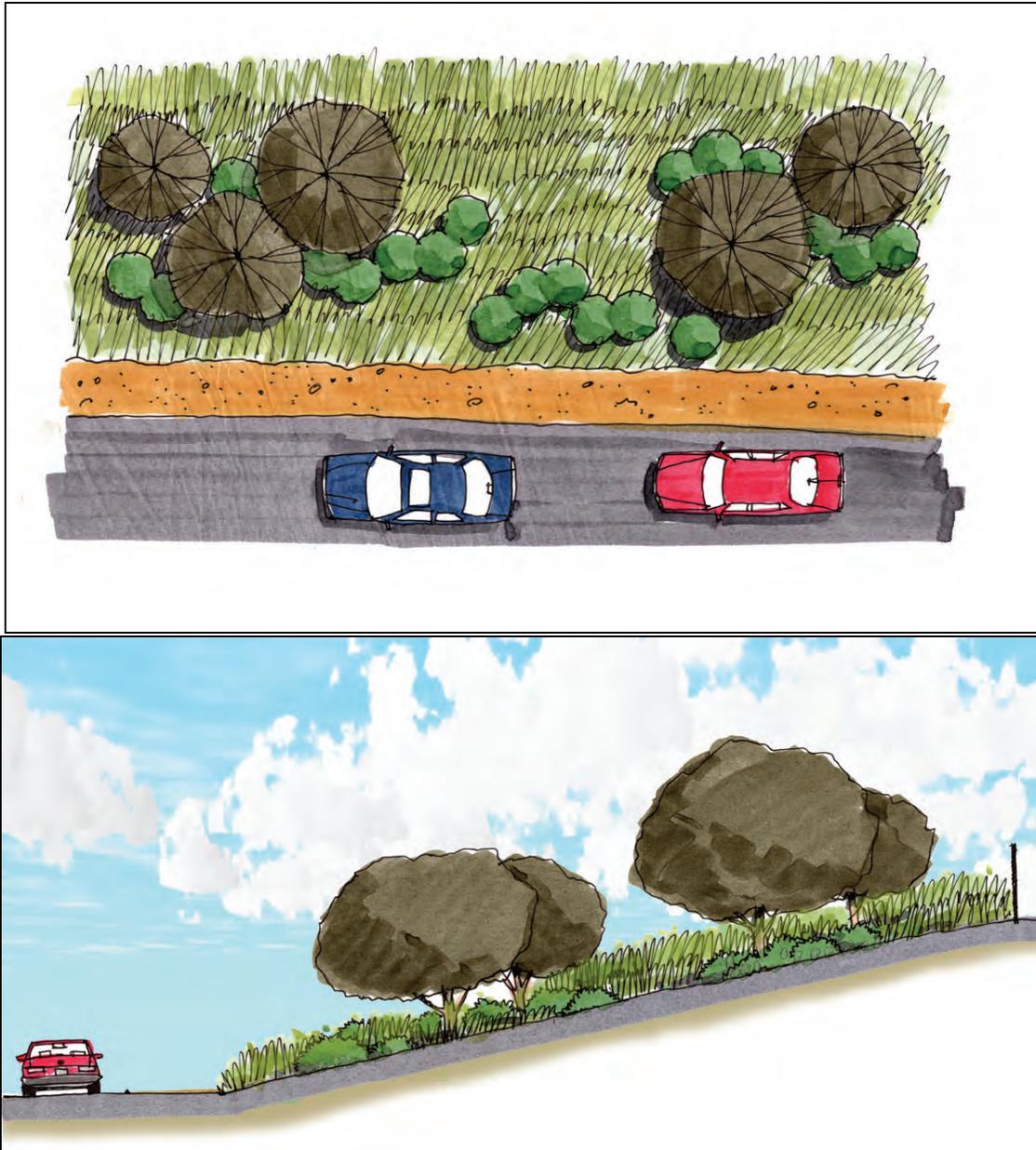
The agricultural theme is carried through the cities of Dixon and Vacaville. The agricultural themed gateways have a similar layout to the nautical themed gateways but differ due to variation in the planting palette and pattern.



Agricultural Theme

Naturalistic Theme

The naturalistic planting scheme is inspired by the native hillside landscape along the Solano corridor. A naturalistic arrangement of planting brings the hillside aesthetic to the road edge using native trees, shrubs, ground covers, wildflowers and grasses. The majority of the ground cover planting is of a neutral palette of drifts of native plants. The naturalistic theme is carried throughout unincorporated areas and in between the gateway landscaping locations in all jurisdictions along the corridors.



Naturalistic Theme

Solano County and City of Fairfield Gateways

The Solano County and Fairfield gateway are a combination of the nautical and agricultural themes. The Solano County gateway uses the stone wall, agricultural orchard planting and the nautical post with all the jurisdictional colors on it and metal cut out letters. The City of Fairfield gateway has an aeronautical theme with agricultural hedgerows planted in association with the gateway feature.

Design Elements

Several elements occur within the I-80/680/780 Corridor that contribute to the overall themes and create a unified image. These elements become a readable visual sequence along the corridor and help create a coherent image and identity for motorists.

This section outlines the recommended treatment of each element to be incorporated into the design of the I-80/680/780 Corridor. Consultant engineers and designers responsible for design and construction documents for the corridor should consult these guidelines for the recommended treatment of each element. A few of the design elements include:

- Retaining Walls
- Sound Walls
- Underpass Treatments and Abutments
- Structure Treatments – Supports and Railings
- Highway Signage Support Structure

Retaining Walls

Retaining walls are used to minimize grade or elevation changes that occur along the roadway. There will be two options for retaining walls:

- Cast in place concrete with typical panel of a fractured fin texture with a recessed accent band at the top of the wall or minimal design that is reflective of a community element such as the wall in Benicia
- Custom stamped design in retaining wall such as the walls in Vacaville

Sound Walls

The sound walls are grey with split face block face and cap accented with two rows of blocks that protrude from the face of the wall every other block to make a dashed pattern at the top of the wall in the third and fifth row from the top. There is a smooth face block band below the cap block and each jurisdiction may paint the surface with their signature color to identify the area as being part of the City.

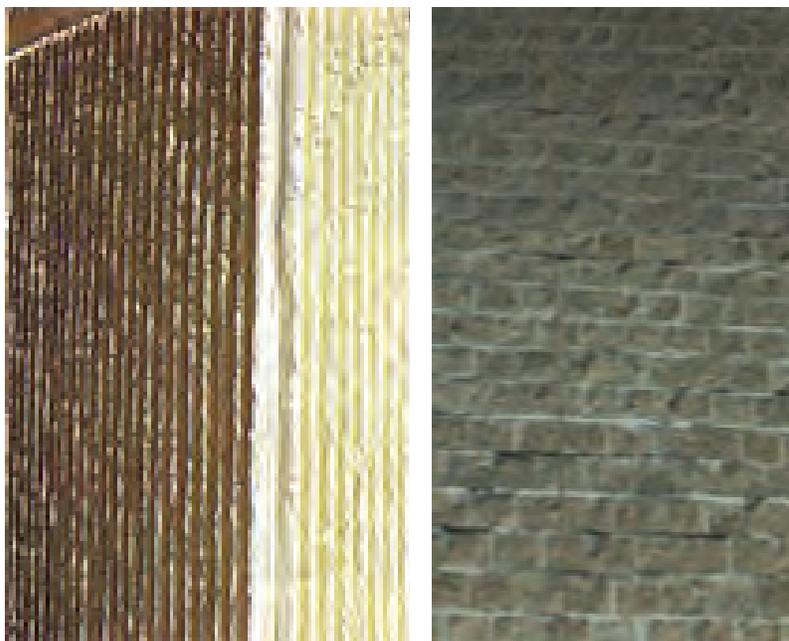


Sound Wall Treatment

Underpass Treatments

The split face texture will be surrounded by smooth concrete banding on all sides. Alternate treatment for the sloped paving may include artistic relief sculptures or designs for jurisdictional identity and enhancement. This would be done through special agreements with Caltrans.

The bridge abutment of the underpass when new will have the 'fractured fin' texture or the split face texture to match the retaining and sound walls. The fractured fin pattern is a standard Caltrans with a vertical pattern with $\frac{3}{4}$ " relief. The color will match the sound walls and will be surrounded by smooth bands of concrete on all sides.



Fractured Fin and Split Face Concrete Underpass Treatments

Structure Treatments – Supports and Railings

Consistent treatment of overpasses, underpasses and crossings reinforce the I-80/680/780 Corridor theme. Typical new structures should be the same and are natural colored concrete with split face or fractured fin accents consistent with the retaining and sound wall treatments, which further strengthens the relationship between individual elements and the overall themes. The fractured fin pattern is a standard vertical ribbed pattern with $\frac{3}{4}$ " relief. All structures shall have a smooth accent band running the length of the bridge parapet to allow for the application of identity colors. The pier column is to have rounded edges with an inset fractured fin accent band in the centre of the column on both sides.



Bridge Structure Treatment

Highway Signage Support Structure

Highway signage support structures hold directional and informational signage pertinent to the driver. The recommended structure is the "arc type" and should be used for new and replacement structures as improvements occur so that within 15-20 years signage structures will be unified along the study corridor.



Freeway Signage Support Structure Treatment

PUBLIC OUTREACH STRATEGIES

Information/Education Tools

To provide a rich educational and informative reference on the various operational improvements that will be considered, an “operations improvement tool box” was developed. This toolbox provides a menu of operational improvements considered and/or recommended for the freeway corridors. In addition, fact sheets were developed for ITS management strategies that include a description of the improvement, a brief synopsis of the pros and cons, identification of the benefits, application of the improvement in other areas of California and the US with specific emphasis on areas similar to study area corridors.

Toolbox

The toolbox is designed to be an interactive tool that works hand in hand with the fact sheets. The types of operational improvements that are part of the toolbox include:

OPERATIONAL IMPROVEMENTS

- HOV lanes
- Auxiliary lanes
- Truck climbing lane

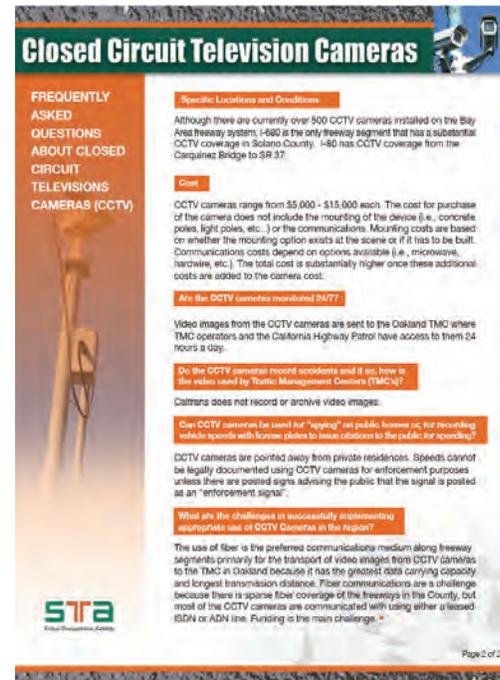
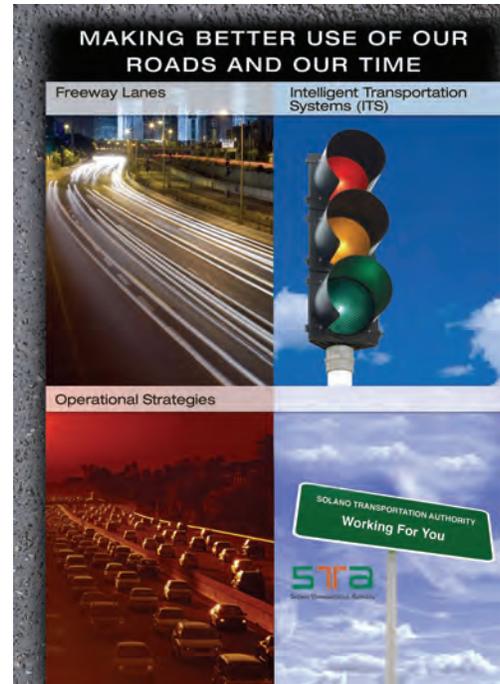
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

- Ramp Meters
- Closed Circuit Television (CCTV) cameras
- Vehicle Detection Systems (VDS)
- Changeable Message Signs (CMS)
- Highway Advisory Radio (HAR)
- Communications Network

OPERATIONAL STRATEGIES

- Traffic Incident Management
- Emergency Management
- Active Traffic Management
- Diversion Management
- Lane Management
- Speed Harmonization – Variable Speed Limits
- Adaptive Ramp Metering
- Express Lanes (High Occupancy Toll or HOT Lanes)

The toolbox being an interactive tool will enable the STA to post it on the STA website and can also be provided to other agencies for posting on their websites and other public postings.



Fact Sheets

The purpose of the fact sheets is to provide brief summary material on the key ITS strategies. The intended audience includes the public and other non-technical readers who want more information on what these types of system management strategies are. The fact sheets provide valuable information on what the Solano Transportation Authority can use in its system management set of strategies to manage congestion.

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DATE: December 7, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: STA Strategic Plan for MTC Cycle-1 Block Grants

Background:

The Metropolitan Transportation Commission (MTC) has provided funds to the Bay Area Congestion Management Agencies (CMAs) such as MTC to conduct planning and programming activities in a number of categories. The source of these funds is the federal Congestion Mitigation Air Quality (CMAQ) program. MTC has lobbied for Federal transportation funding categories to be reduced in number and consolidated into block grants in order to simplify administration and maximize flexibility, and the CMAs have lobbied MTC to do the same. With adoption of the new Regional Transportation Plan (RTP), MTC has initiated a new CMA block grant program.

Discussion:

For the first 3-year funding cycle under the newly-adopted RTP, MTC has consolidated funding into three categories:

- Local Streets and Roads Rehabilitation (LS&R)
- County Transportation for Livable Communities (TLC)
- Regional Bicycle Program

MTC has not consolidated all of its programs into block grants. For example, MTC will still separately administer and allocate funds for the Freeway performance Initiative, Climate Change, Safe Routes to School, Regional TLC and Transit Capital Rehabilitation. CMAs will have the option to administer the Safe Routes to School funding for their respective counties outside the block grant process.

The allocation formulas for each of the three differ slightly, but all are based in general upon population and mileage data. For the 9 Bay Area counties, the total Cycle 1 block grant funds total \$126.8 million, or \$42.3 million per year. Sixty-two percent of the block grant money is in the LS&R category. The total amount available to STA for the first cycle is estimated to be \$9,449,000, divided as follows:

	<u>Total</u>	<u>Yearly</u>
LS&R	\$6,436,000	\$2,145,333
County LTC	\$1,664,000	\$ 554,667
Regional Bicycle	\$1,349,000	\$ 449,667

In order to aid in their countywide planning effort, MTC has authorized the CMAs to budget 4% of the block grant funds for planning. These funds can be used for a broad range of planning activities that relate to transportation, as detailed in the MTC memo (Attachment A). For STA, the 4% planning funds will amount to \$125,987 per year. Use of these funds for STA planning can free up other, less restricted fund sources that are currently used, and can support other agency activities to move specific projects forward. STA does not plan to add staff with these funds in the first cycle. With the 4% planning fund, the following funds are available for distribution to the cities and county:

	<u>Total</u>	<u>Yearly</u>
LS&R	\$6,178,540	\$2,059,520
County LTC	\$1,597,440	\$ 532,480
Regional Bicycle	\$1,295,040	\$ 431,680

MTC proposes to allow CMAs to be flexible with the spending of the block grant funds. Each CMA can move up to 20% of the funds from one block grant category to another on its own authority. If a CMA wishes to move more than 20% of the funds out of any one category, it can seek permission to do so from the MTC. STA will discuss the potential of flexing funds between categories with the TAC and the Board.

As a part of the block grant program, MTC is requiring each CMA to develop a strategic plan for use of the block grant funds within their county. Draft block grant strategic plans are due to MYC by April 1, 2010. A final list of projects for block grant funding is due to MTC by July 30, 2010. This means that the first fiscal year of the 3-year funding cycle will be done when the project list is submitted, so 50% of the cycle funds must be expended in Fiscal Year (FY) 2010-11, with the remainder in FY 2011-12. Projects programmed for FY 2010-11 will need to obligate funds by April 30, 2011; projects programmed in FY 2011-12 will need to obligate funds by April 30, 2012.

Aside from the three categories discussed above, the block grant strategic plan must also include the CMA's approach to the LS&R distribution formula if it differs from the standard formula (25% weight each given for a jurisdiction's population, lane mileage, arterial and collector shortfall and preventive maintenance performance); a Safe Routes to Schools approach; a Complete Streets approach; and, a plan for supporting Priority Development Areas. The STA has already adopted the Regional LS&R formula for allocation of streets and roads funds.

In order to develop a block grant project list and strategic plan, STA plans to use the Comprehensive Transportation Plan (CTP) project list, including the bicycle, pedestrian and TLC plan project lists, and the priorities identified by each of the cities and the county. The resulting list can then be used by the Bicycle and Pedestrian Advisory Committees and the TAC to develop recommendations that are ultimately acted upon by the STA Board.

Fiscal Impact:

The block grant strategic plan will guide the programming of \$9,449,000, to be expended in FY 2010-11 and FY 2011-12.

Recommendation:

Informational.



DATE: December 7, 2009
TO: STA TAC
FROM: Elizabeth Richards, Director of Transit and Rideshare Services
RE: Toll Increase Options for the State-owned Bay Area Bridges

Background:

The Bay Area Toll Authority (BATA) is authorized to increase the toll on the seven state-owned toll bridges in the Bay Area to pay for the completion of the Toll Bridge Seismic Retrofit Program. Additionally, AB 1175 which was recently passed and becomes effective January 1, 2010 adds the seismic retrofits of the Antioch and Dumbarton Bridges to the Seismic Retrofit Program.

BATA is required to hold public hearings in regard to proposed toll increases for seismic improvements before taking any action. BATA has planned three public hearings, one each in Oakland, San Mateo, and Concord which conclude December 3rd. On December 9th, MTC staff will be presenting a recommendation on the toll option to the BATA Oversight Committee. Action on the toll increase is scheduled for January 2010. Three toll increase options have been proposed.

Tens of thousands of Solano residents commute out of county, primarily to destinations in the Bay Area which require daily bridge crossings: the Carquinez/Zampa Bridge or the Benicia-Martinez Bridge. Solano commuters who travel to San Francisco or other points along the Peninsula cross a second bridge – usually the Bay Bridge. These commuters who drive alone will be required to pay the increased bridge tolls.

A large percent of Solano residents commute by way of car/vanpooling (20%) or transit (5%). Carpools with 3 or more individuals cross bridges toll-free during peak hours so many of these High Occupancy Vehicle (HOV) commuters would normally not be affected by a bridge toll increase. However, of the three toll increase options, two include tolls for car/vanpools for the first time.

Discussion:

The major reasons cited for the need for a toll increase are: 1) cost of Dumbarton and Antioch seismic retrofit; 2) traffic decreases and resulting loss of revenue; and 3) increased debt and operations cost. The funding strategy to address these increased costs and reduced revenues include pursuing cost savings, improving toll violation collections and seeking new fund sources including increased tolls.

Each of the proposed toll increase options aim to generate \$165 million annually (see Attachment A, Toll Revenue Options). A summary of the current tolls and proposed options are presented below:

	Current	Option 1	Option 2	Option 3	
	All 7 bridges	All 7 bridges	All 7 bridges	6 bridges	Bay Bridge
Autos	\$4.00	\$5.00	\$5.00	\$5.00	Peak \$6; Off-pk \$4; \$5 wkends
Carpools (3+); Peak periods only	\$0	\$3	\$0	\$3	\$3
Trucks (5-axle truck)	\$2.25	\$4.60	\$7.00	\$4.60	\$4.60

According to BATA, over 10 million eligible carpools cross the bridges each year. Two of the three proposals would charge 3+ carpools a toll for the first time - \$3.00. In addition, carpools would only receive the discounted toll if they use a FasTrak transponder in a carpool lane when crossing a bridge. If the new toll and the required use of a transponder does not decrease carpooling, \$30 million of bridge toll revenue is projected to be generated annually by carpools under Options 1 and 3.

STA staff surveyed several other bridge and toll road tolls in the country to compare to the bridge toll options proposed by BATA (Attachment B). In California, the Golden Gate Bridge toll is currently \$6 for autos and \$0 for carpools. In New York, the New York City bridge tolls ranged from \$8 - \$11 for autos and \$2-\$2.66 for carpools (25% of the auto cost). Several bridges in urban areas are toll free for all users: Seattle, Portland, and Washington D.C.

Carpool/Vanpool

By definition, carpools and vanpools do not receive public subsidy as they are private vehicles operated by private, volunteer drivers who operate and maintain these vehicles. They receive no capital or operating funds. Yet, car/vanpools carry large volumes of people across bridges. Over the Bay Bridge, Caltrans reports 21,717 people cross the bridge, during the peak period in 6,736 are car/vanpools vehicles as compared to 26,338 people who cross in 22,903 single vehicles. Thus, car/vanpools carry 44% of the people who cross the bridge in 23% of the vehicles.

Maintaining a high level of car/vanpooling is a publicly cost-effective method of relieving bridge congestion. Staff recognizes that the time may have come for congestion pricing and toll charging for carpools to some degree. None of the research identifies anywhere in the nation that car/vanpools are charged more than a third of the auto rate. At \$3.00, the Bay Area proposals would result in carpools paying 50-60% of the regular toll. Staff recommends a discount to car/vanpools where the car/vanpool toll is 50% or less of the single auto toll.

Under the current bridge toll policy, “commuter buses” do not pay a toll 24 hours a day. Large Commuter Vanpools (11-15 passengers) are considered “commuter buses” in the bridge toll policy definitions. Many Commuter Vanpools from Solano travel to San Francisco and San Mateo counties, thus crossing two bridges regularly. Many of these are destined to United Airlines Maintenance facility of which the work day consists of not only the traditional work hours, but also swing and night shifts resulting in the commute periods outside the peak. In recent years, Commuter Vanpools have been required to use a transponder that has been specifically programmed not to charge a toll when they travel during the off-peak. Under any new proposal, it would be important to ensure that this is maintained and differentiated from car/vanpools with 3-10 passengers who would qualify for reduced toll only during the peak periods.

Solano Priority for Net Revenues

MTC staff has not stated if there are projected to be net revenues that would be generated from this proposed toll increase, STA staff is recommending the Board consider identifying and submitting priority projects under public comment should revenues become available. STA staff recommends submitting the following priorities: Capitol Corridor Rail Line and Overcrossing and Rail Stations, I-80 Corridor Improvements, SolanoExpress and TDM Capital and Operating, and Vallejo Station and Ferry Capital and Operating.

At the December 9, 2009 STA Board meeting, the following recommendations were forwarded for approval:

1. Support a toll increase option that sets a carpool toll at 50% or less of the auto toll rate;
2. Support maintaining the current 24-hour toll-free status for large Commuter Vanpools;
3. Toll Bridge Revenue Priority Projects for Solano County as listed in Attachment C; and
4. Authorize the STA Chair to submit a comment letter to MTC on the proposed toll increase.

An update to the action taken by STA Board will be provided at the meeting.

Fiscal Impact:

No impact on the STA budget.

Recommendations:

Informational.

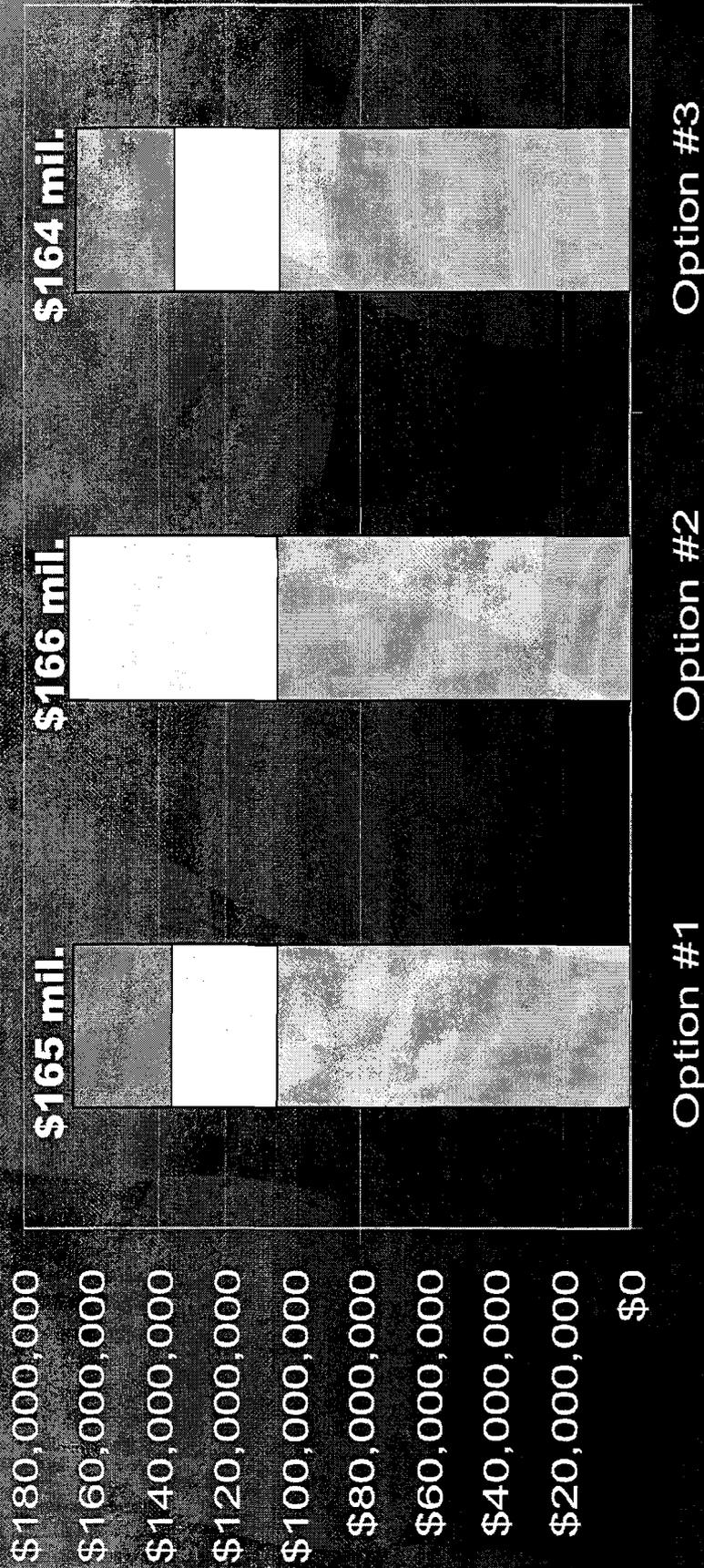
Attachments:

- A. Toll Revenue Options
- B. Nationwide bridge toll comparison
- C. Priority Projects for Excess Toll Revenue

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Toll Revenue Options

Toll Revenue Generation Estimates



Option #1 — \$5 for autos, \$3 for carpools, & \$6 per axle for trucks.

Option #2 — \$5 for autos; \$0 for carpools, & \$10 per axle for trucks.

Option #3 — 6 Bridges: Same as Option #1; Bay Bridge \$6 for autos in peak and \$4 for autos in non-peak (M-F), \$5 for autos on weekends.

Toll Revenue Options

Comparison of Carpool Toll Rates

Agency/ Facility Type	Cash Toll	Charges for Carpools?	Carpool Toll	Occupancy
BATA (Bridges)	\$4.00	No	\$0	3+/2+
GGB (Bridge)	\$6.00	No	\$0	3+
MTA Verrazano Narrows (Bridge)	\$11.00	Yes	\$2.66*	3+
PANYNJ (Bridges/Tunnels)	\$8.00	Yes	\$2.00*	3+
TCA (Toll Road)	\$5.50	Yes	\$5.25	—

* Must use staffed lanes and meet enrollment requirements.

- Most other toll roads surveyed do not have reduced rates for carpools.

B A Y A R E A T O L L A U T H O R I T Y

Priority Projects for Excess Toll Revenue

- Capitol Corridor Rail Line and Overcrossing Improvements and Dixon Rail Station Improvements
- I-80 Corridor Improvements
- SolanoExpress and TDM Program Capital and Operating
- Vallejo Baylink Ferry Station and Operating

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DATE: December 4, 2009
TO: STA TAC
FROM: Robert Macaulay, Director of Planning
RE: Regional Disaster Planning – Mass Transportation and Evacuation

Background:

The Bay Area under the Regional Catastrophic Planning Grant Program (RCPGP), received a grant from the US Department of Homeland Security to develop a Bay Area disaster response plan (and supporting County plans), focusing on four areas: Mass Transportation and Evacuation, Debris Removal, Mass Care and Shelter, and Mass Fatalities. STA staff has been involved in the development of the Mass Transportation and Evacuation and the Mass Care and Shelter elements of the plan. While the plan is designed around a specific earthquake scenario, the information developed will be useful to a wider range of large-scale disasters.

STA staff also participated as observers in an earthquake response table top exercise in October sponsored by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). Vallejo Transit and City of Vallejo staff were active participants in this exercise.

Discussion:

In both the development of the RCPGP emergency plan and the October table top exercise, the issue has arisen of county-wide coordination of transit services during a major disaster. Vallejo Transit is integrated into the Bay Area response system, but no other Solano County transit providers are so involved.

Both the RCPGP consultant and the Solano County Office of Emergency Services (OES) have asked STA to consider taking on a formal role as a transit services coordinator as a part of the overall Solano County emergency management structure, and reporting to the County Emergency Operations Center (EOC) during a declared disaster. The responsibilities of a EOC transit coordinator are not spelled out at this time.

Before STA could commit to a role supporting the Solano EOC, a detailed discussion of resources and coordination would be needed through the SolanoExpress Intercity Transit Consortium. However, the involvement of the transit providers would probably be similar to that of police and fire agencies through the state-wide mutual aid program. Mutual aid agencies sign a memorandum of understanding promising to commit available resources when called upon to do so by the California Emergency Management Agency during a declared emergency, and are eligible to receive such aid in return. Resources sent in response to a mutual aid request are under the command of the requesting agency, but are also fed and sheltered by that agency.

In a mass transportation and evacuation scenario, it is likely that Solano buses and drivers would be used to help transport evacuees out of the Bay Area, as well as to transport disaster response workers into and around the Bay Area to conduct search and rescue and recovery actions. In a situation where other areas of the Bay Area were hit hard but Solano County was not, a transit coordination center could help identify those providers who had buses and drivers available for out-of-county deployment. If Solano were a hard hit area, the transit coordination center could help support the County OES' requests for additional transit vehicles and drivers to provide for local service.

The next step is for STA staff to meet with Solano OES staff to discuss specific needs and responsibilities, and to then bring these back to the SolanoExpress Intercity Transit Consortium, STA TAC, and Solano City Manager for further review and discussion prior to agendaizing for the STA Board..

Fiscal Impact:

None.

Recommendation:

Informational.



DATE: December 4, 2009
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Bicycle Plan Update

Background:

The Solano Countywide Bicycle Plan is currently being updated as part of the overall Comprehensive Transportation Plan. Similar to the Countywide Pedestrian Plan, the Solano Countywide Bicycle Plan identifies the short-term and long-term projects needed to complete a countywide bikeway network. Over the last several months, the BAC has met five (7) times, with two (2) subcommittee meetings to develop the following key items:

1. Goals and Objectives,
2. Planning Criteria for projects to be included in the updated Bicycle Plan; and
3. Prioritization Criteria to prioritize bicycle projects included in the Bicycle plan.

Discussion:

Goals and Objectives

The Goals and Objectives were developed as a guide for STA staff and its member agencies toward accomplishing the long-term vision for a continuous countywide bikeway network. STA staff worked with the BAC May-September 2009 to develop a total of 9 goals and 21 objectives for the Countywide Bicycle Plan update (Attachment A). The goals reflect themes of increasing bicycling as a mode share, improving safety and connectivity. The objectives are actions that assist in implementing these goals. The STA BAC discussed the goals and objectives in detail before approving them at their September 3, 2009 meeting.

Planning Criteria

The Planning Criteria were developed to identify bicycle projects to be included in the Solano Countywide Bicycle Plan Update. The selected projects collectively will constitute Countywide Bicycle Plan network. The STA BAC reviewed and approved the attached planning criteria on November 5, 2009 (Attachment B).

In summary, the projects can be included in the plan if they meet one or more Planning Criteria:

1. Countywide Connections (Primary Routes)
2. Connectors to Primary Routes (Secondary Routes)
3. Other Bicycle Routes

Prioritization Criteria

The Prioritization Criteria will be used to prioritize projects included in the Bicycle Plan. This will provide guidance as to what the top priority bicycle projects are within the County. The Prioritization Criteria consists of an emphasis on the following for the scoring process:

- Weight criteria with preference for gap closure projects
- Weight criteria with preference for deliverability
- Weight criteria with preference for safety

The draft Prioritization Criteria is included Attachment C. The BAC review and approved the attached Prioritization Criteria at their November 5, 2009 meeting.

STA staff and members of the BAC are scheduled to have a series of individual meetings with project sponsors during the 2nd and 3rd week of the December. The purpose will be to obtain information on bicycle projects from each city and the County of Solano. If approved by the STA Board, the criteria for including and prioritizing bicycle projects will be implemented on project information obtained from these meetings.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Draft Goals and Objectives
- B. Draft Planning Criteria
- C. Draft Criteria for Prioritizing Planned Bicycle Projects

**SOLANO COUNTYWIDE BICYCLE PLAN
DRAFT PURPOSE STATEMENT, GOALS, AND OBJECTIVES**

ALTERNATIVE MODES ELEMENT PURPOSE STATEMENT: One County, Many Choices for Mobility ~ To establish program and facilities for the transition toward sustainable transit-oriented communities with integrated multimodal¹ transportation choices for Solano’s residents, workers, and visitors. This will be accomplished by incorporating alternative modes as a central part of travel to ensure accessible, convenient, healthy, safe, efficient and cost-effective travel options to enhance connectivity, and will be compatible with local land use planning.

DRAFT BICYCLE PLAN PURPOSE STATEMENT:

“To enable safe and efficient bicycle travelling as an everyday means of transportation in Solano County”

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. The Goals also represent the vision for Solano County’s bicycle system in the future. In order to implement the Purpose of the Solano Countywide Bicycle Plan, the following goals are/will be established:

DRAFT GOALS:

1. Plan and maintain a current Countywide Bikeway Network.
2. Build the bicycle transportation network by planning, designing, constructing and managing transportation facilities that will meet the needs of the cycling public.
3. Improve bicyclist safety in Solano County.
4. Increase the use of bicycles as a viable alternative to the automobile.
5. Develop an integrated and coordinated transportation system that connects bicycling with other modes of transportation, which includes, but is not limited to, driving, walking, and taking public transportation.
6. Provide safe access for bicyclists to all points in Solano County.
7. Develop a bicycle network that connects to northern California’s alternative modes system.
8. Develop the Countywide Bicycle Plan to serve as a bicycle master plan or a foundation for local agencies to use in the development of a local bicycle plan.
9. Develop a standard countywide wayfinding signage system to regionally direct bicyclists that can be adopted by local agencies.

OBJECTIVES: Objectives are the actions by which achievement of the Goals are measured.

DRAFT OBJECTIVES:

Goal #1: Plan and maintain a current Countywide Bikeway Network.

Objective 1 - Establish Selection Criteria for the Countywide Bikeway Network to include (but not limited to) the following criteria:

¹ A system or corridor that accommodates all modes of surface transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles

- a. Safety and Access (gap closures, accessibility, safety)
- b. Quality of Life (health benefits, reduction of vehicle usage, best practices in design)
- c. Implementation (community participation, long-term plans/policies, cost-benefit calculations, strategically funded project)

Objective 2 - Maintain the Countywide Bicycle Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 20 years.

- a. Update the Countywide Bicycle Plan every three to five years, or as necessary to maintain eligibility for state and federal funds.
- b. Review the projects identified in the Countywide Bicycle Plan annually to identify projects that have been completed.
- c. Ensure that the Countywide Bicycle Plan is consistent with all existing regional, state, and federal bicycle documents, and is consistent with current adopted local bikeway master plans.
- d. Develop the Countywide Bicycle Plan as a resource and coordinating document for local jurisdictions while utilizing existing /planned local bikeway facilities to the extent possible

Objective 3 - Develop detailed and ranked improvements in the Countywide Bicycle Plan

- a. Identify the top ten to twenty bikeway segments to be completed in the short-term (2010-2015), mid-term (2015-2020), and long-term (2020-2035), based on a variety of objective and subjective criteria, including (but not limited to) number of activity centers served, closure of critical gaps, immediate safety hazards, existing and potential bicycle use, support from the public and local jurisdictions, and availability of funding.
- b. Develop detailed implementation information on each recommended segment, including length, classification, adjacent traffic volumes and speeds, proximity to activity centers, cost, and overall feasibility.
- c. Develop education and maintenance programs that may be adopted by local jurisdictions.

Goal #2: Build the bicycle transportation network by planning, designing, and maintaining transportation facilities that will meet the needs of the cycling public.

Objective 4 - Maximize the amount of state and federal funding for bikeway improvements that can be received by Solano County

- a. Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines
- b. Encourage multi-jurisdictional funding applications of the regional bikeway system
- c. Develop a prioritized list of countywide improvements along with detailed cost estimates, and identify appropriate funding sources for each proposal
- d. Encourage the formation of reliable local, regional, and state funding sources which can be used to leverage federal funds

- e. Encourage the local jurisdictions to identify and include countywide bikeway improvements in their Capital Improvement Plans
- f. Develop education and maintenance programs that may be adopted by local jurisdictions
- g. Update and maintain the Solano Bicycle and Pedestrian Program (SBPP) to strategically fund the construction of projects

Objective 5 - Build upon the existing bikeway facilities and programs in Solano County

- a. Develop an implementation plan for the Solano Bicycle and Pedestrian Plan
- b. Inventory the existing system
- c. Identify existing and proposed bike paths, lanes, and routes, and design regional system to maximize use to the extent feasible
- d. Identify and implement gap closure projects
- e. Include bicycle facilities in the development of all new road, and roadway improvement projects
- f. Encourage the use of existing natural and manmade corridors such as creeks, railroad rights of way, and corridors for future bike path alignments
- g. Identify existing bicycle education programs, and target future expansion as need warrants
- h. Conduct before and after bicycle counts at specific locations and times to measure the relative effectiveness of various investments. Submit all data to the STA for review and storage
- i. Ensure that new roadways, transportation projects, and developments improve bicycle travel and system continuity
- j. Work with local agencies to improve maintenance of existing bikeways and roadway shoulders
- k. Identify guidelines for best practices in bicycle project planning that local agencies may adopt
- l. Develop a Safe Routes to Transit (SR2T) plan
- m. Maintain the Safe Routes to School (SR2S) plan and implementation of the program

Objective 6 - Encourage public participation and continuation of the Bicycle Advisory Committee (BAC)

- a. Continue regular meetings of the BAC; BAC members should help member agencies develop local bikeway master plans and submit them for approval to local City Councils
- b. Identify a Bicycle Coordinator in each jurisdiction who is a staff member whose responsibility is to (a) provide support to the BAC, (b) act as a liaison to the City, (c) complete funding applications, and (d) provide inter-departmental coordination
- c. Public involvement in the planning process should be maximized through workshops and other means

Goal #3: Improve bicyclist safety in Solano County.

Objective 7 - Improve bicycle safety conditions

- a. Monitor and track bicycle-related collision levels through available data sources
- b. Develop a system for reporting and responding to maintenance problems on the existing bikeway system
- c. Incorporate bicycle safety curriculum into existing motorist education and training
- d. Include lighting and emergency call boxes along Class I bike paths carrying high numbers of commuters as they are eligible for a variety of regional, state, and federal funding sources
- e. Identify bicycle routes located in agricultural spraying zones, and warn bicyclists through signing about the potential hazard and the typical spraying periods
- f. Incorporate provisions for safe bicycle travel and/or detours in traffic control plans and through construction zones

Objective 8 - Coordinate with other safety programs (i.e. Safe Routes to School (SR2S), Safe Routes to Transit (SR2T))

- a. Develop a comprehensive bicycle education program with opportunities to be taught to all school children in Solano County
- b. Develop a bicycle education program for adults in Solano County

Goal #4: To increase the use of bicycles as a viable alternative to the automobile, with an emphasis on Safe Routes to School and Safe Routes to Transit programs.

Objective 9 - Develop a regional bikeway system which meets the needs of commuter and casual bicyclists, helps reduce vehicle trips, and links residential neighborhoods with regional destinations countywide

- a. Develop a commuter bikeway system which provides direct routes between residential neighborhoods and regional employment areas, schools, and universities
- b. Identify connections to lower volume streets, off-street bike paths, as well as regional and natural destinations countywide
- c. Develop a countywide bikeway system which is connected to proposed local and regional bikeway systems, and which is a maximum of two (2) miles from any residential neighborhood in Solano County
- d. Develop a bikeway network which balances the need for directness with concerns for safety and user convenience. Where needed, develop a dual system which serves both the experienced and inexperienced bicyclist
- e. Strive to develop Class I (bike paths) and Class II (bike lanes) over Class III (bike routes)

Objective 10 - Develop a coordinated marketing strategy to encourage bicycling in Solano County.

- a. Develop a series of promotional/marketing incentives to encourage employees to use bicycles to reach work. Quantify the estimated future benefits of bicycling in terms of air quality, congestion, and health
- b. Encourage and expand the Solano Napa Commuter Information (SNCI) bicycle incentives program

- c. Periodically update the BikeLinks map for public distribution to reflect new bicycle facilities and information
- d. Sponsor and support annual bicycle events such as Bike to Work Week, countywide bicycle tours, and adult safety courses in conjunction with other congestion management efforts
- e. Encourage the coordination of a bicycling advocacy groups, such as cycling clubs and coalitions

Goal #5: To develop an integrated and coordinated transportation system that connects bicycling with other modes of transportation, which includes, but is not limited to, driving, walking, and taking public transportation.

Objective 11 - Solicit input from bicyclists and pedestrians for all transportation projects

Objective 12 - Maximize the multi-modal connections to the Bikeway System

- a. Ensure that the countywide bikeway system serves all multi-modal stations, ferry terminals, and park-and-ride lots in Solano County
- b. Work with local and regional transit agencies to install bike lockers at terminals, bike racks on all buses, and designated storage areas on Capitol Corridor trains and ferries serving Solano County
- c. Develop an intermodal transportation system that serves the transportation needs of Solano County's residents, workers, and visitors in a manner that is compatible with characteristics of natural, economic, and social resources
- d. Encourage review of projects by the BAC

Objective 13 - Implement Caltrans Context-Sensitive Solutions and Metropolitan Transportation Commission's (MTC) Complete Streets policies as an approach to plan, design, construct, and operate a comprehensive multimodal transportation system

- a. Refer to Caltrans Context Sensitive Solutions resources:
<http://www.dot.ca.gov/hq/oppd/context/index.htm>
- b. Fill out and submit a complete streets checklist with all applications for funds administered by STA:
http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm

Goal #6: Provide safe access for bicyclists to all points in Solano County

Objective 14 - Plan and implement a bikeway network that enables bicyclists to reach all areas in Solano County

Objective 15 - Inventory areas that are not safely accessible by bicycle

Goal #7: Develop a bicycle network that connects to northern California's alternative modes system

Objective 16 – Implement the projects identified in the 2004 California Cross State Bicycle Route Study that are within Solano County

Objective 17 - Maintain current policies that are consistent with MTC's regional bikeway network

- a. Review Regional Bikeway Network projects

Objective 18 - Plan and implement inter-county bikeway connections (i.e. Yolo County, Napa County, Sacramento, other)

Goal #8: Develop the Countywide Bicycle Plan to serve as a bicycle master plan or foundation for local agencies to use in the development of a local bicycle plan

Objective 19 - Encourage the City Council adoption of the Countywide Bicycle Plan by all STA member agencies

Objective 20 - Make the Countywide Bicycle Plan available for adoption by local agencies that do not have a bicycle master plan

Goal #9: Develop a standard countywide wayfinding signage system to regionally direct bicyclists that can be adopted by local agencies.

Objective 21 - Work with BAC, PAC, TAC, and general public to develop a wayfinding signage plan or comparable guidance document.

Draft 2009 Countywide Bikeway Network Criteria

Countywide Connections (Primary Routes) – Primary routes serve as a viable transportation network linking all of the cities in Solano County or links Solano County to a neighboring county. Primary routes also address connections across barriers created by the regional transportation system (e.g. freeways, interchanges, railroads) and natural barriers (e.g. rivers, creeks, and bays). Links to the designated Priority Development Areas (PDAs) should also be included.

Connectors to Primary Routes/Destinations (Secondary Routes) – Secondary routes serve as a connector between a regionally significant destination and a primary route, where an alternative is not present. Regionally significant trips provide connections to and through major activity centers and central business districts in Solano County. A bicycle trip to regional transit may appear local in nature, but the end destination of the trip is regional even though the mode has changed. A person may arrive via transit, but having accessed transit with a bicycle.

Other Bicycle Routes – Despite being named a “countywide system,” the Countywide Bikeway Network does not fully share a common class of bikeway or signage. A few regional systems (i.e. San Francisco Bay Trail) and local systems provide connections to and through Solano County. Completing these trails and providing safe and convenient access is important to link residential areas for bicycle trips. Many of these connections are local in nature, but the overall effect results in trips that are significant countywide.



Countywide Connections (Primary Routes)

Guidance:

1. Identify connections between each city in Solano County
2. Identify connections across barriers
3. Identify connections within current or planned Priority Development Areas (PDAs)
4. Identify gaps and needed improvements in the primary routes

Connectors to Primary Routes/Destinations (Secondary Routes)

Guidance:

5. Identify connections to the countywide transit system – including transit centers, ferry terminals, bus rapid transit, airports, and rail stations (including Bay Area Rapid Transit (BART) stations, light rail stations, and commuter rail) – from all access points surrounding each station.
6. Identify access to and through major central business districts of Solano County or subareas of the county
7. Identify connections to regionally significant activity centers including commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues.
8. Identify gaps and needed improvements in the secondary routes

Other Bicycle Routes

Guidance:

9. Identify spine and connectors of regional recreational routes (i.e. San Francisco Bay Trail, Bay Area Ridge Trail)
10. Identify other bicycle routes that serve multiple jurisdictions or connect to adjoining regions

Criterion	Description	Points
Criterion #2 – Accessibility and Safety: The system should provide safe access from all portions of Solano County’s population centers for both commuting (primary) and recreation (secondary) routes.		
Elimination of barriers ² to major destinations/ <u>gap closures</u> in a regional bicycle network serving mobility needs	High: Project provides means to overcome a barrier (e.g. bridge over freeway, expressway, interchanges, or rail line) or eliminates a gap (e.g. a new bike lane/path in a corridor without facilities) where <u>no</u> nearby facility exists.	11-15
	Med: Project reduces consequences of an existing barrier or gap to provide more direct non-motorized travel where limited or inferior alternatives exist.	6-10
	Low/Needs Improvement: Project <u>extends</u> a regional bicycle route (e.g. bike lane or bike path), working towards a gap closure, but not eliminating it.	0-5
Access to schools, transit, lifeline transit ³ or to/within activity centers (commercial/employment centers or recreational facilities)	High: Project is specifically designed to significantly improve access to a destination and/or planned/existing link. Project will be within ½ mile in actual biking distance from the destination and/or planned/existing link	8-10
	Med: Project will generally enhance access to the destination and/or planned/existing link. Project will be within 1 mile in actual biking distance from the destination and/or planned/existing link.	4-7
	Low/Needs Improvement: Project improves upon limited existing access. Project will be beyond 1 mile in actual biking distance from the destination and/or planned/existing link.	0-3
Safety improvement for all groups of bicyclists	High: Project will address a demonstrated safety issue (e.g. collision statistics are high). Project will address safety concern with a proven or demonstrated counter measure	11-15
	Med: Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed)	6-10
	Low/Needs Improvement: Project will generally improve safety, even though there are no known problems	0-5
Population Served	High: The ratio of potential cyclists served relative to the traffic volume on the street is 3% or greater.	8-10
	Med: The ratio of potential cyclists served relative to the traffic volume on the street is greater than one percent, but less than three	4-7
	Low/Needs Improvement: The ratio of potential cyclists served relative to the traffic volume on the street is less than one percent	0-3
Addresses Goals #3, 4, 5, and 6: Goal #3: Improve bicyclist safety in Solano County; Goal #4: Increase the use of bicycles as a viable alternative to the automobile; Goal #5: Develop an integrated and coordinated transportation system that connects bicycling with other modes of transportation; Goal #6: Provide safe access for bicyclists to all points in Solano County.		

² Barriers include major arterials, freeways, major transit facilities, railroad tracks, creek/streams/bays, etc. A substandard or deficient facility is generally considered a “medium” gap.

³ Lifeline transit serves low-income, transit-dependent communities

Criterion	Description	Points
Criterion #3 – Connectivity and Regional Significance: The system will serve the routes of regional significance and transit facilities of regional significance.		
Countywide Destinations (multimodal)	High: Serves a route of regional significance and creates connections to the regional transit system – including transit centers, ferry terminals, bus rapid transit, and rail stations (e.g. BART stations, light rail stations, airports, and commuter rail) – from all directions surrounding each station	4-5
	Med: Provides access to and through the major central business districts of the county	3
	Low: Establishes connections to regionally significance activity centers including selected commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues	1
	Needs Improvement: Does not establish a connection to any of the above areas.	0
Connectivity	High: Project provides continuous connection for users across county lines or provides a connection between two or more cities	4-5
	Med: Project provides an improvement to an existing connection for users across county lines or between cities	2-3
	Low/Needs Improvement: Project extends an existing regional bicycle facility, but does not connect to a destination or provide a connection to a planned/existing countywide bicycle route.	0-1
Regional Significance (e.g. RRS, TFRS)	High: Project provides at least a Class II improvement on a Route of Regional Significance (RRS) or serves a Transit Facility of Regional Significance (TFRS)	3-4
	Med: Project improves access to a existing regional bicycle route or connection to a RRS or TFRS	1-2
	Low/Needs Improvement: Project does not connect to a RRS or TFRS	0
Addresses Goal #7: Develop a bicycle network that connects to northern California’s alternative modes system		

Criterion	Description	Points
Criterion #4 – Quality of Life: The system should improve health and reduce vehicle usage. (Staff)		
Health Benefits of bicycling	High: Project creates <u>extensive</u> and attractive opportunities for all groups to improve their health by biking (e.g., bike path near high density housing, a well-lit and sheltered bike path)	3
	Med: Project creates <u>some</u> and attractive opportunities for all groups to improve their health by biking (e.g., bike path near high density housing, a well-lit and sheltered bike path)	2
	Low/Needs Improvement: Project <u>does little</u> to create attractive opportunities for all groups to improve their health by biking (e.g., bike path near high density housing, a well-lit and sheltered bike path)	1
Reduction of vehicle usage by offering alternatives	High: Project sponsor is able to project <u>heavy</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	3
	Med: Project sponsor is able to project <u>moderate</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	2
	Low/Needs Improvement: Project sponsor is able to project <u>minimal</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	1
Cost/Benefit calculations used by BAAQMD	High: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is less than \$60,000	3
	Med: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is between \$60,000 and \$90,000	2
	Low/Needs Improvement: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is greater than \$90,000	1
Addresses All Goals		

Criterion	Description	Points
Criterion #5 – Local Coordination: The proposed system should consider local information in the bicycle planning process. (Staff/User)		
In a locally adopted plan	High: Incorporated in the community's General Plan, Adopted Growth Management Plan, STA Bicycle Plan, Local Plan, and Capital Improvement Plan	8-10
	Medium: Incorporated in local or regional bikeway master plan	4-7
	Low/Needs Improvement: Project is unplanned	0-3
Community Participation	High: Project has <u>strong</u> documented community, neighborhood, or user group participation (e.g. STA BAC, bicycle club members, bicycle shop owner, current riders, bicycle route maps, and the general public). Letters OR minutes indicating actions taken by communities, neighborhood groups, user groups, or countywide committees are provided. Projects are included in a local or community-based plan.	4-5
	Med: Project has <u>some</u> community, neighborhood, or user group participation (two or less public outreach meetings/workshops)	2-3
	Low/Needs Improvement: Project has submitted a Complete Streets Checklist. Community outreach will be completed as part of the project, but little or none conducted to date.	0-1
Long-term plans and policies of the project as part of the countywide bikeway system	High: Project sponsor has adopted a long-term plan and policies that is consistent with Solano Countywide Bicycle Plan with BAC support	4-5
	Med: Project sponsor is developing a long-term plan for a continuous countywide bikeway system while obtaining BAC input	2-3
	Low/Needs Improvement: Project sponsor has not worked towards a long-term plan for a continuous bikeway system and without BAC support	0-1
Design Aspects from bicycle plans or advisory committee suggestions followed	High: Project uses or improves design recommendations from <u>both</u> the Solano Countywide Bicycle Plan <u>and</u> recommendations by the BAC	4-5
	Med: Project uses or improves <u>some</u> design features recommended in the Solano Countywide Bicycle Plan and <u>some</u> recommendations provided by the BAC	2-3
	Low/Needs Improvement: Project uses design features not found in the Solano Countywide Bicycle Plan and <u>ignores</u> recommendations provided by the BAC	0-1
Addresses Goals #1 and 8: Goal #1: Plan and maintain a current Countywide Bikeway Network; projects should be identified in a local plan (i.e. general plan, bike plan, pedestrian/trails plan, CIP, etc.); Goal #8: Develop the Countywide Bicycle Plan to serve as a bicycle master plan or a foundation for local agencies to use in the development of a local bicycle plan.		

Criterion	Description	Points
Criterion #6 – Wayfinding: The system will provide adequate directional wayfinding signage system such as those incorporated on the highway system. (Staff)		
Solano County Bikeway Sign	High: Includes or will include a Solano Countywide Bikeway Sign and Bike Route signs	3
	Med: Includes bike route signs only	2
	Low/Needs Improvement: Will include pavement markings with limited or no signage	1
Wayfinding Sign Plan	High: Will include existing signs in the MUTCD and future standards for countywide wayfinding when it is developed	3
	Med: Will incorporate existing signs identified in the MUTCD	2
	Low/Needs Improvement: Project will consider as part of project, but has not been identified to date	1
Addresses Goal #9: Develop a countywide wayfinding signage plan		

STA Staff Evaluation Criteria for Prioritizing Bicycle Projects

Six (6) criteria have been developed by STA staff based on the 2004 criteria as well as their ability to meet the goals identified in the 2009 bicycle plan update. **The criteria will be applied by STA staff during the prioritization process for the proposed bikeway system in Solano County.**

Criterion	Description	Points
Criterion #1 – Implementation: The system should be constructed as efficiently as possible.		
Project Readiness	High: Short-term project that can be constructed within 0-5 years of the Plan’s adoption (Tier1)	8-10
	Med: Mid-term project that can be constructed within 6-10 years of the Plan’s adoption (Tier2)	4-7
	Low/Needs Improvement: Long-term project that is highly expensive or may take a long time to construct and should therefore not begin until 11 or more years after the plan’s adoption (Tier3)	0-3
Additional Local Match/Other Funding Availability (Strategically funded project: other funds with a copy of local resolution ¹)	High: Project can commit over 35% of project cost from other sources	2
	Med: Project can commit 20 – 34% of project cost from other sources	1
	Low/Needs Improvement: Project can commit 10 – 19% of total project cost from other sources OR project cannot commit other fund sources	0
Prior Commitment/Performance	High: Project sponsor has completed past projects with committed STA funding on-time or within 12 months of its agreement’s original termination date	4-5
	Med: Project sponsor has completed past projects with committed STA funding within 24 months of its agreement’s original termination date	2-3
	Low/Needs Improvement: Project sponsor has not completed past projects with committed STA funding or has taken beyond X years or the agreement terms (an appropriate period of time for this part TBD)	0-1
State/Federal Mandates	High: State/Federal mandate requires the proposed project improvements	2
	Med: State/Federal mandate encourages the proposed project improvements	1
	Low: No known State/Federal mandate applies to the project	0
Addresses Goal #2: Build the bicycle transportation network by planning, designing, funding, constructing, and managing transportation facilities that will meet the needs of the cycling public.		

¹ If applicable, required federal funding local match of 11.47% will be included



DATE: December 4, 2009
TO: STA TAC
FROM: Sara Woo, Planning Assistant
RE: Solano Countywide Pedestrian Plan Update

Background:

The Solano Countywide Pedestrian Plan is currently being updated as part of the overall Comprehensive Transportation Plan. Similar to the Countywide Bicycle Plan, the Solano Countywide Pedestrian Plan identifies the short-term and long-term projects needed to complete a countywide pedestrian network. Over the last several months, the PAC has met five (5) times, with two (2) subcommittee meetings to develop the following key items:

1. Goals and Objectives,
2. Planning Criteria for projects to be included in the updated Pedestrian Plan; and
3. Prioritization Criteria to prioritize pedestrian projects included in the Pedestrian plan.

Discussion:

Goals and Objectives

The Goals and Objectives were developed as a guide for STA staff and its member agencies toward accomplishing the long-term vision for focused pedestrian-oriented areas that provide access to education centers, restaurants, shopping, and services in addition to public transportation. STA staff worked with the PAC May-September 2009 to develop a total of 9 goals and 27 objectives for the Countywide Pedestrian Plan update (Attachment A). The goals reflect themes of increasing walking as a mode share, increasing safety and enjoy ability, funding, and connections. The objectives are actions that assist in implementing these goals. The STA PAC discussed the goals and objectives in detail before approving them at their September 17, 2009 meeting.

Planning Criteria

The Planning Criteria were developed to identify pedestrian projects to be included in the Solano Countywide Pedestrian Plan Update. The selected projects collectively will constitute Countywide Pedestrian Plan network. The STA PAC reviewed and approved the attached planning criteria on November 19, 2009 (Attachment B).

In summary, the projects can be included in the plan if they meet one or more Planning Criteria:

1. Connections that support pedestrian movement through specific categories as indicated in Attachment B
2. Creation or enhancement of places that support pedestrian travel or activity (e.g. Transportation for Livable Communities/Priority Development Area projects)
3. Other Pedestrian Routes that serve multiple jurisdictions or connect to adjoining routes

Prioritization Criteria

The Prioritization Criteria will be used to prioritize projects included in the Pedestrian Plan. This will provide guidance as to what the top priority pedestrian projects are within the County. The Prioritization Criteria emphasizes the following for the scoring process:

- Weight criteria with preference for gap closure projects
- Weight criteria with preference for deliverability
- Weight criteria with preference for safety

The draft Prioritization Criteria is included Attachment C. The PAC review and approved the attached Prioritization Criteria at their November 9, 2009 meeting.

STA staff and members of the PAC are scheduled to have a series of individual meetings with project sponsors during the 2nd and 3rd week of the December. The purpose will be to obtain information on pedestrian projects from each city and the County of Solano. If approved by the STA Board, the criteria for including and prioritizing pedestrian projects will be implemented on project information obtained from these meetings.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachments:

- A. Draft Goals and Objectives
- B. Draft Planning Criteria
- C. Draft Criteria for Prioritizing Planned Pedestrian Projects

SOLANO COUNTYWIDE PEDESTRIAN PLAN

DRAFT PURPOSE STATEMENT, GOALS, AND OBJECTIVES

ALTERNATIVE MODES ELEMENT PURPOSE STATEMENT: One County, Many Choices for Mobility – To establish programs and facilities for the transition toward sustainable transit-oriented communities with integrated multimodal transportation choices for Solano’s residents, workers, and visitors. This will be accomplished by incorporating alternative modes as a central part of travel to ensure accessible, convenient, healthy, safe, efficient and cost-effective travel options to enhance connectivity, and will be compatible with local land use planning.

DRAFT PEDESTRIAN ELEMENT PURPOSE STATEMENT: Making walking an everyday means of transportation and recreation in Solano County – To create a complete, safe, and enjoyable system of pedestrian routes and zones in the places people need and want to go in Solano County, providing a viable alternative to the use of the automobile, through connection to transit, and employment, health, commercial, recreational and social centers.

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano Countywide Pedestrian Plan, the following goals are/will be established:

DRAFT GOALS:

1. Plan and maintain a current Countywide Pedestrian Connections Network.
2. Develop the Countywide Pedestrian Plan to serve as a pedestrian master plan or a foundation for local agencies to use in the development of a local pedestrian plan.
3. Build the pedestrian transportation network by planning, designing, funding, and constructing transportation facilities that will meet the needs of the walking public.
4. Improve pedestrian safety in Solano County.
5. Increase the use of walking as a viable alternative to the automobile.
6. Develop an integrated and coordinated transportation system that connects walking with other modes of transportation, which includes, but is not limited to, bicycling, driving, and taking public transportation.
7. Provide safe access for pedestrians to all points in Solano County
8. Develop a pedestrian network that connects to northern California’s alternative modes system
9. Develop a standard countywide wayfinding signage system to connect pedestrians to park-and-ride lots, transit, water transportation, and other key local destinations (i.e. downtowns, farmer’s markets/produce stands, local commerce and retail, etc.).

OBJECTIVES: Objectives are the actions by which achievement of the Goals are measured.

DRAFT OBJECTIVES:

Goal #1: Plan and maintain a current Countywide Pedestrian Plan

Objective 1 – Establish Selection Criteria for the Countywide Pedestrian Connections Network to include (but not be limited to) the following criteria:

- Safety and Access (gap closures, accessibility, safety)
- Quality of Life (health benefits, reduction of vehicle usage, best practices in design)
- Implementation (community participation, long-term plans/policies, cost-benefit calculations, strategically funded project)

Objective 2 – Maintain the Countywide Pedestrian Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 20 years.

- a. Update the Countywide Pedestrian Plan every three to five years, or as necessary to maintain eligibility for state and federal funds.
- b. Review the projects identified in the Countywide Pedestrian Plan annually to identify projects that have been completed.
- c. Ensure that the Countywide Pedestrian Plan is consistent with all existing regional, state, and federal pedestrian documents, and is consistent with current adopted local pedestrian master plans.
- d. Develop the Countywide Pedestrian Plan as a resource and coordinating document for local jurisdictions while utilizing existing/planned local pedestrian facilities to the extent possible.

Objective 3 – Develop detailed and ranked improvements in the Countywide Pedestrian Plan

- a. Identify the top 10 to 20 pedestrian transportation projects to be completed in the short-term (2010-2015), mid-term (2015-2020), and long-term (2020-2025), based on a variety of objective and subjective criteria, including (but not limited to) number of activity centers served, closure of critical gaps, immediate safety hazards, existing and potential pedestrian use, support from the public and local jurisdictions, and availability of funding.
- b. Develop detailed implementation information for each recommended segment, including approximate length or area covered, project type, adjacent traffic volumes and speeds, proximity to activity centers, cost, and overall feasibility.
- c. Develop education and maintenance programs that may be adopted by local jurisdictions.

Goal #2: Develop the Countywide Pedestrian Plan to serve as a pedestrian master plan or a foundation for local agencies to use in the development of a local pedestrian plan.

Objective 4 – Support local plans and actions

- a. Encourage local jurisdictions to make safe, convenient, enjoyable pedestrian access a priority in their policies, plan, and projects
- b. Encourage the use of the Pedestrian Plan as a toolkit to help local jurisdictions identify, document, support, and implement pedestrian-friendly projects, digital maps, policy background, guidelines, and funding information provided in the Plan.
- c. Encourage local jurisdictions to expand on the current projects and basic framework of pedestrian routes and places in this Plan to create their own comprehensive transportation plans

- d. Recognize and support pedestrian access and activity in existing zones and destinations such as downtowns, waterfronts, and historic districts
- e. Acknowledge and build upon the many current efforts to improve and create places within local jurisdictions that support pedestrian circulation and activity
- f. The highest priority pedestrian improvements should be those where pedestrian facilities are lacking or deficient in close proximity (1/4 to 1/2 mile) to pedestrian destinations such as schools, parks, transit, and shopping
- g. Coordinate planning for pedestrian improvements with planning for transit and regional parking centers
- h. Ensure that pedestrian improvements meet applicable standards for access to people with disabilities
- i. Coordinate with local schools from elementary to college level, to encourage and support walking, including preparation of Safe Routes to School studies, plans, programs, and projects.
- j. Encourage each local agency to collect and maintain data on pedestrian safety for reference in funding applications and future Pedestrian Plan updates.

Objective 5 – Encourage the City Council adoption of the Countywide Pedestrian Plan by all STA member agencies

- a. Inventory the adoption of the countywide pedestrian plan or a local pedestrian plan for each jurisdiction in Solano County

Objective 6 – Make the Countywide Pedestrian Plan available for adoption by local agencies that do not have a pedestrian master plan.

Goal #3: Build the pedestrian transportation network by planning, designing, funding, maintaining, and constructing transportation facilities that will meet the needs of the walking public.

Objective 7 – Implement Transit Oriented Development (TOD) programs such as FOCUS Priority Development Area (PDA) planning/development and Transportation for Livable Communities (TLC)

- a. Develop a local implementation strategy for the Bay Area FOCUS program
- b. Develop a suburban strategy for PDA designation and funding
- c. Ensure consistency with Metropolitan Transportation Commission (MTC) TOD-related plans and programs
- d. Maintain a current TLC plan and funding program

Objective 8 – Maximize the amount of state and federal funding for pedestrian improvements that can be received by Solano County jurisdictions.

- a. Maintain and revise the Solano Bicycle and Pedestrian Program (SBPP) as needed to strategically fund the construction of projects.
- b. Regularly update and disseminate the information on funding sources contained in this Plan, including STA’s own Countywide Transportation for Livable Communities Program, to encourage applications.

- c. Develop a prioritized regional list of projects with significant pedestrian components, with detailed cost estimates, and identify appropriate funding sources for each proposal.
- d. Encourage multi-jurisdictional and multi-objective funding applications for pedestrian-supportive projects.
- e. Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.
- f. Encourage the grouping of reliable local, regional, and state funding sources which can be used to leverage federal funds.
- g. Encourage local jurisdictions to include countywide pedestrian transportation improvements in their planning programs and capital improvement plans.
- h. Develop education and maintenance programs that may be adopted by local jurisdictions.

Objective 9 – Build upon the existing pedestrian facilities and programs in Solano County

- a. Develop an implementation plan for the Solano Countywide Bicycle and Pedestrian Plan
- b. Inventory and map the existing system
- c. Identify existing and proposed pedestrian transportation projects, and design a regional system to maximize its use
- d. Identify and implement gap closure projects
- e. Include pedestrian transportation in the development of all new road, and roadway improvement projects.
- f. Encourage the use of existing natural and manmade corridors such as creeks, railroad rights of way, and corridors for future pedestrian connections
- g. Identify existing pedestrian safety education programs, and target future expansion as need warrants
- h. Conduct pedestrian counts at specific locations and times to measure the change in pedestrian traffic over time; submit all data to STA for review and storage
- i. Ensure that new roadways, transportation projects, and developments improve pedestrian travel and system continuity
- j. Work with local agencies to improve maintenance of existing sidewalks and walkways
- k. Identify guidelines for best practices in pedestrian project planning that local agencies may adopt
- l. Develop a Safe Routes to Transit (SR2T) plan
- m. Maintain the Safe Routes to School (SR2S) plan and continue the implementation of the program

Objective 10 – Encourage public participation and continuation of the STA Pedestrian Advisory Committee (PAC)

- a. Utilize the STA’s Pedestrian Advisory Committee as a resource and coordinating body for local jurisdictions’ input into the Pedestrian Plan implementation and update, identifying local pedestrian issues, opportunities and projects, and to communicate information and ideas back to local agencies.

- b. Use this Pedestrian Plan, the Pedestrian Advisory Committee, and any related local plans or planning efforts, as sounding boards and clearinghouses for concerns and ideas about pedestrian access, safety, and amenities.
- c. Develop and revise a PAC Overall Work Plan annually based on the goals and objectives identified in the Solano Countywide Bicycle and Pedestrian Plan.
- d. Continue regular meetings of the PAC; PAC members should help member agencies develop local pedestrian master plans and submit them for approval to local City Councils
- e. Continue to provide wide outreach to local and regional groups, agencies, and organizations regarding the implementation and update of this Pedestrian Plan, and any related local documents.
- f. Identify a Pedestrian Coordinator in each jurisdiction who is a staff member whose responsibility is to (a) provide support to the PAC, (b) act as a liaison to the City, (c) complete funding applications, and (d) provide inter-departmental coordination
- g. Public involvement in the planning process should be maximized through workshops, making STA staff contact information available, and other means

Goal #4: Improve pedestrian safety in Solano County.

Objective 11 – Ensure that safety for pedestrians, especially young people, elderly people, and people with disabilities, is the highest priority among competing pedestrian improvement priorities, and a high priority among overall transportation improvement priorities

- a. Develop criteria to identify priority pedestrian safety projects.
- b. Develop a system for reporting and responding to maintenance problems on the existing pedestrian system
- c. Work closely with user groups to identify, plan, design, and implement pedestrian transportation projects that address the most critical safety needs

Objective 12 – Collect and analyze data and citizen input regarding pedestrian-related accidents/collisions/incidents and issues to identify, plan, and design pedestrian transportation projects.

- a. Monitor and track pedestrian-related collision levels through available data sources
- b. Maintain and track SWITRS information
- c. Coordinate with California Highway Patrol (CHP) to obtain data needed beyond SWITRS data
- d. Review available hospital and health clinic data
- e. Utilize and contribute to collaborative data collection efforts (i.e. National Bicycle and Pedestrian Documentation Project, MTC bicycle and pedestrian counts, other).
- f. Maintain data collected through the Safe Routes to Schools (SR2S) program.

Objective 13 – Coordinate with schools, Parent Teacher Associations (PTAs), senior centers and associations, and facilities and groups serving people with disabilities to identify their specific needs, and opportunities to address them.

Objective 14 – Assist, support, or sponsor information and education programs for drivers and pedestrians to increase safety.

- a. Coordinate with bicyclist and pedestrian safety programs (i.e. Safe Routes to School (SR2S), Safe Routes to Transit SR2T)
- b. Develop a comprehensive pedestrian education program with opportunities to be taught to all school children in Solano County
- c. Develop a pedestrian education program for adults in Solano County
- d. Incorporate pedestrian safety curriculum into existing motorist education and training

Objective 15 – Follow the latest standards and best practices for design and implementation of safe pedestrian facilities, starting from references provided in this Plan

- a. Incorporate provisions for safe pedestrian travel and/or detours in traffic control plans and through construction zones
- b. Include lighting and emergency call boxes along Class I paths carrying high numbers of commuters as they are eligible for a variety of regional, state, and federal funding sources
- c. Provide references to best practices and standards implemented locally and regionally (i.e. Highway Design Manual Chapter 1000, Manual of Uniform Traffic Control Devices, California Blueprint for Bicycling and Walking, etc.)
- d. Provide links to best practice references for bicycle and pedestrian project implementation on the STA website.

Goal #5: Increase the use of walking as a viable alternative to the automobile

Objective 16 – Secure significant benefits for Solano County by preserving, creating, and enhancing pedestrian routes and places, including:

- Health, including physical and mental well-being derived from regular exercise;
- Social and civic health, including preservation of the traditional form and features of communities, and better awareness and appreciation of the people and places that make each community special;
- Environmental benefits, including a reduction in the air quality and land use impacts of automobile-oriented development, and the addition of amenities that add or protect aesthetic and habitat resources;
- Economic benefits, through reduction in the cost of some auto-oriented infrastructure and direct savings in money spent on automobile travel.

Objective 17 – Develop a regional pedestrian connections system which meets the needs of commuters and recreational travelers, helps reduce vehicle trips, and links residential neighborhoods with regional destinations countywide.

- a. Identify connections to lower volume streets, Class I multi-use paths, as well as regional and natural destinations countywide
- b. Develop criteria for pedestrian connections which balance the need for directness with concerns for safety and user convenience.
- c. Strive to develop facilities that separate bicyclists and pedestrians over facilities that accommodate both without separation

Objective 18 – Develop a coordinated marketing strategy to encourage walking in Solano County.

- a. Develop a series of promotional/marketing incentives to encourage employees to use walking and other means to reach work. Quantify the estimated future benefits of walking in terms of air quality, congestion, and health.
- b. Encourage use of the SNCI program to assist residents, visitors, and workers to achieve commute alternatives to the automobile
- c. Develop a countywide pedestrian connections map for public distribution to reflect pedestrian facilities and information
- d. Sponsor and support annual commuting events that involve walking, countywide tours of pedestrian facilities, and adult safety courses in conjunction with other congestion management efforts
- e. Encourage the coordination of pedestrian and health advocacy groups, such as health care providers and coalitions
- f. Prepare and distribute or post maps of pedestrian routes and districts, and general information promoting the opportunities and benefits of walking.
- g. Promote walking and awareness of the benefits of walking by supporting or coordinating with local events that feature walking or that occur in pedestrian-oriented areas

Goal #6: Develop an integrated and coordinated transportation system that connects walking with other modes of transportation, which includes, but is not limited to, bicycling, driving, and taking public transportation.

Objective 19 – Solicit input from pedestrians for all transportation projects

Objective 20 – Maximize the multimodal connections to the pedestrian system

- a. Ensure that the countywide pedestrian system serves all multi-modal stations, ferry terminals, and park-and-ride lots in Solano County
- b. Work with local and regional transit agencies to provide real-time information for pedestrian users
- c. Develop an intermodal transportation system that serves the transportation needs of Solano County’s residents, workers, and visitors in a manner that is compatible with characteristics of natural, economic, and social resources
- d. Encourage the review of projects by user groups such as the PAC

Objective 21 – Implement California Department of Transportation (Caltrans) and Metropolitan Transportation Commission (MTC) Complete Streets Policies

- a. Refer to Caltrans Deputy Directive 64 (DD-64):
http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets.html
- b. Fill out and submit a complete streets checklist with all applications for funds administered by STA:
http://www.mtc.ca.gov/planing/bicyclespedestrians/routine_accommodations.htm

Objective 22 – Implement Caltrans Context-Sensitive Solutions Policy

- a. Refer to Caltrans Context-Sensitive Solutions resources:
<http://www.dot.ca.gov/hq/oppd/context/index.htm>

Goal #7: Provide safe access for pedestrians to all points in Solano County.

Objective 23 – Plan and implement a pedestrian connections network that enables pedestrians to safely reach all areas in Solano County

Objective 24 – Inventory areas that are not safely accessible by walking

Goal #8: Develop a pedestrian connections network that connects to northern California’s alternative modes system.

Objective 25 – Maintain current policies that are consistent with MTC’s regional pedestrian-related plans and documents

- a. Review regional pedestrian-related transportation projects applying for funds administered by STA

Objective 26 – Plan and implement access to public transit connections to neighboring counties (i.e. Yolo County, Napa County, Sacramento County, etc.)

Goal #9: Develop a standard countywide wayfinding signage system to connect pedestrians to park-and-ride lots, transit, water transportation, and other key local destinations (i.e. downtowns, farmer’s markets/produce stands, local commerce and retail, etc.)

Objective 27 – Work with BAC, PAC, TAC, and general public to develop a wayfinding signage plan or comparable guidance document.

Draft 2009 Countywide Pedestrian Network Criteria

The following three (3) criteria are to be used as a guide for STA staff and its advisory committees to identify appropriate projects for the Solano Countywide Pedestrian Plan. If a route or proposed project location meets one or more of the three criteria as defined below, it is eligible for inclusion in the Solano Countywide Pedestrian Plan.

1. **Connections that Support Pedestrian Movement (Routes)** – Direct pedestrian routes and pedestrian-transit connections serve as a viable transportation network within and through Solano County. Pedestrian routes can be made to or within an identified pedestrian-oriented place. Pedestrian-transit connections also address connections across barriers created by the regional transportation system (e.g. freeways, interchanges, railroads) and natural barriers (e.g. rivers, creeks, and bays). Although walking to a bus stop or other transit service may appear local in nature, the complete trip can also be countywide or regional despite a change in mode. A person may arrive via transit, but having accessed transit by walking.

Guidance for Identifying Eligible Projects:

- A. Connections to and within designated Priority Development Areas (PDAs)
- B. Connections across barriers
- C. Connections to and within major hubs of the countywide transit system – including transit centers, ferry terminals, bus rapid transit, airports, and rail stations (including Bay Area Rapid Transit (BART) stations, light rail stations, and commuter rail) – from all access points surrounding each station
- D. Connections to and within major employment centers of Solano County and/or each of the seven cities
- E. Connections to and within significant shopping/education/services centers including commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues
- F. Gaps and needed improvements

2. **Creation or Enhancement of Places That Support Pedestrian Travel or Activity (Transportation for Livable Communities/Priority Development Area projects)** – Creating or enhancing places for pedestrian travel/activity serve as the bond between people and major destinations in Solano County (e.g. improvements to and through major activity centers and central business districts). Pedestrian-oriented places improve the walkability of an area and have many health, environmental, and economic benefits. Priority Development Areas (PDAs) should be included.

Guidance for Identifying Eligible Projects:

- A. Projects that will be designed and constructed to provide *Materials, Scale, and Sense of Place* that attract pedestrian travel and use, and supports nearby land uses

- B. Projects that will be designed and constructed to improve pedestrian *Safety*, including lighting, visibility, separation from vehicular traffic and shelter from weather extremes
- C. “Park Once and Walk” facilities that allow those who drive to an area to leave their vehicles parked at a single location (e.g., strategically placed parking structure or pricing of parking) and walk to multiple destinations and uses
- D. Pedestrian facilities that complement and support adjoining land uses, including residences, businesses, and recreational, cultural, and institutional facilities.

3. Other Pedestrian Routes – A few regional systems (i.e. San Francisco Bay Trail) and local systems provide connections to and through Solano County. Completing the segments of these routes that are within the city and county transportation network is important to improving safety and linking residential areas for pedestrian trips.

Guidance for Identifying Eligible Projects:

- A. Specified segments of spine and connectors of regional recreational routes (e.g., San Francisco Bay Trail, Bay Area Ridge Trail) that connect to a pedestrian route or pedestrian-oriented area in Solano County
- B. Other pedestrian routes/improvement areas that serve multiple jurisdictions or connect to adjoining regions

STA Staff Evaluation Criteria for Prioritizing Pedestrian Projects

Six (6) criteria have been developed by STA staff based on the 2004 Solano Bicycle and Pedestrian Program (SBPP) criteria as well as their ability to meet the goals identified in the 2009 pedestrian plan update. **The criteria will be applied by STA staff during the prioritization process for the proposed pedestrian system in Solano County.**

Criterion	Description	Points
Criterion #1 – Implementation: The system should be constructed as efficiently as possible.		
Project Readiness	High: Short-term project that can be constructed within 0-5 years of the Plan’s adoption (Tier1)	8-10
	Med: Mid-term project that can be constructed within 6-10 years of the Plan’s adoption (Tier2)	4-7
	Low/Needs Improvement: Long-term project that is highly expensive or may take a long time to construct and should therefore not begin until 11 or more years after the plan’s adoption (Tier3)	0-3
Additional Local Match/Other Funding Availability (Strategically funded project: other funds with a copy of local resolution ¹)	High: Project can commit over 35% of project cost from other sources	2
	Med: Project can commit 20 – 34% of project cost from other sources	1
	Low/Needs Improvement: Project can commit 10 – 19% of total project cost from other sources OR project cannot commit other fund sources	0
Prior Commitment/Performance	High: Project sponsor has completed past projects with committed STA funding on-time or within 12 months of its agreement’s original termination date	4-5
	Med: Project sponsor has completed past projects with committed STA funding within 24 months of its agreement’s original termination date	2-3
	Low/Needs Improvement: Project sponsor has not completed past projects with committed STA funding or has taken beyond X years or the agreement terms (an appropriate period of time for this part TBD)	0-1
Federal Mandates	High: Federal mandate requires the proposed project improvements	2
	Med: Federal mandate encourages the proposed project improvements	1
	Low: No known Federal mandate applies to the project	0
Addresses Goal #2: Build the pedestrian transportation network by planning, designing, funding, constructing, and managing transportation facilities that will meet the needs of the walking public.		

¹ If applicable, required federal funding local match of 11.47% will be included

Criterion	Description	Points
Criterion #2 – Accessibility and Safety: The system should provide safe access from all portions of Solano County’s population centers.		
Elimination of barriers ² to major destinations/ <u>gap closures</u> in a regional pedestrian network serving mobility needs	High: Project provides means to overcome a barrier (e.g. bridge over freeway, expressway, interchanges, or rail line) or eliminates a gap (e.g. a new sidewalk or path in a corridor without facilities) where <u>no</u> nearby facility exists.	11-15
	Med: Project reduces consequences of an existing barrier or gap to provide more direct non-motorized travel where limited or inferior alternatives exist.	6-10
	Low/Needs Improvement: Project <u>extends</u> a pedestrian route (e.g. sidewalk or path), working towards a gap closure, but not eliminating it.	0-5
Access to schools, transit, lifeline transit ³ or to/within activity centers (commercial/employment centers or recreational facilities)	High: Project is specifically designed to significantly improve access to a destination and/or planned/existing link. Project will be within ¼ mile in actual walking distance from the destination and/or planned/existing link	8-10
	Med: Project will generally enhance access to the destination and/or planned/existing link. Project will be within ½ mile in actual walking distance from the destination and/or planned/existing link.	4-7
	Low/Needs Improvement: Project improves upon limited existing access. Project will be beyond ½ mile in actual walking distance from the destination and/or planned/existing link.	0-3
Safety improvement for all groups of pedestrians	High: Project will address a demonstrated safety issue (e.g. collision statistics are high). Project will address safety concern with a proven or demonstrated counter measure	11-15
	Med: Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed)	6-10
	Low/Needs Improvement: Project will generally improve safety, even though there are no known problems	0-5
Population Served	High: The ratio of potential pedestrians served relative to the traffic volume on the street is 3% or greater.	8-10
	Med: The ratio of potential pedestrians served relative to the traffic volume on the street is greater than one percent, but less than three	4-7
	Low/Needs Improvement: The ratio of potential pedestrians served relative to the traffic volume on the street is less than one percent	0-3
Addresses Goals #3, 4, 5, and 6: Goal #3: Improve pedestrian safety in Solano County; Goal #4: Increase the use of walking as a viable alternative to the automobile; Goal #5: Develop an integrated and coordinated transportation system that connects walking with other modes of transportation; Goal #6: Provide safe access for pedestrians to all points in Solano County.		

² Barriers include major arterials, freeways, major transit facilities, railroad tracks, creek/streams/bays, etc. A substandard or deficient facility is generally considered a “medium” gap.

³ Lifeline transit serves low-income, transit-dependent communities

Criterion	Description	Points
Criterion #3 – Connectivity and Regional Significance: The system will serve the routes of regional significance and transit facilities of regional significance.		
Countywide Destinations (multimodal)	High: Serves a route of regional significance and creates connections to the regional transit system – including transit centers, ferry terminals, bus rapid transit, and rail stations (e.g. BART stations, light rail stations, airports, and commuter rail) – from all directions surrounding each station	4-5
	Med: Provides access to and through the major central business districts of the county	3
	Low: Establishes connections to activity centers including selected commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues	1
	Needs Improvement: Does not establish a connection to any of the above areas.	0
Connectivity	High: Project provides <u>continuous connection</u> for users to primary activity centers or provides a connection between two modes.	4-5
	Med: Project provides an <u>improvement to</u> an existing connection for users to a primary activity center or connection between two modes.	2-3
	Low/Needs Improvement: Project <u>extends</u> an existing pedestrian facility, but does not connect to a destination or provide a connection to a planned/existing pedestrian route or other mode.	0-1
Regional Significance (e.g. RRS, TFRS)	High: Project provides at least a sidewalk improvement on a Route of Regional Significance (RRS) or serves a Transit Facility of Regional Significance (TFRS)	3-4
	Med: Project improves access to a existing pedestrian route or connection to a RRS or TFRS	1-2
	Low/Needs Improvement: Project does not connect to a RRS or TFRS	0
Addresses Goal #7: Develop a pedestrian network that connects to northern California’s alternative modes system		

Criterion	Description	Points
Criterion #4 – Quality of Life: The system should enhance a community’s sense of place and quality of life. (Staff)		
Consistency with Metropolitan Transportation Commission (MTC) Transportation for Livable Communities (TLC) Design principles	High: Project scores 110-150 points based on MTC TLC scoring criteria	11-15
	Med: Project scores 60-109 points based on MTC TLC scoring criteria	6-10
	Low/Needs Improvement: Project scores 0-59 points based on MTC TLC scoring criteria	0-5
Reduction of vehicle usage by offering alternatives	High: Project sponsor is able to project <u>heavy</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	3
	Med: Project sponsor is able to project <u>moderate</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	2
	Low/Needs Improvement: Project sponsor is able to project <u>minimal</u> usage of the facility to deter peak-period trips made by cars (e.g., trips made towards transit stations, park and ride lots, schools, etc.)	1
Cost/Benefit calculations used by BAAQMD	High: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is less than \$60,000	3
	Med: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is between \$60,000 and \$90,000	2
	Low/Needs Improvement: Cost per ton of total ROG, Nox, and weighted PM ₁₀ reduced is greater than \$90,000	1
Addresses All Goals		

Criterion	Description	Points
Criterion #5 – Local Coordination: The proposed system should consider local information in the pedestrian planning process. (Staff/User)		
In a locally adopted plan	High: Incorporated in the community's General Plan, Adopted Growth Management Plan, STA Pedestrian Plan, Local Plan, and Capital Improvement Plan	8-10
	Medium: Incorporated in local or trails master plan	4-7
	Low/Needs Improvement: Project is unplanned	0-3
Community Participation	High: Project has <u>strong</u> documented community, neighborhood, or user group participation (e.g. STA PAC, retailers of sporting goods, and the general public). Letters OR minutes indicating actions taken by communities, neighborhood groups, user groups, or countywide committees are provided. Projects are included in a local or community-based plan.	4-5
	Med: Project has <u>some</u> community, neighborhood, or user group participation (two or less public outreach meetings/workshops)	2-3
	Low/Needs Improvement: Project has submitted a Complete Streets Checklist. Community outreach will be completes as part of the project, but little or none conducted to date.	0-1
Long-term plans and policies of the project as part of the countywide pedestrian system	High: Project sponsor has adopted a long-term plans and policies that is consistent with Solano Countywide Pedestrian Plan with PAC support	4-5
	Med: Project sponsor is developing a long-term plan for a continuous countywide pedestrian system while obtaining PAC input	2-3
	Low/Needs Improvement: Project sponsor has not worked towards a long-term plan for a continuous pedestrian system and without PAC support	0-1
Design Aspects from pedestrian plans or advisory committee suggestions followed	High: Project uses or improves design recommendations from <u>both</u> the Solano Countywide Pedestrian Plan <u>and</u> recommendations by the PAC	4-5
	Med: Project uses or improves <u>some</u> design features recommended in the Solano Countywide Pedestrian Plan and <u>some</u> recommendations provided by the PAC	2-3
	Low/Needs Improvement: Project uses design features not found in the Solano Countywide Pedestrian Plan and <u>ignores recommendations</u> provided by the PAC	0-1
Addresses Goals #1 and 8: Goal #1: Plan and maintain a current Countywide Pedestrian Network; projects should be identified in a local plan (i.e. general plan, pedestrian plan, trails plan, CIP, etc.); Goal #8: Develop the Countywide Pedestrian Plan to serve as a pedestrian master plan or a foundation for local agencies to use in the development of a local pedestrian plan.		

Criterion	Description	Points
Criterion #6 – Wayfinding: The system will provide adequate directional wayfinding signage system such as those incorporated on the highway system. (Staff)		
Wayfinding Sign Plan	High: Will include existing signs in the MUTCD and future standards for countywide wayfinding when it is developed	3
	Med: Will incorporate existing signs identified in the MUTCD	2
	Low/Needs Improvement: Project will consider as part of project, but has not been identified to date	1
Addresses Goal #9: Develop a countywide wayfinding signage plan		



DATE: December 4, 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
TIGER Grants for Surface Transportation	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
Carl Moyer Off-road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey, Sacramento Metropolitan Air Quality Management District (916) 874-4893	None. Projects will be selected for funding on a first-come, first-served basis.
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier, BAAQMD (415) 749-4961	None. Projects will be selected for funding on a first-come, first-served basis.
California Office of Traffic Safety (OTS) – Grants Made Easy*	Donna Black OTS Coordinator (916) 509-3015	January 31, 2010
California OTS – General OTS Grants*	Donna Black OTS Coordinator (916) 509-3015	January 31, 2010
Urban Greening for Sustainable Communities Planning Program*	N/A; Please feel free to contact Sara Woo for more information Solano Transportation Authority (STA) (707) 399-3214	Application Available (tentative) March 2010

* New funding opportunity

¹Note regarding the American Recovery and Reinvestment Act (ARRA) of 2009 (also referred to as “Stimulus Bill”): The ARRA has some competitive grant programs, which are separate from ARRA funds available through Caltrans and MTC. Details and guidelines regarding the competitive ARRA grants are continuing to be developed. Please visit <http://www07.grants.gov/search/basic.do> and browse by category for the most up-to-date information as it may change after the date of this report.



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)
TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation 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 transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in surface transportation infrastructure projects.

Funding Available: Approximately \$1.5 billion is available nationwide through September 30, 2011 for the Secretary of Transportation to make grants on a competitive basis for capital investments in surface transportation infrastructure projects. \$20 million minimum; \$300 million maximum.

Eligible Projects: Eligible projects include, but are not limited to, highway or bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments.

Further Details: <http://www.dot.gov/recovery/ost/>
The U.S. Department of Transportation is in the process of developing criteria for this program. Caltrans, MTC, and STA will work with the cities and County of Solano to allocate the funds when the criteria are available.

Program Contact Person: Mr. Leslie T. Rogers, Regional Administrator, U.S. Department of Transportation Region 9
(415) 744-3133

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



FUNDING OPPORTUNITY
Carl Moyer Off-road Equipment Replacement Program
For Sacramento Metropolitan Area
Application Due On First-Come, First-Served Basis

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Off-road Equipment Replacement 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: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.

Funding Available: Approximately \$10 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.airquality.org/mobile/moyererp/index.shtml>

Program Contact Person: Gary A. Bailey, Sacramento Metropolitan Air Quality Management District,
(916) 874-4893
gbailey@airquality.org

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



FUNDING OPPORTUNITY

Carl Moyer Memorial Air Quality Standards Attainment Program

For San Francisco Bay Area

Application Due On First-Come, First-Served Basis

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Carl Moyer Air Quality Standards Attainment 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: Private non-profit organizations, state or local governmental authorities, and operators of public transportation services, including private operators of public transportation services.

Program Description: Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment and other sources of pollution providing early or extra emission reductions. Eligible projects include cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines.

Funding Available: Approximately \$20 million is available.

Eligible Projects: Examples:

- Install particulate traps
- Replace older heavy-duty engines with newer and cleaner engines and add a particulate trap
- Purchase new vehicles or equipment that is cleaner than the law requires
- Replace heavy-duty equipment with electric equipment
- Install electric idling-reduction equipment

Further Details: <http://www.baaqmd.gov/Divisions/Strategic-Incentives/Carl-Moyer-Program.aspx>

Program Contact Person: Anthony Fournier, Environmental Planner, Bay Area Air Quality Management District (BAAQMD), (415) 749-4961, afournier@baaqmd.gov

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



FUNDING OPPORTUNITY

**Urban Greening for Sustainable Communities
Planning Program**

Application Available (tentative) March 2010

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the Urban Greening for Sustainable Communities Planning Grant 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 Urban Greening for Sustainable Communities Planning Program provides funds to assist entities in developing a master urban greening plan that will ultimately result in projects to help the State meet its environmental goals and the creation of healthy communities.

Funding Available: Requests for funding are limited to a maximum amount of \$250,000. Larger grant awards may be considered for organizations that work together to develop joint planning documents that cover all jurisdictions involved.

Eligible Projects:

- Development of an urban greening plan
- Development and coordination of urban greening plans

Further Details: <http://www.sgc.ca.gov/>

Program Contact Person: N/A; please contact STA staff, Sara Woo for more information regarding this program.

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



FUNDING OPPORTUNITY
California Office of Traffic Safety (OTS) –
Grants Made Easy
Application Due January 31, 2010

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the California OTS – Grants Made Easy 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: Local law enforcement agencies.
- Program Description: OTS – Grants Made Easy provides funding for three programs: Selective Traffic Enforcement Program (STEP), DUI enforcement and Awareness Program (DUI), and Vehicle Impound Program (VIP)
- Funding Available: Unspecified amount at this time. These grants are a one year grant period (October 1 through September 30).
- Eligible Projects:
- Full Time and Overtime Program
 - Overtime Only Program
- Further Details: http://www.ots.ca.gov/Grants/Apply/GME_2011.asp
- Program Contact Person: Donna Black, OTS Coordinator,
(916) 509-3015
dblack@ots.ca.gov
- STA Contact Person: Sara Woo, STA Planning Assistant,
(707) 399-3214
swoo@sta-snci.com
-



FUNDING OPPORTUNITY
California Office of Traffic Safety (OTS) –
General OTS Grants
Application Due January 31, 2010

TO: STA TAC
FROM: Sara Woo, Planning Assistant

This summary of the California OTS – General OTS Grants 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: Political subdivisions of the state are eligible to apply for and receive OTS grant funding. In addition to state governmental agencies, state colleges, and state universities, subdivisions of the state include local city and county government agencies, school districts, fire departments, and public emergency services providers.

Program Description: OTS – General OTS Grants

Funding Available: Unspecified amount at this time.

- Eligible Projects:
- Projects/programs to mitigate traffic safety program deficiencies
 - Expand on-going activity (e.g., program maintenance, research, rehabilitation, construction)
 - Develop a new program

Further Details: http://www.ots.ca.gov/Grants/Apply/Proposals_2011.asp

Program Contact Person: Donna Black, OTS Coordinator,
(916) 509-3015
dblack@ots.ca.gov

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



**Solano Transportation Authority
Board Special Meeting Highlights
November 18, 2009
4:30 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 November 18, 2009 STA Board Special Meeting

Following is a summary of the actions taken by the Solano Transportation Authority at the Board Special Meeting of November 18, 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
Rick Fuller (Board Alternate Member)	City of Dixon
Harry Price	City of Fairfield
Jan Vick	City of Rio Vista
Len Augustine	City of Vacaville

ACTION – NON-FINANCIAL ITEMS

A. S State Route (SR) 12 Jameson Canyon – Resolution Determining STA Board to Hear Resolution's of Necessity for State Route (SR) 12 Jameson Canyon Project

Recommendation:

Approve Resolution No. 2009-18 determining that STA Board will hear Resolutions of Necessity for the SR 12 Jameson Canyon project in Solano County.

On a motion by Board Member Augustine, and a second by Vice Chair Sanchez, the STA Board approved the recommendation.

B. Status of Routes 30 and 90 Operating Agreement

Recommendation:

Approve the following:

1. Authorize the Executive Director to enter into an operating agreement for Solano Express Routes 30 and 90 with Fairfield and Suisun Transit (FAST) with the provisions as specified in Attachment F;
2. Approve the City of Fairfield's Transportation Development Act (TDA) Fiscal Year 2009-10 claim for TDA funds for Routes 30 and 90 from other jurisdictions, subject to execution by both parties of Route 30 and 90 operating agreement;
3. Approve the City of Fairfield's FY 2009-10 Regional Measure 2 (RM 2) allocation request for Route 90, subject to execution by both parties of Route 30 and 90 operating agreement; and
4. Return to the STA Board with a mid-year and annual performance report for Routes 30 and 90.

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

C. STA's Final Draft 2010 Legislative Priorities and Platform

After discussion, the STA Board approved the following modifications to the platform shown below in underline bold italics:

Legislative Priorities:

Add No. 14

Support federal and state legislation framed by California Consensus Principles (Item XIV.)

Add No. 15

Support federal and state legislation framed by California Consensus Principles (Item XV) that provide funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e. Cordelia Truck Scales).

Legislative Platform:

Environmental:

Add No. 2

2. *Monitor sea-level rise and climate change in relation to existing and proposed transportation facilities in Solano County.*

Recommendation:

Approve the STA Final Draft 2010 Legislative Priorities and Platform, as specified in Attachment A.

On a motion by Board Member Batchelor, and a second by Vice Chair Sanchez, the STA Board approved the recommendation to include noted changes listed above shown in underline bold italics.

CONSENT CALENDAR ITEMS

On a motion by Vice Chair Sanchez and a second by Board Member Batchelor, the STA Board unanimously approved Consent Calendar Items A and B

A. STA Board Meeting Minutes of October 14, 2009

Recommendation:

Approve STA Board Meeting Minutes of October 14, 2009.

B. Status of Approval of Revisions to STA's Joint Powers Authority (JPA) Agreement

Recommendation:

Receive and file.

ADJOURNMENT

The STA Board meeting was adjourned at 5:15 p.m. The next regular meeting of the STA Board is scheduled for **Wednesday, December 9, 2009, 6:00 p.m., Suisun City Hall Council Chambers.**



DATE: December 7, 2009
TO: STA TAC
FROM: Johanna Masiclat, Clerk of the Board
RE: STA Board and Advisory Committee Meeting Schedule for 2010

Background:

Attached is the STA Board and Advisory Committee meeting schedule for the calendar year of 2010 that may be of interest to the STA TAC.

Fiscal Impact:

None.

Recommendation:

Informational.

Attachment:

- A. STA Board and Advisory Committee Meeting Schedule for 2010

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**STA BOARD AND ADVISORY
COMMITTEE MEETING SCHEDULE
CALENDAR YEAR 2010**

DATE	TIME	DESCRIPTION	LOCATION	STATUS
Thurs., January 14	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Wed., January 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Fri., January 15	12 noon	Paratransit Coordinating Council (PCC)	JFK Library - Vallejo	Confirmed
Thurs., January 21	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Wed., January 27	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., February 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., February 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., March 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., March 10	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., March 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Fri., March 19	12 noon	Paratransit Coordinating Council (PCC)	Solano Community College	Confirmed
Wed., March 31	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 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., April 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., May 6	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., May 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., May 20	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., May 21	12 noon	Paratransit Coordinating Council (PCC)	Ulati Community Center	Confirmed
Wed., May 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., June 9	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., June 30	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 8	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Tentative
Thurs., July 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs., July 15	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., July 16	12:30 p.m.	Paratransit Coordinating Council (PCC)	Fairfield Community Center	Confirmed
July 30 (No Meeting)	SUMMER RECESS	Intercity Transit Consortium	N/A	N/A
		Technical Advisory Committee (TAC)	N/A	N/A
August 13 (No Meeting)	SUMMER RECESS	STA Board Meeting	N/A	N/A
Wed., August 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., September 2	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., September 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Thurs. September 16	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Confirmed
Thurs., September 17	12:30 p.m.	Paratransit Coordinating Council (PCC)	Benicia City Hall	Confirmed
Wed., September 29	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 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., October 27	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 4	6:30 p.m.	Bicycle Advisory Committee (BAC)	STA Conference Room	Confirmed
Wed., November 10	6:00 p.m.	STA's 11 th Annual Awards	TBD - Suisun City	TBD
Thurs., November 18	6:00 p.m.	Pedestrian Advisory Committee (PAC)	STA Conference Room	Tentative
Fri., November 19	12:30 p.m.	Paratransit Coordinating Council (PCC)	Suisun City Hall	Confirmed
Wed., November 24	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	Confirmed
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	Confirmed
Wed., December 8	6:00 p.m.	STA Board Meeting	Suisun City Hall	Confirmed
Wed., December 29	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
 BAC: Meets 1st Thursday of every *Odd* Month
 PAC: Meets 3rd Thursday of every *Odd* Month
 PCC: Meets 3rd Fridays of every *Odd* Month

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