



**PEDESTRIAN ADVISORY COMMITTEE (PAC)
MEETING AGENDA**

6:00 p.m., Thursday, April 4, 2019

**Solano Transportation Authority, Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473**

ITEM

STAFF PERSON

- | | |
|--|-------------------------|
| 1. CALL TO ORDER/INTRODUCTIONS/CONFIRM QUORUM | Teresa Booth, Chair |
| 2. APPROVAL OF AGENDA
(6:00 – 6:05 p.m.) | Committee |
| 3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS
(6:05 – 6:10 p.m.) | |
| 4. CONSENT CALENDAR
(6:10 – 6:15 p.m.) | Teresa Booth, Chair |
| A. Minutes of the STA PAC Meeting of 12-6-18 and 2-7-19
<u>Recommendation:</u>
Approve the STA PAC meeting minutes of 12-6-18 and 2-7-19.
Pg. 3 | April Wells, STA |
| 5. SPECIAL ACTION NON-FINANCIAL | |
| A. RTP Call for Projects
(6:15 – 6:25 p.m.)
Pg. 11 | Robert Guerrero,
STA |
| 6. SPECIAL INFORMATIONAL ITEMS - DISCUSSION | |
| A. PDA and PCA Re-Evaluation
(6:25 – 6:30 p.m.)
Pg. 27 | Robert Guerrero,
STA |
| B. Pedestrian Symposium Follow-Ups and Bike Month
(6:30 – 6:40 p.m.)
Pg. 29 | Karin Bloesch, STA |

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

PAC MEMBERS

Diane Dooley
City of Benicia

Tamer Totalh
City of Fairfield
Vice – Chair

Sandra Newell
City of Dixon

Kevin McNamara
City of Rio Vista

Victor Anes
Member at Large

Aaron Trudeau
City of Suisun City

Bob Berman
Bay Area Ridge
Trail

Marilyn Royse
City of
Vacaville

Teresa Booth
City of Vallejo
Chair

Joseph Joyce
County of
Solano

7. **PRESENTATIONS**
A. **Role of the PAC and Funding Sources** Cory Peterson, STA
(6:40 – 6:50 p.m.)
8. **ACTION NON-FINANCIAL**
A. **STA PAC By-laws Change** Cory Peterson, STA
(6:50 – 7:00 p.m.)
Pg. 33
9. **INFORMATIONAL ITEMS – DISCUSSION**
A. **TDA Article 3 FY 2019-20 Projects and Joint BAC/PAC meeting** Cory Peterson, STA
(7:00 – 7:10 p.m.)
Pg. 39

B. **PAC Walking Tour Spring 2019** PAC Members
(7:10 – 7:20 p.m.)
Pg. 41

C. **ATP Update** Cory Peterson, STA
(7:20 – 7:30 p.m.)
Pg. 43

D. **Reports and Updates from Staff** Cory Peterson, STA
(7:30 – 7:40 p.m.)
A. **ATP Cycle 4 Applications Update**
B. **Caltrans District 4 Pedestrian Plan**
Pg. 45
10. **COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS** Teresa Booth, Chair
(7:40 – 7:45 p.m.)
11. **ADJOURNMENT**
The next regular meeting of the Pedestrian Advisory Committee is scheduled to meet on **Thursday, June 6, 2019 at 6:00 p.m.** at STA.

PAC 2019 Meeting Dates:

(The PAC meets every First Thursday on even months, unless otherwise rescheduled)

Please mark your calendars for these dates

6:00 pm, Thursday, June 6, 2019

6:00 pm, Thursday, August 1, 2019

6:00 pm, Thursday, October 3, 2019

Questions? Please contact STA Planning Assistant Cory Peterson at (707) 399-3214 or cpeterson@sta.ca.gov

Translation Services: For document translation please call:

Para la llamada de traducción de documentos:

Para sa mga dokumento tawag sa pagsasalin:

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對於文檔翻譯電話

707-399-3239



PEDESTRIAN ADVISORY COMMITTEE (PAC)
Minutes for the Meeting of
December 6, 2018

1. CALL TO ORDER/INTRODUCTIONS/ CONFIRM QUORUM

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

PAC Members Present:

Tamer Totah, <i>Vice – Chair</i>	City of Fairfield
Teresa Booth, <i>Chair</i>	City of Vallejo
Bob Berman	Bay Area Ridge Trail
Puriie Conley	City of Suisun City
Kevin McNamara	City of Rio Vista
Sandra Newell	City of Dixon
Diane Dooley	City of Benicia

PAC Members Absent:

Joseph Joyce	County of Solano
Marilyn Royse	City of Vacaville

Others Present:

Sam Kumar	City of Vallejo
Jason Riley	Solano County

STA Staff Present:

Cory Peterson	STA
Karin Bloesch	STA
Triana Crighton	STA
April Wells	STA

2. APPROVAL OF AGENDA

With a motion from Bob Berman and a second from Kevin McNamara, the PAC unanimously approved the Agenda. (7 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

Jason Riley mentioned pedestrian improvements on Rockville Road and asked the members for input and to **add this topic as a future agenda item**. Potential improvements include adding a connection between the Rockville Trails Preserve and Rockville Hills Park, rapid flashing beacon, and bulb-outs.

4. CONSENT CALENDAR

Approve the following consent item in one motion.

A. Minutes of the STA BAC/PAC Meeting of November 1, 2018

On a motion by Diane Dooley, seconded by Bob Berman, the STA PAC approved the minutes of November 1, 2018 unanimously. (7 Ayes)

5. PRESENTATIONS

None.

6. ACTION – FINANCIAL/NON-FINANCIAL

A. PAC Chair and Vice-Chair Elections for 2019

On a motion by Bob Berman Teresa Booth was nominated as Chair for 2019, seconded by Tamer Totah. On a motion by Bob Berman Tamer Totah was nominated as Vice-Chair for 2019, seconded by Kevin McNamara.

B. 2019 PAC Work Plan

Cory Peterson provided a draft of the 2019 PAC Work Plan. Discussion included updates to Solano 'Top 10 Walks' brochure, public outreach, funding priorities, bike and ped counts, and joint BAC/PAC meeting.

On a motion by Sandra Newell, seconded by Kevin McNamara, the STA PAC approved the 2019 PAC Work Plan with the addition of Diane Dooley's suggestion of a presentation on the effects of global warming on transportation.

7. INFORMATIONAL ITEMS – DISCUSSION

A. 2019 Pedestrian Safety Workshops – OTS Grant

Karin Bloesch mentioned an Office of Traffic Safety (OTS) grant of \$85,000 was awarded to the STA to host three community pedestrian safety workshops. The first workshop will be in February 2019 in Fairfield, the next in Vallejo, and the last workshop is tentative. Mrs. Bloesch invited the PAC members to be involved in these workshops and asked members to provide potential topics to be addressed, ideas or feedback.

Mrs. Bloesch provided a fact sheet that shows Solano County is ranked #12 in collisions statewide and #2 in California for pedestrians under 15 vs. vehicle collisions. Tamer Totah asked what year the statistics are from. Mrs. Bloesch answered the Statewide Integrated Traffic Records System (SWITRS) statistics are from 2015 and the Solano Safe Routes to School (Solano SR2S) Program will have access to updated CrossRoads Software with real time data.

B. Solano Active Transportation Plan: Goals and Policies

Cory Peterson gave an overall Active Transportation Plan Update which included public outreach events and the interactive map with over 1,000 individual lines and points submitted. Mr. Peterson shared photos from the public outreach events.

Toole Design Group continues to work on the GIS data collection and existing conditions analysis, processing sidewalk mapping data into a single GIS shapefile, and producing an Existing Conditions report.

Cory Peterson provided an attachment of Proposed ATP Goals and Policies which included Solano Countywide existing goals and policies of the Bicycle Transportation Plan, Pedestrian Transportation Plan, and the Safe Routes to Transit Plan and a general plan from each city. Mr. Peterson stated that Solano County general plan will be added. The STA Countywide Bicycle Transportation, Pedestrian Transportation, and Safe Routes to Transit Plans, along with General Plans from each local jurisdiction, were reviewed and compared with the Shasta Regional Transportation Agency's GoShasta Regional Active Transportation Plan and the Contra Costa Transportation Authority's Countywide Bicycle and Pedestrian Plan.

Recommended values and goals included access, equity, health and safety, quality of life, environmental stewardship, collaboration and invest in our values. Bob Berman commented about adding sustainability to values and goals. Mr. Berman added that the access goal would best be broken into two goals of connection to transit and key destinations and that climate change should be added.

Diane Dooley asked who would adopt the ATP Policies and suggested to identify target audience. Cory Peterson stated new goals and policies would be adopted Countywide and each city would have their own chapter with current general plans. Mr. Peterson stated terminology of high level goals and policies would be simplified for a general understanding for the public.

Sam Kumar commented that key destinations are different and tailored for each city. Cory Peterson stated the general plan is the guiding comprehensive document for every city and will not overrule the County plan. Jason Riley asked how the BAC and PAC committees will utilize the ATP policies. Cory Peterson answered the policies will help rank and prioritize projects by the committees, will help STA and city staff understand best practices for resources and where projects are needed.

Kevin McNamara, Bob Berman and Tamer Totah suggested adding recreational walking and biking trails to the values and goals under the quality of life category. Cory Peterson agreed that recreational walking and biking should be added to the policies.

Diane Dooley asked about the funding aspect. Cory Peterson stated One Bay Area Grant (OBAG) are federal funds administered by Metropolitan Transportation Commission (MTC). Projects that relate to the needs of the public is a factor in grants and the ATP outreach is helping to determine what those needs are.

8. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

Kevin McNamara mentioned America Walks, an organization that promotes walking access that provides webinars similar to PAC discussion topics. Tamer Totah suggested pedestrian safety topic regarding driverless automobiles.

9. ADJOURNMENT

The STA PAC meeting adjourned at approximately 7:45 p.m. The next scheduled meeting of the STA PAC is **Thursday, February 7, 2019.**



PEDESTRIAN ADVISORY COMMITTEE (PAC)
Minutes for the Meeting of
February 7, 2019

1. CALL TO ORDER/INTRODUCTIONS/ CONFIRM QUORUM

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

PAC Members Present:

Bob Berman	Bay Area Ridge Trail
Kevin McNamara	City of Rio Vista
Sandra Newell	City of Dixon
Diane Dooley	City of Benicia
Victor Anes	Member at Large
Aaron Trudeau (Pending)	City of Suisun City

PAC Members Absent:

Joseph Joyce	County of Solano
Marilyn Royse	City of Vacaville
Tamer Totah, <i>Vice – Chair</i>	City of Fairfield
Teresa Booth, <i>Chair</i>	City of Vallejo

Others Present:

Sam Kumar	City of Vallejo
Jason Riley	Solano County
Nicole Braddock	Land Trust
Corey Beavers	City of Fairfield

STA Staff Present:

Cory Peterson	STA
Karin Bloesch	STA
April Wells	STA
Robert Guerrero	STA

2. APPROVAL OF AGENDA

With a motion from Bob Berman and a second from Sandy Newell, the PAC unanimously approved the Agenda. (5 Ayes)

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

A. Top 10 Walks and Hikes Pictures

Cory Peterson mentioned upcoming new STA website and asked PAC members to take photographs while they are out in their cities to be potentially added to the new website as well as the updated Top 10 Walks and Hikes brochures. Mr. Peterson introduced Aaron Trudeau, new PAC member representing City of Suisun City.

4. CONSENT CALENDAR

Approve the following consent item in one motion.

A. Minutes of the STA PAC Meeting of December 6, 2018

The PAC minutes of December 6, 2018 will be approved at next meeting with a quorum.

5. PRESENTATIONS

A. Solano Land Trust Activities

Nicole Braddock provided Solano Land Trust brochures and publications. Solano Land Trust is an advocate for healthy people and communities, school kids, outdoor classrooms, healthy and natural environments, fresh local food, agricultural heritage and the spaces (land) in between Solano County cities. Ms. Braddock's presentation focused on trails and their development. Trails discussed included Lynch Canyon, Jepson Prairie, Rockville Trails and Rush Ranch. She explained the Solano Land Trust's comprehensive Campaign of \$25M to provide access for all people and a healthy natural environment and to protect land for the next generation. Solano Land Trust is in the process of hiring staff and assembling a Low Mobility Access Advisory Group. **Cory Peterson will provide Nicole Braddock's presentation to PAC members through email.**

B. Priority Development Areas

Cory Peterson presented on Priority Development Areas and Priority Conservation Areas, explaining what PDA and PCA represents, the identified areas in the county, and why each are important to Solano. Benicia, Fairfield, Rio Vista and Suisun City have completed PDA plans as well as a PCA plan for the County. Many projects resulted in high quality pedestrian infrastructure that has enhanced Solano's downtown areas. STA is creating a Land Use Chapter to assess the status of Solano County's PDAs and measure the amount of housing and job growth within them and to develop a set of strategies/projects that will help further the progress of Solano's PDAs. The Chapter is expected to be completed around July 2019. STA is also working with MTC to set aside portion of Housing Incentive Pool program for Solano's PDA implementation. Mr. Peterson also informed the PAC why these projects are important for each member stating that the PAC and BAC helps to set priority projects to then receive funding and also allocates TDA Article 3 which can help fund projects in PDAs. **Cory Peterson will provide his presentation to PAC members through email.**

6. ACTION – FINANCIAL/NON-FINANCIAL

None.

7. INFORMATIONAL ITEMS – DISCUSSION

A. FY 19-20 to FY 21-22 Funding Priorities

Cory Peterson provided a FY 19-20 to 21-22 Priority Projects List document that lists projects that represent the previous priority project lists set by the BAC and PAC, priorities set by the One Bay Area Grant (OBAG) 2 process, and recent projects that have applied for grant funding. Projects that were recommended by STA as top priority were discussed (Vallejo's Bay Trail/Vine Trail Gap Closure, Fairfield's West Texas St Road Diet, Vacaville's Ulatis Creek Trail, and Vallejo's Downtown Streetscape Phase 4 Project). Mr. Peterson stated that STA staff will have a finalized list for recommendation in April 2019 and will be discussed at the next PAC Meeting of April 4, 2019.

Bob Berman asked for a reader's digest version of the projects. Cory Peterson stated he will create a summary of each project. Robert Guerrero suggested adding a map to the list. Mr. Guerrero added that visits are made to the priority projects and encouraged PAC members to join in Spring 2019. He also suggested each PAC member to join Cory Peterson when he meets with their city to discuss priority projects. The Rockville Park and Rockville Trail were discussed and it was decided to add these projects to the list.

B. Solano Active Transportation Plan Update

Cory Peterson mentioned Solano ATP tasks that have been completed or will be complete soon, specifically the first round of public outreach, countywide bike facilities and sidewalks mapping, and drafts of existing conditions reports. Toole is currently in the analysis phase working on Demand Analysis and Attractor/Generator Analysis for the County-wide portion of the project. **PAC members asked Cory Peterson for a copy of the report.**

C. Pedestrian and Bicycle Counter Program Annual Report

Cory Peterson stated that STA staff, in coordination with member agency staff members, has deployed automated counters at 12 locations in the last three years (2015-2017). Over 110,000 trips were detected. Counters were actively in use for over 1,000 full days. In 2018, the counters were used at 5 locations, on Lopes Road in Fairfield, on Curtola Pkwy in Vallejo, and on the Mare Island Causeway in Vallejo. STA is planning to work with the member agencies in the coming months to develop new bicycle and pedestrian count locations for 2019. These may include locations for before/after counts (buffered bike lane on Lopes Rd in Fairfield, or the green bike lanes on Rehrmann Drive in Dixon), grant applications, or other needs of member agencies as they arise.

D. Pedestrian Symposium De-Brief

Cory Peterson informed the PAC members of the Pedestrian Symposium on Wednesday, February 6, 2019 and that Solano County has the second highest collision rate in California for pedestrians under fifteen years old. Karin Bloesch mentioned public works directors/staff, planning staff, Solano County staff, Solano Public Health, and law enforcement participated in the symposium. Presentations consisted of a grandmother who had lost her grandson in Sacramento and runs an organization to stop hit and run drivers. The story and presentation helped to

humanize the impact of the data. DKS associates presented data from the safety plan of collisions. Solano Public Health presented on hot-spot areas, low income areas, equity issues, diabetes/health issues and how it all relates. The symposium concluded with comment cards and feedback at round tables to discuss and address solutions to the problems countywide. Solutions that were discussed included education with students and building safety habits, education with drivers, maintenance for line of sight and potholes, and research of traffic patterns with use of GPS apps. Next steps for STA are to identify next cities for four smaller workshops.

Aaron Trudeau added that the information was shocking but not surprising that Solano has the second highest collision rate in California for pedestrians under fifteen years old. Mr. Trudeau also mentioned the effectiveness of the roundtables where infrastructure was discussed. Jason Riley asked if the grant was written specifically for pedestrians only and suggested using “bike/ped” to reach more of the public. Mr. Riley added he appreciated how health and infrastructure are related to pedestrian issues.

Cory Peterson/Karin Bloesch to send collision data to PAC members.

8. COMMITTEE MEMBER COMMENTS AND FUTURE AGENDA TOPICS

Bob Berman mentioned an overnight hike in Napa sponsored by Bay Area Ridge Trail in May 2019. The hike is fully supported with equipment and meals and PAC members who are interested should contact Bob Berman.

9. ADJOURNMENT

The STA PAC meeting adjourned at 7:40 p.m. The next scheduled meeting of the STA PAC is **Thursday, April 4, 2019.**

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DATE: March 22, 2019
TO: STA PAC
FROM: Robert Guerrero, STA Planning Director
RE: Plan Bay Area 2050 Call for Projects

Background:

The Solano Transportation Authority is responsible for coordinating with the Metropolitan Transportation Commission (MTC) and Caltrans to develop the Regional Transportation Plan (RTP) for the Bay Area every four years. The RTP is a long range transportation plan that forecasts future transportation needs. As required by California Senate Bill 375, the RTP also includes a component that promotes sustainable communities and provides policies to reduce greenhouse gas emissions. Another important aspect of the RTP is that it is the required regional planning document for programming federal funds.

The last RTP, called the Plan Bay Area 2040, was completed in 2017. In early 2018, MTC began to lay the ground work for the next RTP update by starting the Horizon's initiative process. This process has multiple goals, but the primary goal is to get public input early in the RTP planning process. Their approach included an extensive process with the following components:

1. Guiding Principles
2. Future Scenarios
3. Identification of Transformative Projects
4. Perspective Papers that identify specific challenges associated with that topic (e.g. jobs growth, climate adaptation, housing production, autonomous vehicles, etc.)

Further detail on the Horizon's Initiative can be viewed on the following weblink:

<https://mtc.ca.gov/our-work/plans-projects/horizon>

Over the next several months, MTC will be transitioning from their Horizon's Initiative to the RTP development. This will include forecasting transportation revenue for each county and identifying transportation projects beyond the transformative projects submitted through the Horizon's Initiative.

Discussion:

Previously, Solano County was forecasted to have \$1.6 billion in State Transportation Improvement Program (STIP) Funds, Congestion Mitigation Air Quality (CMAQ) Improvement Program and other potential transportation revenue sources. The new estimate of \$2.4 billion in available transportation funds for Solano County was provided by MTC recently for the next

RTP. The new estimate includes an additional 10 years from the previous RTP, from 2040 to 2050 and is subject to change. STA staff will work with MTC to determine the revenue forecast methodology and will inform the STA Board as new information becomes available.

Three transformative projects were submitted by the STA for consideration as part of the Horizon's Initiative process:

- 1) SR 37 Corridor Resiliency Project (submitted in coordination with MTC)
- 2) Solano I-80 Express Lane Implementation
- 3) Hwy 12 (including Rio Vista Bridge Replacement)

The complete list of submitted transformative projects is included as Attachment A. It has not been made clear as to how the transformative projects would be included in the RTP, specifically regarding whether or not these projects will need to be included as part of the traditional RTP county share. Despite the unknown, STA staff recommends issuing a call at this time for projects utilizing the current project list from the 2040 RTP as a starting point (Attachment B). STA staff will continue to work with MTC to determine how the transformative projects will be integrated in the county share process in parallel to our call for projects process. The call for projects is required to be open to member agencies and the public. A MTC sponsored workshop was held in Solano in March and will be followed by an STA sponsored public input event likely in April or May. Details on the STA public event is still to be determined. The deadline for project submittals to MTC is June 30th. PAC members are encouraged to attend the public workshop and stay engaged in the process.

Fiscal Impact:

None at this time.

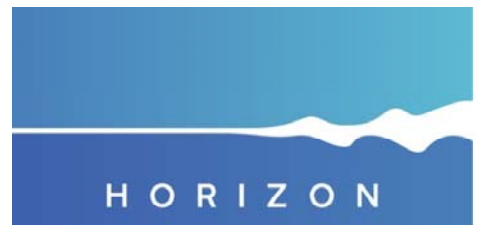
Recommendation:

Informational.

Attachments:




- A. MTC Transformative Projects Submittal
- B. Solano County 2040 RTP Project List

PROJECT PERFORMANCE ASSESSMENT



Attachment C: Index of Transformative Projects & Strategies Submitted

Project names may have been updated slightly since submission. Incomplete submissions were omitted from this list. Not all projects shown met the criteria for the Transformative Projects competition.

Transformative Projects	
 <p>Aerial</p>	<ul style="list-style-type: none"> Aerial Tram Lines (San Francisco to North Bay and East Bay) Air Shuttle Network (Livermore to Central Valley) BART First/Last Mile Gondola Services Drone Delivery Network Dumbarton Gondola Line Electric Vertical Take Off and Landing Aircraft and Ports Flying Car Transit Network Mountain View International Airport Oakland/Alameda Gondola Network Regional Helicopter Network
 <p>Autonomous Technologies</p>	<ul style="list-style-type: none"> Automated Bus and Rail Service + Frequency Increase Autonomous TNC Service in Urban Areas AV Shuttle Circulators AV Shuttle System AV Shuttle System for BART Station Areas Benicia Autonomous Bus Network Contra Costa Autonomous Shuttle Program I-80 Corridor Overhaul Mountain View AV Shuttle System
 <p>BART</p>	<ul style="list-style-type: none"> AV Shuttles at Rockridge and 12th St BART Stations BART Evening Frequency Increase BART Extension from Civic Center to Ocean Beach BART Extension from E. Santa Clara to Eastridge Transit Center BART Extension from Santa Clara to Tasman Drive BART Extension from Hayward to Millbrae BART Extension from Millbrae to San Jose (x4) BART Extension from Millbrae to Santa Clara BART Extension from Milpitas to Martinez (via I-680) BART Extension from Milpitas to Redwood City BART Extension from Richmond to Concord BART Extension from San Jose to Millbrae + Peninsula/South Bay LRT + AV Shuttle Network BART Extension from Union City to Millbrae (via Dumbarton Bridge) BART Extension from Union City to Millbrae (via San Mateo Bridge) BART Extension to Cupertino BART Extension to Gilroy BART Extension to Los Gatos + Monorail from Los Gatos to Santa Cruz BART Extensions to San Rafael, Sunset District, San Mateo, Piedmont, and Martinez BART Extension to Solano County BART Extensions to Vacaville, Mill Valley, and Mountain View BART Fare Reductions + BART Safety Program + BART Express Trains BART Oakland Airport Connector Extension to Oakland Hills, Lake Merritt, and Alameda BART to Livermore BART Transfer Station in Oakland West of I-880 + SoMa BART Caltrain Conversion to BART Technology Coliseum Station Redesign

Transformative Projects

Dublin/Pleasanton BART to Stockton with DMU
eBART from Antioch to Brentwood with DMU
BART Extensions in Lieu of Caltrain & LRT Expansion
High-Speed Transit for 580 Corridor
HOV/T Lane Conversion to BART Lines
I-680 BART (Walnut Creek to Dublin/Pleasanton) (x2)
South Bay BART Extensions in Freeway Medians + Quadruple Track Existing System



**Bicycle &
Pedestrian**

Alameda County Trail Expansion
Bay Area Bicycle Superhighways
Bay Trail Completion
Bicycle Highways
Bike Lanes on All Bridges
Bike Network Policy and Planning Improvements to Prepare for an Autonomous Future
Bikes/e-Bikes/e-Scooters at Bus Stops
Caldecott Tunnel Bike Path
Conversion of Auto Lanes to Non-Motorized Facilities
East Bay Greenway
Food Desert Bicycle Network Improvements
Low-Stress Contra Costa Bicycle Network
Oakland-Alameda Bike-Ped Bridge and Estuary Boat Shuttles
Parking Conversion to Bike Lanes
Protected Bike Lanes along Major Roads and Freeways
Regional Bicycle Network (x2)
Regional Complete Streets Program
Regional Network of Moving Walkways
Regional Protected Bikeway Network
Safe Routes for All 9-County Bay Area Trail Network
San Francisco Bicycle Network
San Francisco Complete Streets Program
Santa Clara County Bicycle Superhighway Network
Sonoma County Bicycle Network
Special Lanes for Bikes/Pedestrians



Bus

15-Minute Headway Network + High Density Coverage Network
24/7/365 Bus Service + Frequent Bus Network (x2)
AC Transit Rapid Network
Alameda County BRT Network + CV Corridors
Bridge Contraflow Lanes for Express Bus
BRT along I-80 from East Solano to SF
BRT on 19th Ave/Park Presidio/Lombard BRT
BRT on All Bridges
BRT Transfer Hubs
Bus Service Frequency Improvements
Bus Lanes on Freeways/Highways
Buses on Dedicated Lanes between Capitol Corridor and BART stations
Commuter Bus and Rideshare Infrastructure Improvements along US-101
Comprehensive Regional Bus Service
Detachable Pods for Buses
Dumbarton Express Frequency Improvements
Fixed-Route Bus Eliminate in Lieu of TNC-like Transportation
Express Bus Lines to Multi-Employer Job Centers
Express Bus Network to Business Parks
I-680 Bus Lanes + BRT
Integrated Regional Paratransit Network
Livermore-to-BART Shuttle Bus

Transformative Projects

More Private-Sector Bus Services
Muni Skip-Stop Bus Service
Peak-Period I-80 Express Bus Line + GP-to-Bus Lane Conversion (Bay Bridge to Vallejo)
Rapid Bus from CSU East Bay to Hayward BART
Regional Bus Network Replacement for Rail Systems
Regionwide Bus to BART Services + HOV/T Conversion to Bus-Only Lanes
Surface Transit Prioritization
SR-92 BRT (x2)
Regional Bus Network for Rail Gap Closures
Transbay Bus Expansion
Transit Service Expansion with COC Focus
Transportation in Transit-Limited Areas to Support Food Sector
US 101 Bus Lanes
US-101 Express Bus Network + Bus Lanes + SFO Intermodal Terminal
US-101 North Bay Peak Period Bus Lanes
ZEV Public Mini Buses



ACE Expansion
Caltrain Business Plan
Caltrain Enhanced Blended System
Caltrain Extension to Salinas
Caltrain Grade Separations
Capitol Corridor Frequency Improvements
Commuter Rail Lines to Inland Cities + Megaregional Parking Garages
Commuter Rail Transit Service to Low-Density Parts of North Bay
Diridon Station Improvements
DMU from Richmond to Vallejo/Napa
Dumbarton Rail (x2)
Dumbarton Rail Link between Redwood City and Fremont
Electromagnetic Rail
Elevation of Entire Caltrain Corridor
I-80 Rail Line (San Francisco to Vacaville)
Megaregional Rail Network
New Commuter Rail Line (Livermore to San Mateo)
New Commuter Rail Line (Redwood City to Stockton)
Rail Frequency Increase
Reorienting existing rail services into a new service pattern
SMART / Capitol Corridor Connection at Parkchester/Richmond
SMART Extension to Richmond (x4)
SMART Extensions to Canal District & San Anselmo
SMART Extension to Ukiah
South Bay Rail Loop through Megaregion
South Bay Highway Capacity Reduction + Median Rail Lines
Underwater Amtrak Line
Urban Rail Along Existing Highway Corridors and Bridges



Express Lane Network Capacity Increase (Dual Lanes)
FAST Bay Area (Optimized Express Lane Network + TDM Strategies)
Highways to Heaven (Optimized Tolling, PlusWays, Regional Bus Network, etc.)
HOV/T Lane Conversions to GP Lanes
I-280 HOT Lanes + Express Bus (San Francisco to San Jose)
I-580 Altamont Pass HOV Lanes
Open Express/HOV Lanes for GP Use During Non-Peak
San Francisco GP-to-HOT Conversion Program
Solano County Express Lanes

Transformative Projects



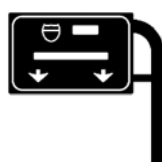
Ferry

100 MPH Ferry Service between SF/Oakland and Delta Communities
Amphibious Transit to Support Existing Ferry Network
Auto Ferry Network
Autonomous Electric Mini-Ferry Network
Autonomous Mini-Ferry Network
Delta Ferry Network
Ferry Frequency Increases
Ferry Service Expansion in South Bay (x3)
Hayward-San Francisco Ferry
Hovercraft and Other Aquatic Vehicles
Hovercraft Network + Non-Commute Travel Ban in Peak + Local Freight Rail Depots
Hydrofoil Ferry Network
Larkspur-Albany Ferry
Private Mini-Ferry Network
San Jose-San Francisco Ferry (x2)



Freight

Alameda County Freight Rail Improvements
Auto-Loaded Truck Transport Network
I-80/I-580 Truck Lanes + Rail Extensions to Communities of Concern
Next-Generation Electric Regional Rail Network on Freight & Highway ROW
Preparing Freight System for an Autonomous Future
Stockton Freight Distribution Hub



Highways

3rd Bore Tunnel between Oakland and Alameda AI-Powered Sleds on Freeways
Bay Bridge Contraflow Lane
Bay Bridge West Span Improvements (x2)
Congestion Reduction Project
Congestion Relief Project (x2)
Cross-Bay Highway Tunnel (US-101 to I-238)
Direct Road Link between Dumbarton Bridge and 101/Embarcadero/Oregon Expressway
Double Deck US-101
Double-Deck Freeway Network + HSR to Brentwood, Davis, etc. + New Local Airports
Double-Deck Freeways (x5)
Double-Deck Freeways + Solar Roadways
Downtown San Jose Interchange Consolidation
Elevated Causeway over SR37 between Vallejo and Novato
Express Tunnels Beneath Existing Freeways
Freeway Shoulder Conversion to Added Capacity + HOV/T to GP Conversion + Toll Automation
Highway 101 Tunnel in Downtown San Rafael
Highway 25/101 Interchange Improvements
Highway Tunnel between I-80 and I-280 in San Francisco
HOV Lane Removal
I-5 Widening
I-5 Widening in San Joaquin County
I-580 + I-680 Corridor Enhancements
Major Arterial Conversion to Expressway Network
Motorcycle Lanes on Highways
New Bay Bridge
New Highway Designs
New On/Off Ramp for I-680 at Grimmer
New Ramp Construction on Freeways
Posey & Webster Tube Replacements
Redevelopment of I-980 Corridor (x3)
Regional Freeway Cap Program
Regionwide Highway Widening
Reversible Lanes on I-680/Sunol Grade

Transformative Projects

Richmond-San Rafael Bridge Replacement
 Rush Hour Traffic Reduction Program
 San Francisco Bay Highway (San Rafael to San Jose)
 San Francisco Bay Highway (SR-37 to San Jose)
 San Francisco Bay Highway (Yerba Buena Island to San Jose)
 San Jose-Watsonville Freeway
 Shoulder Conversions to GP Lanes
 Silicon Valley Double-Deck Freeways
 Skinny Motorcycle / Three-Wheeler lanes
 Small-Vehicle Overpasses across Major Roads and Train Tracks
 South Bay Bridge (Fremont to Mountain View) + Connector Roadways
 South San Francisco-Marin Tunnel + Underground Downtown San Francisco Interchange
 SR-12 Rio Vista Bridge Replacement
 SR-12 Widening
 SR-130 Freeway (San Jose to Patterson) (x3)
 SR-152 Tollway
 SR-239 Freeway + M-580
 SR-262 Freeway
 SR-87 Tunnel
 SR-92 Widening
 Toll Roads + Double-Deck Freeways
 Trail Network Conversion to AV Road Network in Contra Costa County
 US-101/I-880 Interchange Improvements
 US-101/SR-92 Congestion Reduction Project
 US-101/I-280 Freeway Capping
 US-101 Relief Arterial in East Palo Alto
 US-101 Widening for Express Bypass Lanes (SR-237 to SR-85)
 US-101/Dumbarton Bridge Southern Connector






High Speed
Rail and
Hyperloop

5 Hubs HSR Connections
 Cancellation of California HSR
 Elevated HSR Lines (US-101, I-880, I-680)
 High Speed Rail Line from Altamont Pass to SFTC
 HSR Relocation to US-101 Median
 Hyperloop between Silicon Valley and San Francisco via BART ROW
 North Bay HSR (Santa Rosa to San Francisco)
 Regional Hyperloop Network



Light Rail
(LRT)

Downtown San Jose LRT Bypass
 Free Shuttles to VTA Light Rail
 Freeway Lane Conversion to LRT
 Fremont-Newark LRT
 Geary LRT
 Geneva-Harney LRT
 I-680 LRT (Martinez to Dublin)
 Key System 2.0 (x2)
 Light Rail Lines on the Dumbarton and Richmond-San Rafael Bridges
 Matrix Transit System
 Muni Metro Extensions to Daly City & SFO
 Muni Metro Extension to South San Francisco Ferry Terminal
 Muni Metro Extension to West Oakland
 Muni Metro Southwest Subway
 Regional Arterial Streetcar Network + BART Lines on All Highways
 SkyTrain from SJC Airport to Santana Row/Valley Fair
 South San Francisco Light Rail
 Underground Subway in San Francisco + High Speed Rail to Oakland

Transformative Projects	
	<p> VTA Light Rail Subway (Downtown San Jose) VTA Light Rail Subway (North San Jose) VTA Light Rail Systemwide Elevation VTA LRT Automation VTA LRT Express Services VTA LRT Extension to Santa Cruz + HOV/T to Ramp Conversion VTA LRT Extension to Watsonville </p>
 Monorail and Personal Rapid Transit (PRT)	<p> Autonomous Electric Pod Transport Capitol Corridor Monorail Line Group Rapid Transit (GRT) High-Speed PRT Network Freeway Monorail Lines Monorail from San Francisco to Sacramento Monorail Tube Network (Peninsula, East Bay, and North Bay) Regional Monorail Network Personal AV Transit Podway Personal Mass Transit Network Self-Powered Personal Pods on a Regional Rail Network PRT Network Single-Track Monorail Feeder Transit Lines South Bay PRT Network </p>
 Rail (Other)	<p> All-Express Rail System Auto Carts on Abandoned Rail Tracks Caltrain Grade Separations in Santa Clara County Construction of Rail Ringing the Bay Expansion of BART and Caltrain Fleets High-Frequency Commuter Rail Line between Fremont & San Jose High-Speed Link between San Francisco and San Jose Airports Megaregional Rail Network NYC-Style Subway Network in Bay Area Rail Corridor Trench (Oakland to Fremont) Santa Cruz-Los Gatos Rail Line South Bay Rapid Rail Network SR-37 Rail State Rail Plan Improvements (Central Bay) State Rail Plan Improvements (North Bay) State Rail Plan Improvements (Transbay) Statewide Mass Transit Projects Stevens Creek Rail Line (x2) Tubular Rail Lines Underground All Rail Lines </p>
 Resilience	<p> BART Caldecott Tunnel Retrofit Embarcadero Seawall Flood Control Barrier under SR-84 Highway Elevation Projects for SLR Marin Highways & Roads SLR Adaptation Program South Bay Sponge SR-37 Widening + Resilience Project Tidal Management in South Bay and High Speed Rail </p>

Transformative Projects



Transbay Crossings

Commuter Rail Bay Crossing from Oakland to Redwood City via Dumbarton Bridge
Dual-Gauge Second Transbay Tube
MacArthur to Transbay Terminal BART
Mid-Bay Bridge
Multimodal Bay Crossing
Rail/Auto Bridge from SFO to OAK
Reduced-Depth Second Transbay Tube + Geary BART
Second BART Transbay (MacArthur to San Francisco)
Second BART Transbay Tube (Oakland to Outer Richmond)
Second Transbay Tube (BART) (x2)
Second Transbay Tube (BART + Commuter Rail)
Second Transbay Tube (BART + Caltrain + HSR)
Second Transbay Tube for Bus, BART, and Commuter Rail
South Bay Floating Ferry Terminal with East/West Aerial Trams to Shores
Southern Crossing Bridge (Highway + BART) (x2)
Southern Crossing Bridge (I-380 to I-880) (x2)
Southern Crossing/ Butterfly Bridge (I-280 to I-880)
Standard-Gauge Rail Tunnel in Transbay Corridor
Transbay Aerial Connection between Millbrae and San Leandro/Hayward
Transbay BART lines along East Bay/San Francisco Shorelines
Transbay Crossing - BART on San Mateo Bridge (Hayward to Hillsdale)
Transbay Crossing - BART on San Mateo Bridge (Bay Fair to SFO)
Transbay Crossing - Bridge + BART from Alameda Island to Mission Bay
Transbay Crossing - Southern Link Bridge
Transbay Crossing - Alameda Naval Air Station to Cesar Chavez
Transbay Crossing - I-380 to Hegenberger Road
Transbay Rail Tunnel from Marin SMART to Richmond Amtrak/BART
Transbay Rail Tunnel from Salesforce Center via Treasure Island to Berkeley/Richmond
Transbay Rail Tunnel from San Francisco to Richmond

Other

Central Marin Multi Modal Regional Transportation Improvements
I-680 Multimodal Improvements
I-80 Busway + wBART + San Pablo BRT
Oakland Transportation Center
Regionwide Interchange Modernization Program + BART Extension to Santa Cruz
San Pablo Corridor BRT/Streetcar + Land Use
South Bay Rail Network (New BART + LRT Lines)
Transit Network Expansion

Transformative Operational Strategies



Autonomous Technologies

AV Lanes + Pricing + Supportive Infrastructure (x2)
Connected Vehicle Public-Private Partnership



BART

BART Line Rerouting
BART Skip-Stop Service via Ad-Hoc Decoupling (x2)
Forced Transfers to Reduce Number of BART Lines in Transbay Tube



Bicycle and Pedestrian

Alameda County Safe Routes to School Program
Competitive Grant Program for Bike Projects
Decrease Asphalt Devoted to Bike Riders
Electric Bicycle Distribution to All Adults
Energy-Producing Sidewalks
Traffic Rule Enforcement for Bicycle Riders
Motorcycle, Scooter and Bike Rentals for Motorists



Carpooling





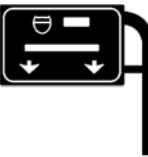

Billboard Notifications about Carpool Opportunities
Carpool Parking Discounts
Carpool/Vanpool Ridematching Service
Casual Carpooling App
Casual Carpooling App + RFID Car Tags
Discounted TNC Ride-Program with Government-Sourced Rate & Bidding
Forced Customer Sharing between Carpool Apps
HOV3+ Lanes on Bay Bridge
Jitney and Shared Taxi Permits
Ridematching + Carpooling Program (x2)
Rideshare Program App
Ridesharing App for People Working in Same Area
Single Customer TNC Trips Ban in Carpool Lanes
TNC/Robotaxi Passenger Occupancy Feebate
Various Robotaxi Policies



Controls & Regulations

Auto Ban in Cities + Remote Parking Facilities
Ban TNCs
Carbon Friendly Behavior Rewards Program App
Controlled Balanced Growth Law to Limit Commutes to 5 Miles Maximum
Driving Restrictions Based on License Plates
Driving Tests for Non-Bay Area Natives
EV Mandate for TNCs, etc.
Expanded Enforcement of Safe Driving
Highway Timeslot Allocation Requirement
Mandatory Auto Commute Permit Process
Mandatory Freeway Trip Reservation Policy
Non-AV Restriction on Highways
Once-a-Week Driving Restriction
Rebates for Motorcycle Purchase
Regional Drone Regulations
Self-Flying Car Mandate
Vehicle Decrease Policy
Vehicle Replacement Program to Shift to MaaS

Transformative Operational Strategies

 Employer Policies & Telecommute	<p>24-Hour Work Day (x2) 80% Telecommute Requirement + Redevelopment of Office Buildings Alternate Business Hours + Telecommute Program Telecommuting, Telework, Telemedicine, and Distance Learning Incentives Incentives for Worker Productivity Growth + Tax Credits for Short-Distance Commuters Mandatory Once-a-Week Telecommute Policy Staggered Work Start Times Subsidies for Home Workstations Tax Breaks for Employer Telecommute Policies Tax Incentives for Private Employer Buses Tax Incentives for Telecommuting and TDM Policies Tax Incentives for Work from Home on One Day Each Week Tax Rebates for Telecommuting Telecommuting Subsidy Telecommuting Tax Credits (x2) Telecommuting Tax Incentives for Employers (x2) Tool to Design Work Schedules for Employees</p>
 Express Lanes	<p>Higher-Occupancy HOV Lanes HOV/T Lane Barriers HOV/T Lane Conversion to GP</p>
 Freight	<p>Ban on Trucks During Rush Hours Ban on Truck Deliveries in Downtowns during Peak Hours Financial Incentives for Freight Delivery in Off-Peak Hours Truck Delivery Time Nighttime Mandate</p>
 Governance	<p>Caltrain/BART System Integration Immigration Crackdown on Bay Area Transit Integrated Regional Fare, Service and Branding Increased Regional Leadership Increased Transfer Discounts + Inland Rail Extensions Regional Transit Integration/Consolidation (x5) Single Funding Agency for All Bay Area Transit Sub-Regional TMA Funding Transit Federation</p>
 Highways	<p>Eliminate Signal Lights on Ramps and Cloverleaf Ramps Every Lane a Carpool Lane Metering Lights Elimination New Park-and-Ride Lots on Freeway Corridors Regional Wildlife Crossings & Habitat Preservation Program Reversible Lanes on Congested Bridges and Freeways Pothole Repairs Self-Propelled Freeways + Reversible Lanes</p>
 Parking	<p>App for Parking Space Notifications Automated Ferris Wheel-Style Parking Automated Parking Systems for Rail & Ferry Stations Citywide Paid Parking in San Francisco Elimination of Free Employer Parking and Incentives for Environmentally-Friendly Modes Large Free Parking Garages near BART and Train Stations Parking Lot Conversion to Parking Garages Parking Lots in Job-Rich Cities</p>

Transformative Operational Strategies



Pricing

\$/mile charge for all Transit Users, regardless of system
 Alameda County Student Transit Pass Program
 Bay Bridge Toll Plaza Removal
 County-Based Progressive Tolling Implementation
 Demand-Based Tolls on All Highways & Bridges
 Elimination of Regressive Tolls on Bridges/Tunnels
 Free Transit (x4)
 Integrated Transit Fare Program
 Means-Based Fare Program (x2)
 Monetary Incentives to Change Behavior
 Online Transit Marketplace
 Pay-As-You-Drive Insurance & Fair Value Commuting (FVC)
 Payroll Tax Replacement for Tolls & Sales Taxes
 Peninsula Peak-Period Cordon Toll
 Pricing of All Highway/Expressway Lanes
 Public Transit Rewards Program (x2)
 Replacement of Bridge Toll Booths with Cameras
 Toll for City Roads based on VMT and Time of Day / Limited Free Miles on Transit
 Toll Plaza Elimination Program
 Universal Basic Income for Transportation
 VMT Pricing on All Lanes
 VMT Tax + Transit Expansion + Behavior Rewards Program



Traffic Operations

55-MPH Speed Limit during Peak Hours
 AI Traffic Cameras for Dynamic Signal Timing
 Artificial Intelligence for Traffic Signals
 Auto Yield Requirements for Public Transit
 Ban on Left-Turns in San Francisco
 Bus-Only Lanes on All Freeways
 Differentiated Speed Limits by Lane
 Dynamic Bridge Approach Lane Management
 Elimination Right Turn on Red
 Flexible ROW Arterial Network
 Flow Maximization on Arterials Parallel to Highways
 HOV Lane Hours Modification + Lane Drop Design Changes
 Improved Signage for Construction Lane Closures
 Lane Barriers to Prevent Excessive Switching
 Lane Swap for Right-Side-Running HOV Facilities
 Management of Traffic Lights
 Minimum Speed Signage
 Reversible Lanes on Freeways
 Reversible Lanes on Most Congested Freeways
 Santa Clara County Roundabout Construction Program
 Skinny Car Lanes
 Synchronized Acceleration Strategy



Transit

Dynamically-Routed Bus Network
 Prefabricated Subway Construction Modules
 Retail Construction in Transit Stations (x2)
 Sensor-based Technology Improvements in Transit
 Transit Stations in Freeway Airspaces
 Transit System Synchronization
 Unified Regional Bus Network + Service Expansion
 Zero-Emission Bus Infrastructure

Other

Affordable Childcare Centers
 App/Phone service to Plan Journeys end-to-end

Transformative Operational Strategies

BART Station Area Office Permitting Reforms
Community-Focused Transit Station & Bike/Ped Programming
Commute Time Reduction Project
Complete Street Projects (1 Per County)
Demand-Based Traffic Lights and Traffic Circles
Distributed Job Centers
Distributed Semi-Rural Communities (x2)
Dorm-style and Pod Housing in Empty Buildings for Commuters
Hotel Stay Vouchers for One Weeknight with Major Hotel Participation
Housing Development in "Big 3" Cities
Integrated Transportation + Land Use Planning Authority
Local Consensus-Based Decision-Making
Mental Health Improvements
Pollution Reduction Program
Regional Land Use Authority + 24-Hour Work Schedules
Requests for More Federal Funding
RV Park Creation
Seamless App-Based Mobility
Software to Manage Office Buildings and Shuffle Employees to Change Commutes
Tax Incentives for Distributed Job Centers
Tax Incentives for Office Park Development in Housing-Rich Suburbs
Transit Value Capture Program
Use of Contracting Process to Raise Funds for Green Infrastructure Projects
Upzoning of BART/Caltrain Station Areas
Work-Live Centers + Subsidized Childcare

2017 STA Regional Transportation Plan Priority Project Submittal

Project Title	Requested Regional Funds (MTC calculated Year of Expenditure) (Thousands of dollars)	Committed Funds (Thousands of dollars)	Total Cost (Thousands of dollars)	In Current RTP	
I-80/I-680/SR-12 Interchange, Construction Package 1 (under construction)	0	578,000	578,000	Yes	Major Projects and Studies
Express Lane System Conversion/Expansion	Regionally funded	--	--	Yes	
I-80/I-680/SR-12 Interchange, Construction Package 2-7	375,620	220,000	595,620	No	
Westbound Truck Scales	210,000	0	210,000	No	
Jepson Parkway	85,000	144,000	229,000	Yes	
Fairgrounds Access Improvements, including Redwood Drive	3,000	93,000	96,000	Yes	
MLIP Implementation	183,000			No	
I-80 Auxiliary Lanes in Fairfield	57,000	0	57,000	Yes	
Fairfield/Vacaville Intermodal Station (AHSC grant application facilities)	12,100	0	12,100	Yes	
Vallejo Station Parking Structure Phase B	30,000	0	30,000	Yes	
SR 37 Sea Level Rise and Congestion Mitigation Pilot Program	1,500	800,000	810,000 ***	No	
Expand Bicycle and Pedestrian Facilities	6,000	0 *	6,000 **	Yes	Programmatic Categories
Enhance and Rehabilitate Bicycle and Pedestrian Facilities	2,000	0 *	2,000 **	Yes	
Lifeline Transit Services	75,000	0 *	75,000 **	Yes	
Senior and Persons with Disabilities Transit (non-Lifeline)	38,000	0 *	38,000 **	Yes	
Parkway Blvd Overcrossing	10,000	0 *	10,000 **	No	
Maintain State Highways in Solano County	29,000	0 *	29,000 **	Yes	
Implement Safety Projects on State Highways	2,000	0 *	2,000 **	Yes	
Enhance State Highways (soundwalls, landscaping, SOHIP)	1,000	0 *	1,000 **	Yes	
Rehabilitate Local Bridges	1,000	0 *	1,000 **	Yes	
Implement local climate change programs/projects	4,000	0 *	4,000 **	Yes	
Implement local rideshare and vanpool measures	19,000	0 *	19,000 **	Yes	
Implement Solano SR2S	15,000	0 *	15,000 **	Yes	

Project Title	Requested Regional Funds (MTC calculated Year of Expenditure) (Thousands of dollars)	Committed Funds (Thousands of dollars)	Total Cost (Thousands of dollars)	In Current RTP	
Local and CMA Planning, including PDA and PCA Planning	12,900	500	13,400	Yes	Local Projects
Implement SR 12 Corridor Study	58,000	0	900,000	No	
Implement SR 113 Corridor Study	58,000	0	325,000	No	
Widen Railroad Avenue, SR 37 to G Street	Locally funded	--	5,000	Yes	
American Canyon Road Overcrossing	Locally funded	--	12,000	Yes	
Improve I-505/Vaca Valley Parkway	Locally funded	--	2,000	Yes	
Widen and Improve Peterson Road	Locally funded	--	2,000	Yes	
Lagoon Valley Road Interchange	Locally funded	--	10,000	Yes	
Local Streets and Roads O&M	576,000		1,165,000 **	Yes	
Mare Island Straight Dredging				No	
TOTAL	1,864,120	1,846,500	3,309,120		

* Does not include current program operations; only those from 2017 through 2040. Project or program may be eligible for OBAG or other fund sources that have not yet been committed.

** Project costs based upon current Plan Bay Area Final Project List.

*** Four CMAs will contribute a total of \$10 million for initial project design funds.

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DATE: March 19, 2019
TO: STA PAC
FROM: Robert Guerrero, Director of Planning
RE: PDA & PCA Re-Assessments

Background:

The Solano Transportation Authority (STA) and its member agencies have identified opportunity areas called Priority Development Areas (PDA) to prioritize housing and job growth in each city near transit locations. In addition, locations in the unincorporated area were identified as opportunity sites for agricultural preservation, open space and/or farm to market locations called Priority Conservation Areas (PCA). Solano County initially had 8 PDAs and 5 PCAs in 2008. These were selected by the cities and County of Solano and formally approved by the Association of Bay Area Governments (ABAG) for future focused planning and implementation. Since then, Solano County has increased these to 13 PDAs through a similar selection process by the cities.

The significance of PDAs and PCAs for the STA is that transportation funding was prioritized for those locations since the first federal One Bay Area Grant (OBAG) cycle in 2013. Solano County was required to program 50% of the county OBAG share (approximately \$10 million) within PDAs with a separate allocation of \$2 million for PCAs. This funding requirement and amounts carried over into OBAG 2 and will likely be similar in the 2022-23 OBAG 3 cycle.

With a greater focus at the regional and state level on housing and job production, the implementation of PDAs, and potentially future PCAs, will be affected by the CASA Compact recommendations and strategies identified in MTC's Regional Growth Strategies Perspective Paper.

Discussion:

As part of their Horizons initiative, the Metropolitan Transportation Commission (MTC) recently released their Regional Growth Strategies paper. The paper was completed as part of a series of perspective papers to inform MTC Commissioners and ABAG representatives as part of their Horizons Initiative. The Regional Growth Strategies introduce three frame work concepts to support the implementation and focused growth in PDAs:

1. Concept A: Double Down on PDAs
2. Concept B: PDA Plus
3. Concept C: Expanded Footprint (Lagoon Valley was cited as a potential new growth area)

Details on each concept are included between page 33 and 37 in the Regional Growth Strategies Perspective Paper which can also be downloaded from the following link:

Each concept will have potential financial implications for future transportation investments. STA staff will work with the Planning Directors and a working group of local agency staff to develop comments which will be brought back to the TAC and Board at the April 24th and May 8th meetings respectively.

Lastly, MTC and ABAG are working in parallel to update PDA and PCA designations. In addition, they are going to introduce Priority Production Areas (PPA) as part of the Employment Growth Perspective Paper anticipated in the next few months. Although the specific process is still to be determined, MTC anticipates updates to the PDA, PCA and PPAs will begin shortly with intent letters by the cities/county due in August. Final approvals are anticipated in December of this year. STA staff will continue to monitor this and inform the STA TAC and Solano County Planning Directors Group as information becomes available, as well as the PAC as appropriate.

Fiscal Impact:

None at this time.

Recommendation:

Informational.



DATE: March 22, 2019
TO: Pedestrian Advisory Committee
FROM: Karin Bloesch, Sr. Program Coordinator
RE: Safe Routes to School OTS Pedestrian Safety Grant and Bike Month Update

Background:

OTS Pedestrian Safety Grant

The California Office of Traffic Safety (OTS) is a state agency whose goal is to eliminate traffic deaths and injuries. OTS provides grant funding to local state and public agencies for enforcement and education activities around bicycle, pedestrian, and traffic safety. In May 2018, the Solano Safe Routes to School (SR2S) Program received an OTS Pedestrian and Bicycle Safety grant, in the amount of \$85,000 to host pedestrian safety workshops throughout Solano County.

According to OTS data, Solano County is ranked #12 in collisions and #2 for pedestrians under 15 vs vehicle collisions in California. For this grant, STA and the Solano SR2S Program will collaborate with the cities within Solano County, Solano Public Health (SPH), DKS Associates, Potentiate and various countywide partners to conduct pedestrian safety workshops in efforts to educate our county and reduce the number of fatal and injury collisions involving pedestrians. On February 6, 2019 STA and the Solano SR2S Program along with OTS, Solano Public Health and the City of Fairfield, hosted the 1st countywide Pedestrian Safety Symposium, as part of the 2018-2019 OTS Pedestrian Safety Grant.

Bike Month

In the past, the STA Programs Department has spearheaded annual promotions and events for Bike to Work and Bike to School days during the month of May. This year, National Bike to School Day will be on May 8th, 2019 and Bike to Work Day for the Bay Area is designated for Friday the 9th. The goal of these campaigns is to promote bicycling as a commute option for students and employees.

In 2018, STA combined these annual events to celebrate Solano Bike Month. A kick-off event was held at the Fairfield Farmer's Market advertising these events held at schools and energizer locations across Solano County, and the addition of several Community Bike Rides to encourage recreational biking, for families and residents.

Discussion:

OTS Pedestrian Safety Grant

As a follow up to the initial Countywide Symposium, the SR2S Program is scheduling SR2S Community Task Force meetings in each city. This meeting will provide an opportunity to delve deeper with stakeholders in the safety data for each city, look at potential projects that were identified with our recent walk audits, active transportation plan outreach and the STA Safety Plan. The task force will then brainstorm potential solutions to reduce the numbers on both a project and program level.

On March 20, 2019, the Suisun City SR2S Community Task Force met and held a workshop to discuss Pedestrian Safety. Stakeholders discussed planned and currently funded projects near

schools, next steps to encourage an increase in walking for Suisun City residents, funding sources available for programs and infrastructure projects, community outreach tools that can help identify potential project locations, and the need to consider the health impacts for underserved communities in relation to safe pedestrian infrastructure. There will be a follow up meeting scheduled to identify and prioritize a list of infrastructure projects that can be included in the SR2S Plan update.

A third Pedestrian Workshop with the SR2S Vallejo Community Task Force is scheduled for March 25, 2019, at the Vallejo City Unified School District Office. This meeting will follow the same format as the previous Community Task Force meeting in Suisun City.

Bike Month Update

This year for May is Bike Month, in addition to the annual Bike to School and Work events, STA is working with the Bicycle Advisory Committee (BAC) to host city-specific recreational bike rides. These bike rides will take place on weekends in May and possibly extend into June. There will be a Bike Month kick-off event on May 2 at the Fairfield Farmer's Market. Bike Month information including maps for the community rides will be available as they are planned on the Safe Routes to School Website.

Fiscal Impact:

None

Recommendation:

Informational.

Attachments:

- A. List of Bike Month events

May is NATIONAL BIKE MONTH!

For more information
call Solano Mobility
800-535-6883

Join your
Community and
#BikeSolano

SOLANO
BIKE MONTH **MAY**
2019



For more information on
Solano County Bike Month events:

Solano Mobility (800) 535-6883
or solanosr2s.ca.gov

#BikeSolano



Day	Date	Event	Location
Thursday	May 2 3 - 7pm	Bike Month Kick-off	Fairfield Farmer's Market Downtown Fairfield
Saturday	May 4 th TBA	Community Ride	Suisun Amtrak station
Wednesday	May 8	Bike to School Day	Solano County Schools
Thursday	May 9	Bike to Work Day	Countywide Energizer Stations
Saturday	May 11 th 8:30am	Community Ride	Downtown Benicia to State Rec Area
Saturday	May 18 th TBA	Community Ride	Vallejo Waterfront
Saturday	June 8 th 10am	Community Ride	TBD

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DATE: March 27, 2019
TO: STA PAC
FROM: Cory Peterson, Planning Assistant
RE: STA PAC By-laws Change

Background:

The Pedestrian Advisory Committee (PAC) operates under a set of bylaws that were created by STA and are amended and adopted by the committee members with the approval of the STA Board. The bylaws play an important role in defining the roles of the PAC, duties/responsibilities, membership terms, and more. Periodically, STA staff or committee members may initiate updates of the bylaws on an as-needed basis.

Discussion:

The Bicycle Advisory Committee (BAC) recently initiated an update of their bylaws to provide clarifying language as to how a member may vote if the member serves on both the BAC and the PAC for their respective jurisdiction. Currently, the BAC bylaws state that if a member serves on both committees, the member may have two votes in the event that the BAC and PAC meet jointly. The BAC initiated the process to clarify this language to read, “one vote per committee.”

Currently, the PAC Bylaws have the same language as the BAC bylaws that allows a member of both committees to have two votes in the event of a joint meeting. STA staff is proposing to edit the language of the bylaws to match the BAC. Article IV, Section 2 will be edited to read as follows:

“Voting privileges are vested exclusively in the PAC members or their alternates. Voting members of the PAC shall be the aforementioned 11 members representing the incorporated Cities, the County, and the community at large. Each member of the PAC shall have one (1) vote. However, an individual may be appointed to both the PAC and the Bicycle Advisory Committee (BAC); in such a circumstance the Member shall have two votes, (one vote per committee), when the committees meet together. If the Member is attending a meeting as the representative of one committee only (such as may occur for meetings of subcommittees or ad hoc committees) then the Member will have a single vote in that instance.”

STA staff is recommending approval of this change to the PAC bylaws to provide additional clarification and continuity with the BAC bylaws as it pertains to joint meetings with both committees present.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the change to the PAC Bylaws as shown in Attachment A.

Attachments:

- A. PAC Bylaws with proposed change

SOLANO TRANSPORTATION AUTHORITY
PEDESTRIAN ADVISORY COMMITTEE BY-LAWS

ARTICLE I. NAME OF ORGANIZATION

The name of this organization shall be the Solano Transportation Authority Pedestrian Advisory Committee (PAC), hereafter called the PAC.

ARTICLE II. AUTHORIZING AGENCY

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA) of Solano County, authorizes the establishment of the PAC and shall approve all appointments to the PAC, the PAC by-laws, and all amendments to the PAC by-laws.

ARTICLE III. PURPOSE

Section 1. Duties/Responsibilities

The PAC shall advise the STA on the development of pedestrian facilities as an active mode of transportation. The PAC may make recommendations for Solano Countywide Pedestrian Transportation Plan projects and participate in the development and review of comprehensive pedestrian plans. The PAC may also offer advice to and/or site jointly with the Bicycle Advisory Committee and/or the Safe Routes to School Committee.

Section 2. Review Process

The PAC review process shall ensure that pedestrian projects within the Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo) and the County of Solano promote and encourage pedestrian use for: commuting, shopping, and other personal trips; reducing motor vehicle trips; reducing motor vehicle miles traveled; reducing motor vehicle congestion; increasing safety and access to transit; and promoting health and air quality benefits.

ARTICLE IV. MEMBERSHIP

Section 1. Representation

The STA Board of Directors shall determine membership of the PAC and appointment requirements. The PAC shall include a representative from each of the seven (7) Cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo), the County of Solano, and three (3) members-at-large for a total membership of eleven (11).

Members of the PAC shall be approved by majority vote of the STA Board of Directors. Preference should be given to non-elected citizens and who are not employed by member agencies. Representatives for the cities and the county shall be residents of those jurisdictions.

Section 2. Voting Members

Voting privileges are vested exclusively in the PAC members or their alternates. Voting members of the PAC shall be the aforementioned 11 members representing the incorporated Cities, the County, and the community at large. Each member of the PAC shall have one (1) vote. However, an individual may be appointed to both the PAC and the Bicycle Advisory Committee (BAC); in such a circumstance the Member shall have two votes (one vote per committee) when the committees meet together. If the Member is attending a meeting as the representative of one committee only (such as may occur for meetings of subcommittees or ad hoc committees) then the Member will have a single vote in that instance.

Section 3. Appointments

Appointments to the PAC shall be derived from submitted STA PAC Nomination Statement of Interest Forms on file with STA staff with review and approval from the STA Board of Directors. To provide for staggered terms, each member shall serve for a period of up to three (3) years per term. The STA Board may appoint an alternate to serve in the primary member's absence.

Section 4. Vacancies

If and when vacancies occur, they must be filled according to Article IV., Sections 1 and 3.

Section 5. Role of STA Staff

The STA shall, under direction of the STA Board of Directors, provide staff and organizational support to the PAC.

ARTICLE V. OFFICERS

Section 1. Elected Officers

The elected officers of the PAC shall be the Chair and Vice-Chair.

Section 2. Election of Officers

The PAC shall, at the last meeting of each calendar year, nominate and elect the Chair and the Vice-Chair for one (1) calendar year term. No officer shall serve more than two (2) consecutive terms in a given office.

Section 3. Role of Chair

The Chair shall preside over all PAC meetings, coordinate the meeting agenda with STA staff, represent the PAC's actions to appropriate agencies or designate a representative(s) to do so, and have general direction and control over the activities of the PAC.

Section 4. Role of Vice-Chair

The Vice-Chair shall assist the Chair in the execution of the duties of the Chair office. In the absence of the Chair, the Vice-Chair shall preside over the meetings, and when so acting, shall have the duties of the Chair.

Section 5. Vacancy in the Office of Chair

In the event of a vacancy in the office of Chair, the Vice-Chair shall be elevated to the office of Chair for the remainder of the calendar year term, and the PAC shall nominate and elect a new Vice-Chair. Any Vice Chair elevated due to a vacancy in the Chair is eligible to serve as Chair for a full term in addition to the remainder of the vacant term.

ARTICLE VI. MEETINGS

Section 1. Meetings/Attendance

The PAC shall hold a regular meeting at least once a calendar year quarter and as necessary to fulfill the mandate of Article III, Sections 1 and 2. Members of the PAC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an 'un-contacted absence' and may have their position declared vacant by the STA Board of Directors. Absence after contacting staff is considered a 'contacted absence.' Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a PAC member has missed a combination of four contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response before or at the next scheduled meeting, and based upon a recommendation from the PAC, the position may be declared vacant by the STA Board.

Section 2. Special Meetings

The PAC may convene special meetings as necessary to conduct its business.

Section 3. Public Process

All meetings shall be posted public meetings conducted in compliance with the Brown Act.

Section 4. Definition of a Quorum

A quorum shall consist of the majority of the then appointed PAC members of the Cities, the County, and the members at large.

Section 5. Actions

Actions of the PAC require a quorum and the majority vote of the voting members present.

ARTICLE VII. SUBCOMMITTEES

The Chair may establish subcommittees or special task forces when they are deemed necessary to carry out the PAC's mandate.

ARTICLE VIII. PARLIAMENTARY AUTHORITY

The PAC shall use “Robert’s Rules of Order” as a general guide for meeting procedures when they are consistent with the PAC by-laws. When applicable and consistent with STA Board policies, the PAC may use any rules of order the Committee may adopt.

ARTICLE IX. ADOPTION AND AMENDMENTS TO THE BYLAWS

Section 1. Adoption of the PAC By-laws

Adoption of the PAC by-laws will be by a majority vote of the STA Board of Directors.

Section 2. Amendments to the PAC By-laws

The PAC may take action, by a two-thirds minimum vote, to propose amendments to the by-laws at any regular meeting of the PAC, provided that the amendment has been submitted in writing for the PAC to review prior to voting. Suggested amendments to the PAC by-laws shall be forwarded to the STA Board of Directors via the STA Technical Advisory Committee (TAC).

Section 3. Approval of Amendments to PAC By-laws

Official amendments to the PAC by-laws will be by a majority vote of the STA Board of Directors.

ARTICLE X. PEDESTRIAN ADVISORY COMMITTEE LETTER WRITING POLICY

Letters written by the Pedestrian Advisory Committee that are directed outside the Authority must be reviewed by the Executive Director. If in the opinion of the STA Executive Director, the contents and intent of the letter is either non-controversial or is consistent with STA Board policies, the letter will be sent out. In all other cases the letter must be approved by STA Board action.



DATE: March 22, 2019
TO: STA PAC
FROM: Cory Peterson, Planning Assistant
RE: Upcoming TDA Article 3 FY 19-20 Recommendations

Background:

Transportation Development Act (TDA) funds are generated from a ¼ cent tax on retail sales throughout California. Two percent of the TDA funding generated is returned to each county in which it was generated in the form of TDA Article 3 (TDA-3) funds for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers TDA funds, in coordination with STA.

STA works with member agency staff each spring to fund bicycle and pedestrian projects for the upcoming fiscal year, based on MTC's fund estimates. TDA-3 funding requests are reviewed by the Bicycle Advisory Committee (BAC), and the Pedestrian Advisory Committee (PAC). Recommendations are sent to the Technical Advisory Committee (TAC) and ultimately approved by the STA Board of Directors. Funds must be spent within three fiscal years.

Discussion:

Staff will provide a verbal update on this topic at the meeting.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

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DATE: March 22, 2019
TO: STA PAC
FROM: Cory Peterson, Planning Assistant
RE: PAC Walking Tour Spring 2019

Background:

Each year the Pedestrian Advisory Committee typically embarks on a tour of pedestrian projects around the county, in order to familiarize committee members with the status of countywide pedestrian projects. The last tour occurred in July 2014, when PAC members visited projects in all seven cities. The PAC also held a walking tour in 2016 in Suisun City to discuss issues related to safety and congestion.

Discussion:

In 2019, STA staff is recommending a new format of a field trip by which the committee chooses a shorter list of locations and embarks on a walking tour of each. The new format will allow the PAC members to spend more time at each location and fully experience the area on a pedestrian scale. A few areas with current or future projects that could be considered for inclusion in the tour are:

- Vallejo: Bay Trail/Vine Trail, Downtown Streetscape, or Fairgrounds Drive
- Fairfield: West Texas Gateway and Complete Streets/Road Diet
- Benicia/Vallejo: ATP Cycle 2 Safe Routes to School Project
- Vacaville: Jepson Pkwy Pedestrian Improvements
- Suisun City: Marina Blvd Sidewalk Gap Closure

A poll will be sent out to the PAC members following this meeting to select a date for the tour, slated to occur in late May or early June. PAC members are asked to select 2-3 locations to visit on the tour, either from the list above or upon suggestion from another member. On the selected date, the PAC will meet at the STA office and carpool in the STA van to each site. STA staff will arrange to have City staff on hand to discuss the projects.

Fiscal Impact:

None at this time.

Recommendation:

Informational.

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DATE: March 26, 2019
TO: STA PAC
FROM: Cory Peterson, Planning Assistant
RE: Solano Active Transportation Plan Update

Background:

STA is currently in process of developing the Solano Active Transportation Plan, which is a combination of the previous Countywide Bicycle Plan, Countywide Pedestrian Plan, and Safe Routes to Transit Plan. This Plan, funded by a combination of Transportation Development Act Article 3 (TDA-3) funds and a Caltrans Sustainable Communities grant, is being developed in conjunction with STA's hired consultants, Toole Design Group and DKS & Associates. Work kicked off in July 2018, and is expected to be completed around the end of 2019.

The Solano Active Transportation Plan will result in prioritized bicycle and pedestrian projects both on the countywide scale, and for each Solano County jurisdiction. It will also achieve the following:

- Hold two public outreach events in each jurisdiction
- Collect data on active transportation facilities that will be imported into GIS and shared amongst the member agencies.
- Conduct a needs and gaps analysis, safety data analysis, and attractor/generator analysis for each jurisdiction to identify projects.
- Provide each jurisdiction with a specifically tailored list of recommendations for bicycle and pedestrian projects that will be based on robust data analysis and public outreach.
- Provide each jurisdiction with a tailor made Active Transportation Plan that can be adopted by each City and the County of Solano, if desired.

Discussion:

After the completion of the Existing Conditions Report, STA and Toole Design Group have been working through the data analysis phase of the project. During this phase, Toole will look at areas within each city that are likely to generate bike and pedestrian activity (called generators), and areas that are likely to attract it (attractors). Generators are being measured through demographic data, and will largely look at areas with low income households, zero car households, and residents over 65, or youth under 18. Attractors include locations such as parks, schools, transit stops, downtowns, or other locations likely to attract people to bike or walk to them. Each generator and attractor is given a score, and then the two are overlaid onto a map, creating a composite demand score. The idea behind this task is to look at potential areas for high bike and pedestrian activities and identify projects that connect these areas. The data analysis is expected to be completed around the end of March.

Following the data analysis portion, Toole Design Group will begin the process of identifying gaps in the existing bike and pedestrian networks, which will serve as potential future projects. The result will be a draft countywide network, showing potential projects that connect cities and other regional destinations, as well as a draft local network showing potential projects within cities. The draft project lists are expected to be complete by the end of May, upon which they will undergo a review by each member agency. The goal is to complete the review of projects by the end of the summer, in time for the 2nd round of public outreach. Project prioritization will occur after the public outreach.

Fiscal Impact:

None at this time.

Recommendation:

Informational.



DATE: March 26, 2019
TO: STA PAC
FROM: Cory Peterson, Planning Assistant
RE: Reports and Updates from Staff

Background:

The Pedestrian Advisory Committee (PAC) often hears about an assortment of pedestrian related issues around the county and region. Some of these issues are of high importance and receive a portion of the agenda in the form of an action or discussion item. Other items are more appropriate to update briefly and facilitate discussion if needed. Below is a list of topics and updates.

Active Transportation Program (ATP) Cycle 4 Applications Update

The Active Transportation Program (ATP) is a statewide funding program for bicycle and pedestrian projects, jointly administered by Caltrans and the California Transportation Commission (CTC). The ATP consolidates multiple state and federal funding sources into one program that aims to increase biking and walking trips throughout California. Cycle 4 applications were due on July 31st, 2018, and funding recommendations were released in December for the statewide awards, and February for the regional awards. The following projects from Solano County had applications submitted for funding:

Jurisdiction	Project	Funding Request	Total Project Cost	Application Type
Fairfield	West Texas St. Road Diet	\$4.63 million	\$9.2 million	Medium
Rio Vista	Airport Rd Bike/Ped Improvements	\$1.5 million	\$1.5 million	Small
Vallejo	Vallejo Bluffs Trail	\$7.03 million	\$7.08 million	Large
STA	Countywide Safe Routes to Transit	\$3.73 million	\$4.77 million	Medium

Unfortunately, no project in Solano County was awarded funding in Cycle 4; in fact, only three projects from the entire Bay Area were awarded funding in the statewide portion. STA staff will continue to strategize for funding for these projects in the future.

Caltrans District 4 Pedestrian Plan

In 2018, Caltrans District 4 (covering the 9 Bay Area counties) completed the state's first district-wide Bicycle Plan. This document outlined recommendations for prioritizing bicycle

improvements on state owned highways throughout the Bay Area. Following up from this effort, Caltrans District 4 staff is embarking on an effort to create a Caltrans District 4 Pedestrian Plan. The plan recently kicked off and will be holding an advisory group meeting in mid-April, of which STA staff was invited to attend. In future meetings, staff will update the PAC of the planning process and provide more information on the scope of work.

Fiscal Impact:

None.

Recommendation:

Informational.