

BICYCLE ADVISORY COMMITTEE (BAC)

6:00 p.m., Thursday, May 6, 2021

Join Zoom Meeting

<https://us02web.zoom.us/j/84766012620?pwd=TkZkRG5RQjdQZEJPCitKbi9NY1ltQT09>

Join by Phone: 1 (408) 638-0968

Meeting ID: 847 6601 2620 Passcode: 429252

MEETING AGENDA

<u>ITEM</u>	<u>MEMBER/STAFF PERSON</u>
1. CALL TO ORDER / SELF INTRODUCTIONS/CONFIRM QUORUM (6:00 - 6:05 p.m.)	Neil Iverson, Chair
2. APPROVAL OF AGENDA (6:05 - 6:10 p.m.)	
3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS (6:10 – 6:15 p.m.)	Neil Iverson, Chair
4. CONSENT CALENDAR Approve the following consent item in one motion. (6:15 – 6:20 p.m.)	Neil Iverson, Chair
A. STA BAC MEETING MINUTES <u>Recommendation:</u> Approve STA Special BAC Meeting Minutes of March 4, 2021 Pg. 3	Natalie Quezada, STA
5. PRESENTATIONS	
A. SR- 37 Interim Congestion Relief Project (6:20-6:35 p.m.) Pg. 7	Janet Adams, STA Sergio Ruiz, CalTrans District 4 Kevin Chen, MTC
6. ACTION NON-FINANCIAL	
A. Active Transportation Subcommittee Appointment (6:35-6:40 p.m.) Pg. 42	Robert Guerrero, STA

STA BAC MEMBERS

Neal Iverson	Michael Segala	Nancy Lund	Jodie Stueve	Vacant	John Echevarrieta	Lawrence Gee	David Belef	Barbara Wood
City of Vacaville Chair	County of Solano	City of Benicia Vice-Chair	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vallejo	Member-At Large-

7. INFORMATION – DISCUSSION

- A.** Proposed MTC Safe and Seamless Mobility Quick-Strike Solano Projects
(6:40 - 6:50 p.m.)
Pg. 45 Erika McLitus, STA
Robert Guerrero, STA
- B.** TDA Article 3 Project Submissions and Remaining Schedule
(6:50-7:00 p.m.)
Pg. 46 Brent Rosenwald, STA
- C.** STA Wayfinding Signs Update
(7:00-7:05 p.m.)
Pg. 47 Kathrina Gregana, STA
- D.** Bike Brochure Update
(7:05-7:15 p.m.)
Pg. 47 Brent Rosenwald, STA
Kathrina Gregana, STA
- E.** Bike/ Trail Mapping Applications
(7:15-7:25 p.m.)
Pg. 47 Kathrina Gregana, STA
- F.** Future Bike and Pedestrian Counts
(7:25-7:30 p.m.)
Pg. 48 Brent Rosenwald, STA

8. FUTURE AGENDA TOPICS
(7:30-7:35 p.m.)

Neal Iverson, Chair

9. ADJOURNMENT

BAC 2021 Meeting Dates:

(The BAC meets every First Thursday on odd months, unless otherwise rescheduled)

Please mark your calendars for these dates

Thursday, July 1, 2021

Thursday, September 2, 2021

Thursday, November 4, 2021

Questions? Please contact STA Planning Assistant, Brent Rosenwald at (707) 399-3214 or brosenwald@sta.ca.gov



**Bicycle Advisory Committee (BAC)
Minutes for the Meeting of
March 4, 2021**

1. CALL TO ORDER/CONFIRM QUORUM

The meeting of the BAC meeting was called to order by Chair Neil Iverson at approximately 6 p.m. via Zoom Quorum was confirmed.

BAC Members Present:

David Belef	City of Vallejo
Neal Iverson-Chair	City of Vacaville
Nancy Lund-Vice Chair	City of Benicia
Mike Segala	County of Solano
Jodie Stueve	City of Dixon
John Echevarrieta	City of Rio Vista
Barbara Wood	Member At Large
Lawrence Gee	City of Suisun City

Absent BAC Members

Vacant	City of Fairfield
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Others Present:

Libby Nachman	Alta Planning
Elliot Goodrich	CalTrans Bay Area Dist. 4
Officer David Harvey	CHP
Commander Steve West	CHP
Tina Tran	City of Fairfield
Robert Guerrero	STA
Brent Rosenwald	STA
Kathrina Gregana	STA
Erika McLitus	STA
Karin Bloesch	STA
Amy Antunano	STA
Natalie Quezada	STA

2. APPROVAL OF AGENDA

The Solano BAC approved the Agenda. (8 Ayes)
Motion by Nancy Lund Seconded by Mike Segala

3. OPPORTUNITY FOR PUBLIC & STAFF COMMENTS

None

4. CONSENT CALENDAR

Approved the consent item in one Motion by Mr. Segala, Seconded by Ms. Lund (8 Ayes)

A. STA BAC MEETING MINUTES

Recommendation:

Approval STA BAC Meeting Minutes of January 14, 2021

5. PRESENTATIONS

A. CalTrans Bay Area Bicycle Highway Study

Elliot Goodrich (Caltrans District 4 Planning) and Libby Nachman (Alta Planning) gave overview of the study and the project's estimated timeline. Currently the study is in the analysis phase focusing on bike highway location and conducting public outreach. All completed Caltrans right of ways and state segments are being considered as bike highway paths, current projects under construction are not being considered but will look into those considerations. Ms. Nachman described Bike highways as route overlays and their best practices for connecting to regional destinations and its users. Ms. Nachman continued to share design principle models that would be used in comparison to different cities and countries. Ms. Nachman concluded with next steps after public outreach is to select feasibility route based on engineering capabilities and develop a conceptual plan to develop.

B. Bike Safety on Rural Roads

Officer David Harvey and Commander Steve West highlighted California Highway Patrol (CHP) information regarding bicycle education and enforcement within the County. Commander West provided overview data from last two years on county roads and how resources are allocated based on accidents and fatalities. Officer Harvey outlined educational engagements for both leisure riders and cyclist, as well as, other safety courses benefiting community members and vehicle drivers. Officer Harvey described key enforcement laws that both bicyclist and vehicle drivers commit and/or complain about. Officer Harvey anticipates more riders in future and is preparing for targeted education online using social media and seeking grant funding for supplying helmets to low income communities and the 3 E's (engineering, education and enforcement).

C TDA Article 3 Project Status and FY 2021-22 Schedule

Brent Rosenwald provided an overview and update on the FY 2021-22 TDA Article 3 funds. Mr. Rosenwald listed projects completed from FY 20-21 and gave the timeframe for FY 21-22 application process. As suggested by committee members, Mr. Rosenwald will provide Technical Advisory Committee (TAC) updates before going to STA Board to the BAC. BAC members also suggested having project sponsors provide more potential projects that their jurisdiction could consider for future cycles.

6. INFORMATIONAL –DISCUSSION

A "Bike to Wherever Month" Update

Amy Antunano announced Bike Bingo will launch May 1st and will run all month long. STA has partnered with Solano County Parks and Recreation to establish check points in each jurisdiction throughout Solano county. Participants can create accounts with communterinfo.net to participate with electronic QR bingo card. Hard copies will also be distributed. Ms. Antunano outlined participant's grab bags and bingo winners gift prizes focused on supporting local businesses. Amy informed the BAC members on the cards being produced for each city and the types of local businesses to support for prizes.

B Local Road Safety Plans and Bay Area Safety/Vision Zero

Erika McLitus provided overview of Local Road and Safety Plan (LRSP) efforts for both state and federal programs and how they may affect funding opportunities for future applicants. Ms. McLitus indicated all jurisdictions have pooled funds to create a county wide LRSP. STA Board plans to adopt a Vision Zero Policy (VZP) that would help provide coverage and higher scoring elements to those jurisdictions who choose to partner for funding opportunities. Ms. McLitus described difference between LRSP and VZP, and clarified that new data will be collected based on emergency response times and using a single consultant will help connectivity between all jurisdiction needs.

C. Safe Routes to School Project Update

Karin Bloesch highlighted the Micro Grant program that launched last year and has completed 11 of the 14 projects originally awarded. Ms. Bloesch continues to work with the remaining projects for completion. STA Board approved BAC/PAC recommendations to allocate funds to fund 2 initial project applicants that weren't awarded for Vallejo's Widenmann Elementary and Vacaville's Rock Hill Trail. Ms. Bloesch indicated 100k for second round of Micro Grant will begin in May with changes to application process: separation of non-infrastructure and infrastructure projects, limiting non infrastructure to 5k, and infrastructure projects must have a letter of support or acknowledgement from delivery agency.

D. STA Wayfinding Signs Pilot Update

Kathrina Gregana outlined progress on the Wayfinding Sign Pilot Program, narrowing the focus this year to active transportation signs promoting bike and pedestrian paths. Each jurisdiction will be engaged to identify signage needs for recreation, transportation and downtown areas. Standardization of signs are still being developed following the active transposition priorities for each jurisdiction but are flexible to each jurisdictions branding. Ms. Gregana will return to BAC once more information develops.

7. FUTURE AGENDA ITEMS

Revising or Change Top 10 Rides and Bike Link Map
Active Transportation App update

8. ADJOURNMENT

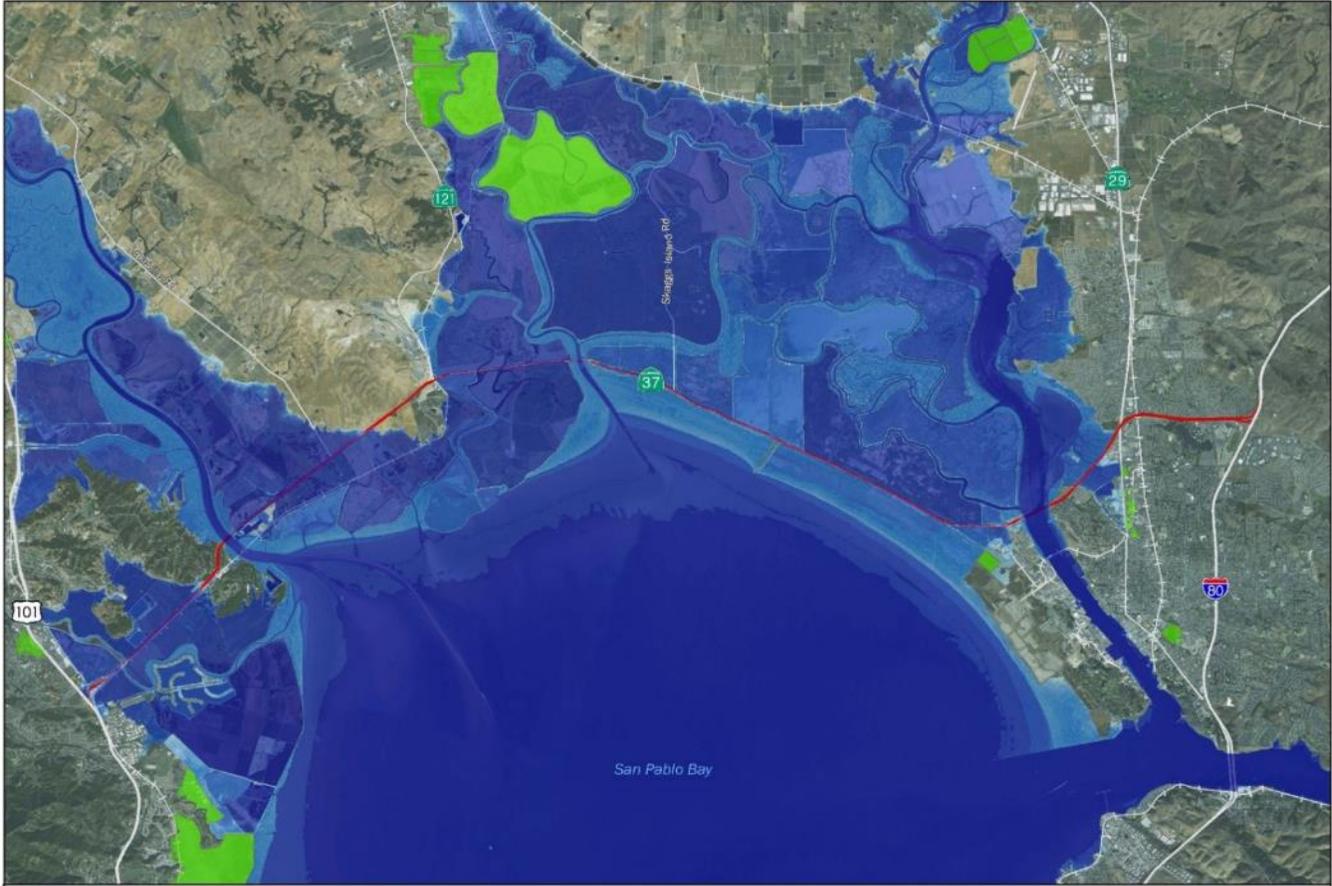
The Solano BAC meeting adjourned at approximately 8:00 p.m. by Chair Iverson

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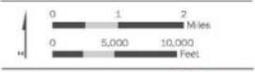
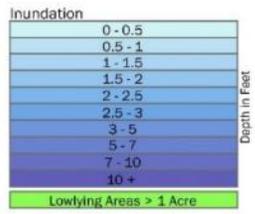
STA CBAC Meeting - May 6th, 2021
Video: <https://youtu.be/3umF5VmfBu4>

"ONE CORRIDOR, ONE TEAM, MANY SOLUTIONS."



Disclaimer: The inundation maps and the associated analyses are intended as planning level tools to illustrate the potential for inundation and coastal flooding under a variety of future sea level rise and storm surge scenarios. The maps depict possible future inundation that could occur if nothing is done to adapt or prepare for sea level rise over the next century. The maps do not represent the exact location or depth of flooding. The maps relied on a 5-ft digital elevation model created from LIDAR data collected in 2010. Although care was taken to capture all relevant topographic features and coastal structures that may impact coastal inundation, it is possible that structures narrower than the 5-ft horizontal map scale may not be fully represented. In addition, inundation and flooding of bridges along the SR 37 alignment was not evaluated. The maps are based on model outputs and do not account for all of the complex and dynamic San Francisco Bay processes or future conditions such as erosion, subsidence, future construction or shoreline protection upgrades, or other changes to San Francisco Bay or the region that may occur in response to sea level rise. For more context about the maps and analyses, including a description of the data and methods used, please see project documentation for the State Route 37 Integrated Traffic, Infrastructure and Sea Level Rise Analysis Study (UC Davis Road Ecology Center and Caltrans District 4).

**California State Route 37
Inundation Mapping**
MHHW + 36" SEA LEVEL RISE
12" SLR + 5-yr Storm Surge
6" SLR + 10-yr Storm Surge
0" SLR + 25-yr Storm Surge



Prepared by: M&S CONSULTANTS, INC. / DATE: 08/21/2013



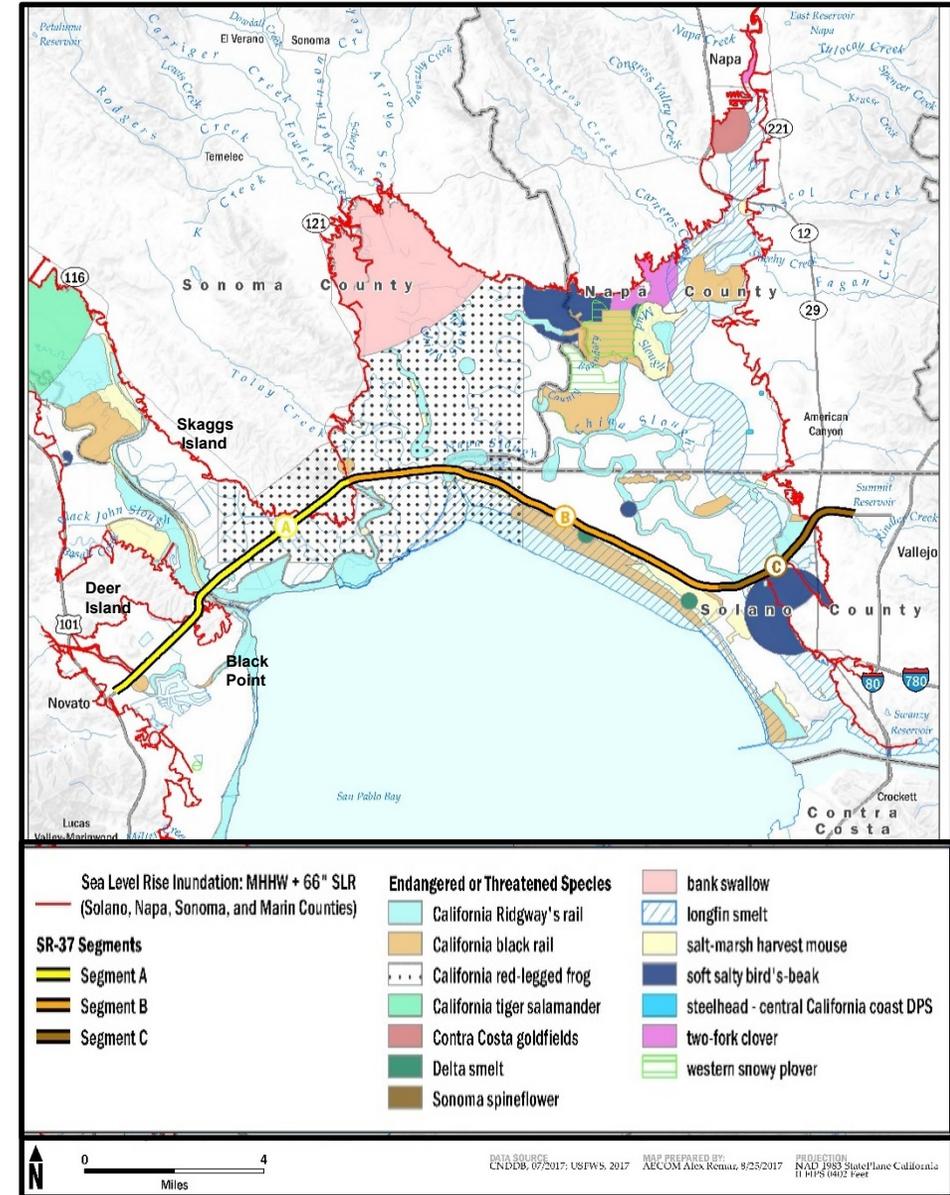
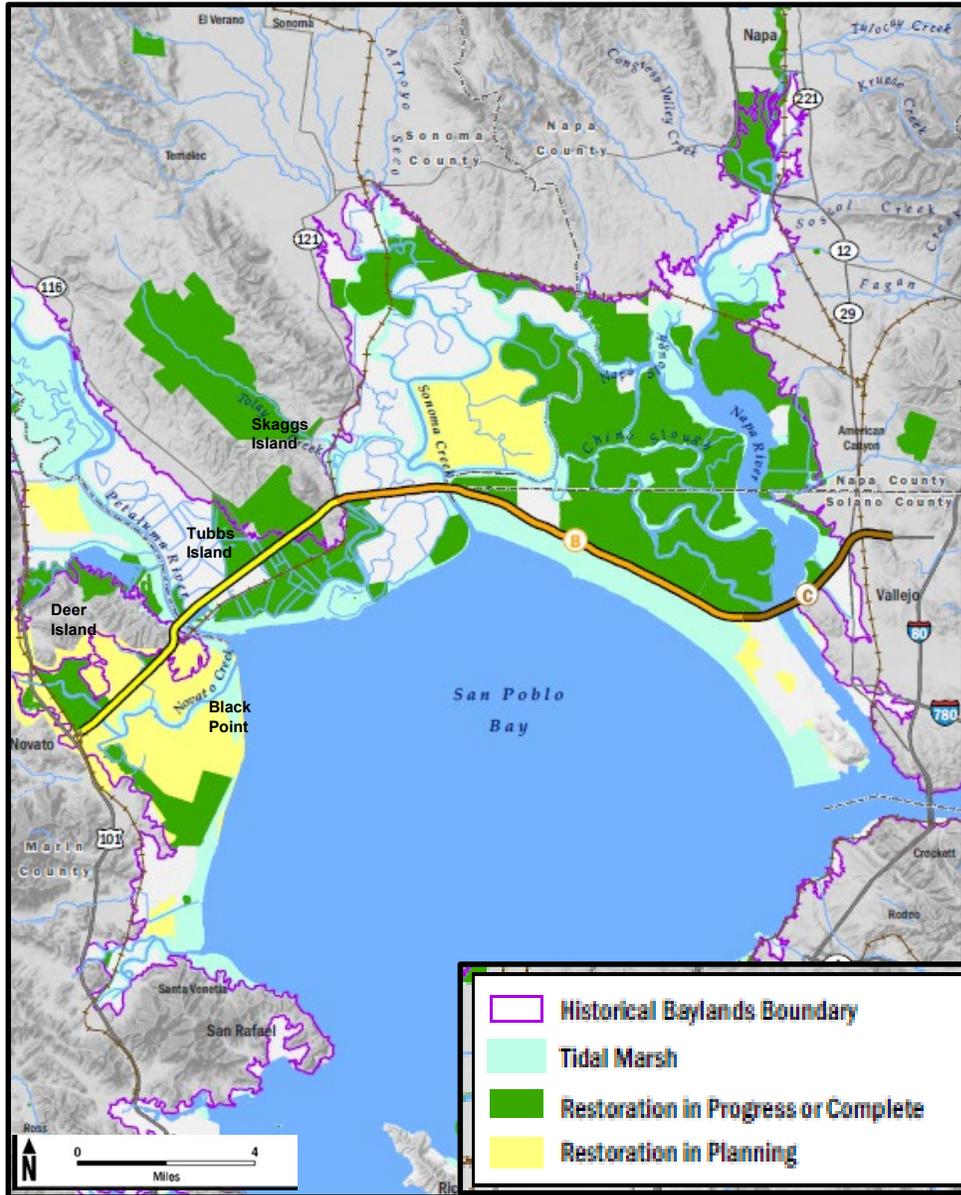
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2050

2100

2100+

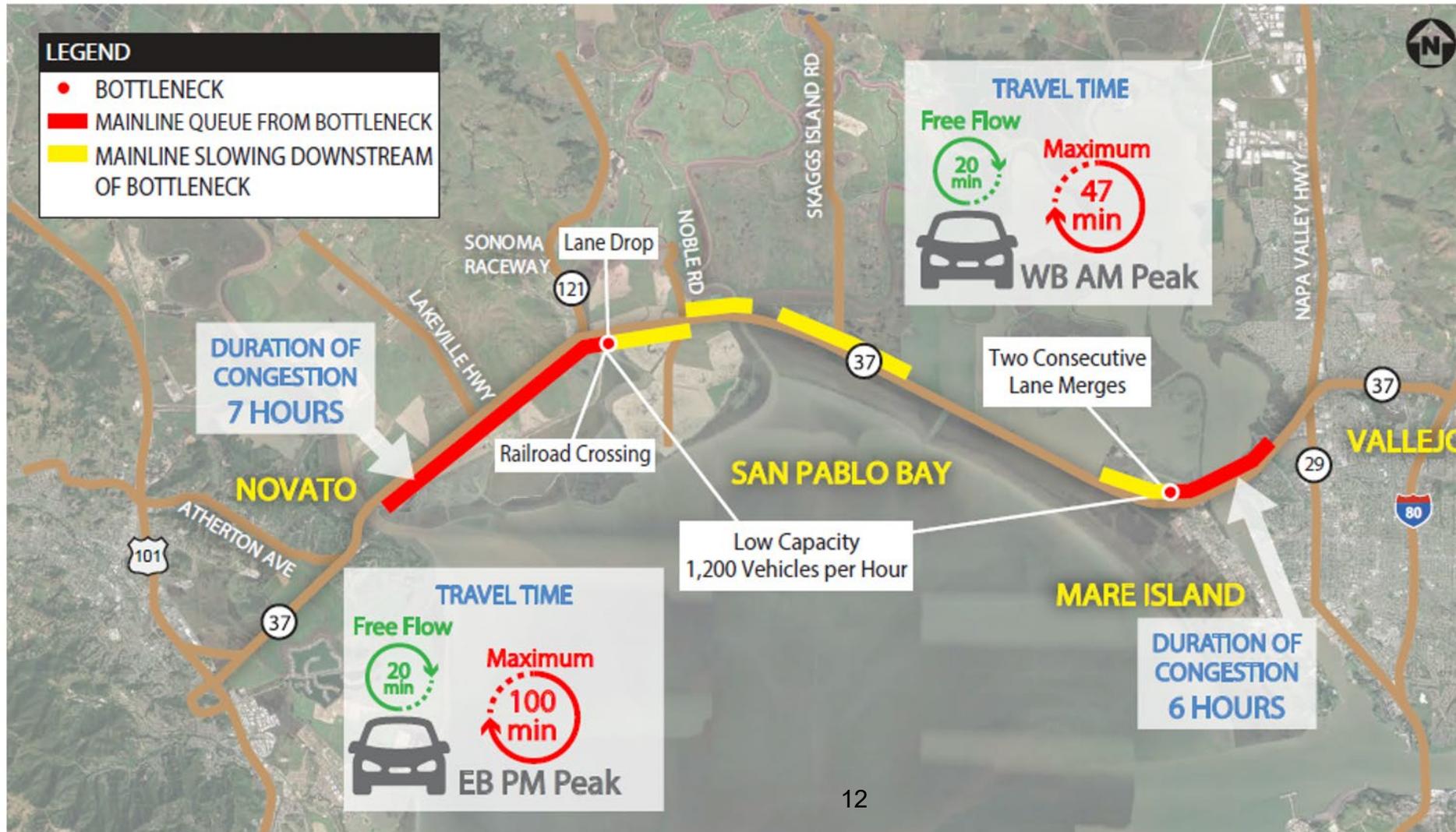
Wetlands and Baylands



Special-Status Species & Pacific Flyway

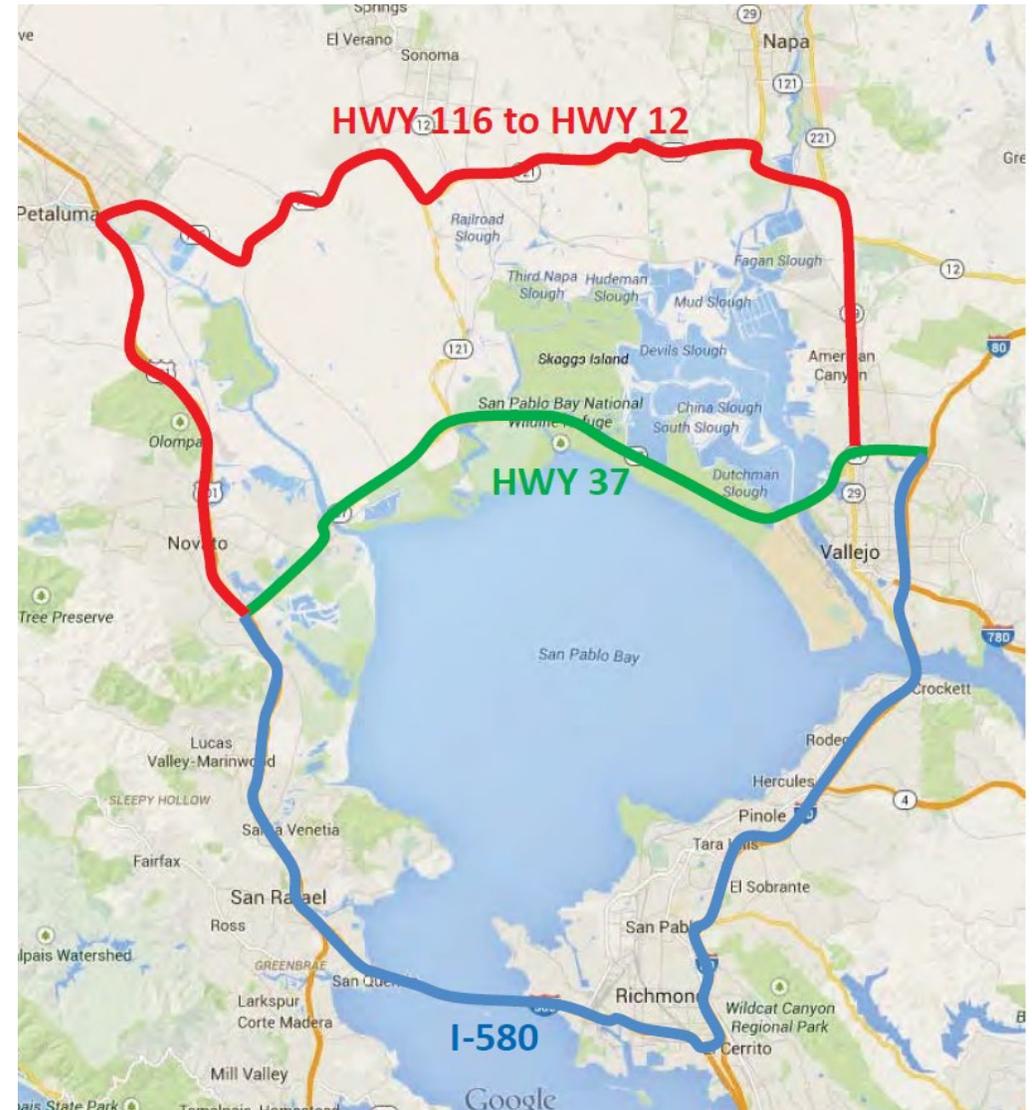


100 Minutes to Travel Home to Solano Every Day



SR 37 Alternate Routes

- SR 37 Corridor is 21 miles
- Northern Route (Hwy 12 to Hwy 116) is 44 miles
- Southern Route (Richmond Bridge to I-580) is 43 miles
- *Similar alternate routes available for bicyclists (Richmond-San Rafael Bridge is available to bicyclists as a pilot)*





Google Street View

Typical Outside Shoulder - 8'

- Shoulder rumble strip: about 2' + offset from edge of stripe
- Remaining shoulder width traversable for bikes: about 5' to 6'
- No continuous outside barrier or guard rail



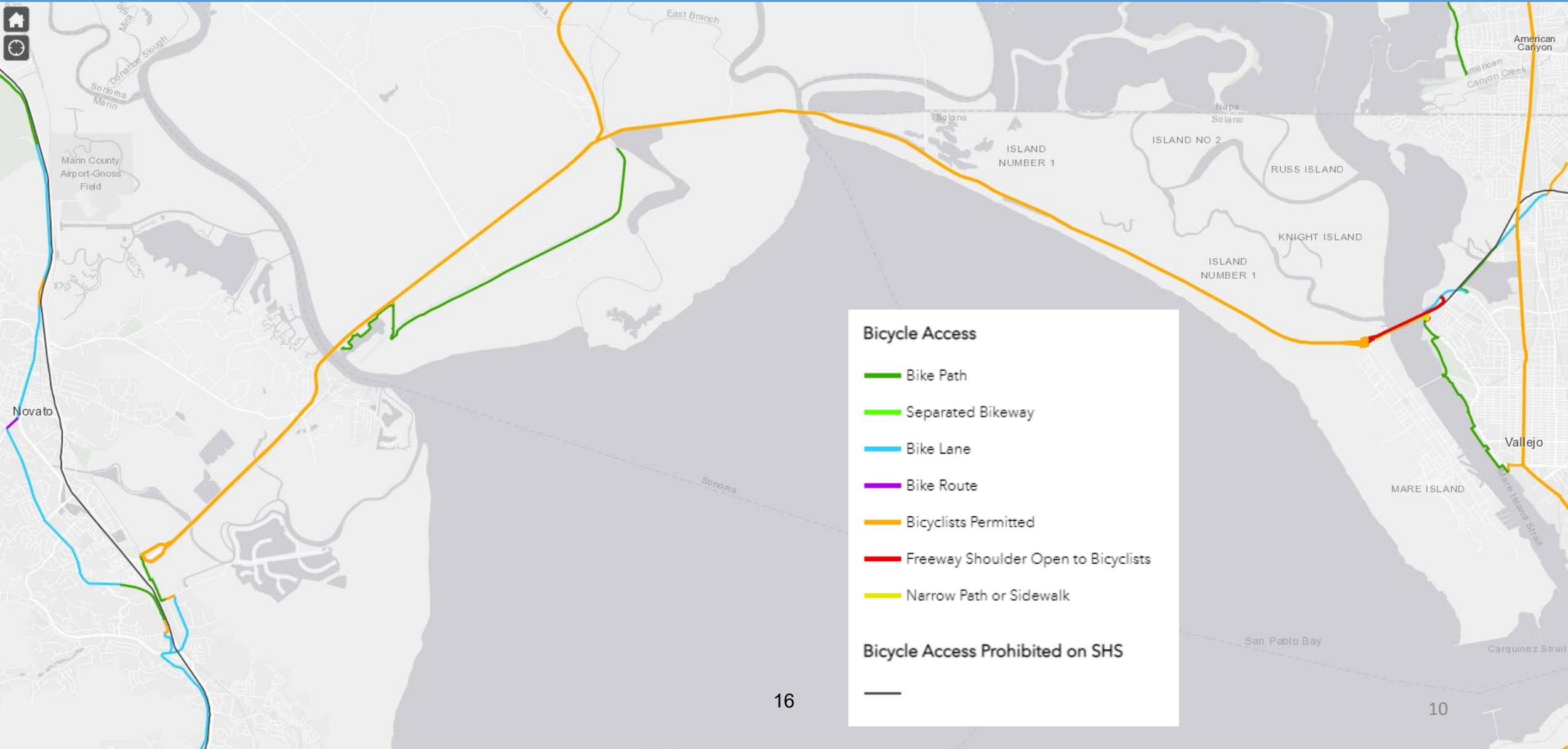
Google Street View – Bicyclist on WB SR 37, May 2016

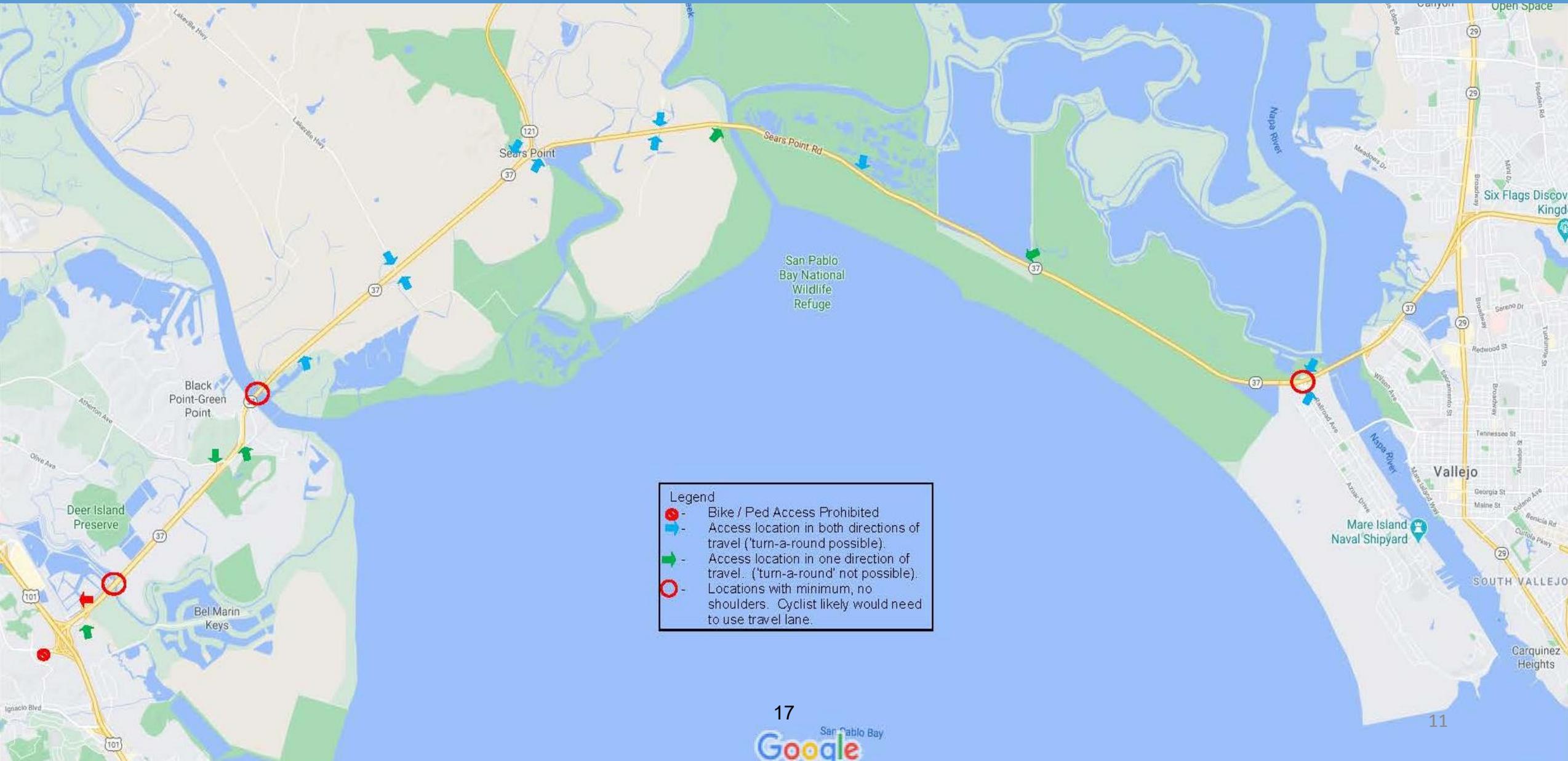


Google Street View – Pedestrian on EB SR 37, March 2012

Recorded Bike Usage

- Current usage is light
- No bicyclists recorded during several manual count days in 2017 and 2019
- Strava and Streetlight data





Legend

- - Bike / Ped Access Prohibited
- ↔ - Access location in both directions of travel ('turn-a-round' possible).
- ➔ - Access location in one direction of travel. ('turn-a-round' not possible).
- - Locations with minimum, no shoulders. Cyclist likely would need to use travel lane.

Vallejo on-ramp, Wilson Ave



Mare Island Overcrossing



State Route 121



Corridor Considerations: Minimal to No Shoulders

Petaluma River Bridge



Skaggs Island



20

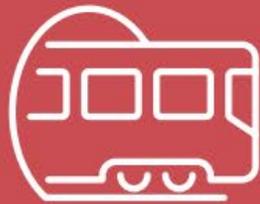
Noble Road



14



- Safety
- Modality
- Efficiency
- Climate Action
- Equity



Roadway & Levee Protection



Drainage Improvement



Raising Pavement Elevation



.....Unless We Implement a Plan.

RESILIENT SR 37 PROGRAM — PHASED IMPLEMENTATION

Environmental - Design - Construction

- Flood Reduction Project (US 101 – SR 121)
- Congestion Relief Project (SR 121 – Mare Island)
- Early Ecological Enhancements
- Transit With Emerging Technology

Early Benefits



Transition

- SR 37 Corridor SLR Adaptation Project (US 101 – I-80)
- Advanced Mitigation Implementation Plan
- Bike/Pedestrian/Public Access
- Transit With Tomorrow's Technology

RESILIENT SR37



Today

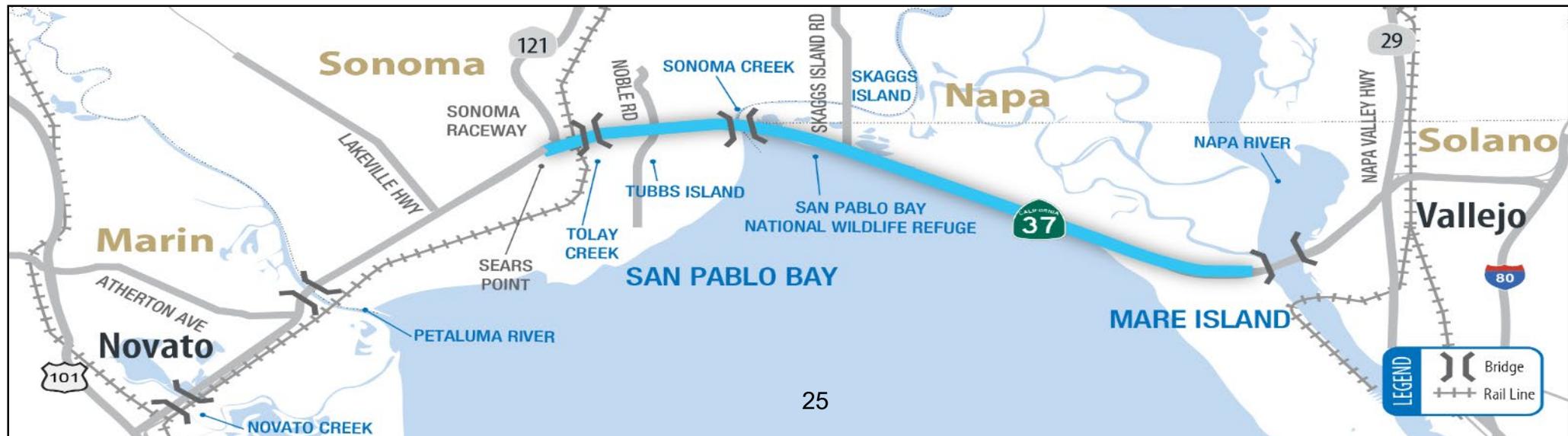
2025

2040

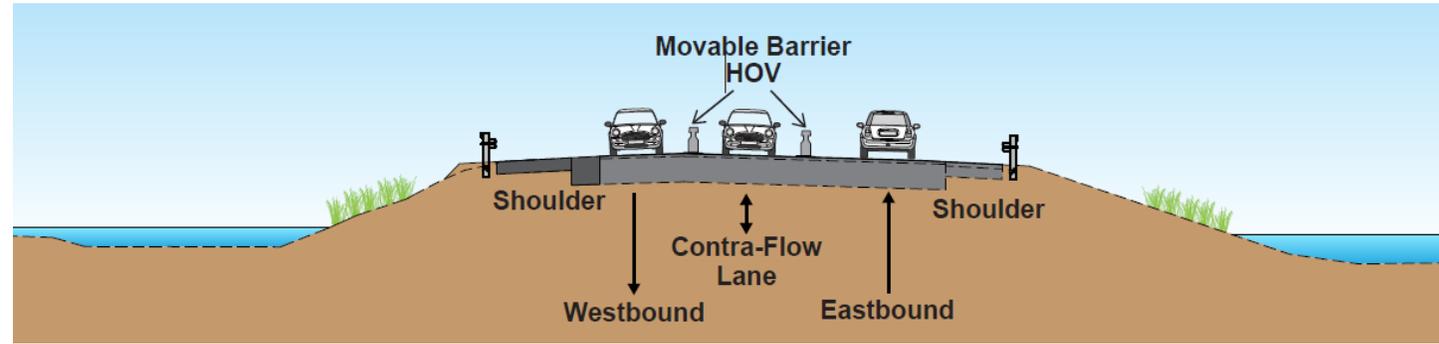
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Traffic Congestion Relief Project between Mare Island and SR 121

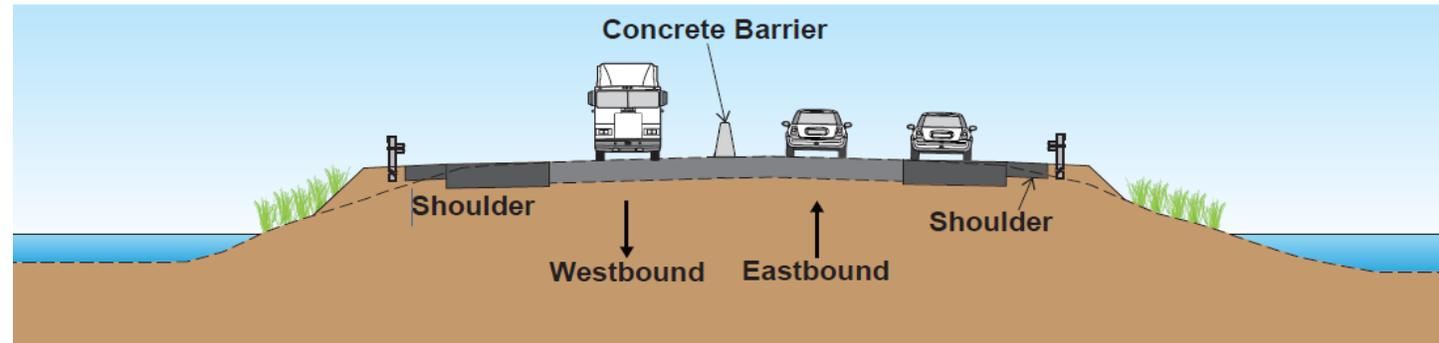
- To improve traffic flow and peak travel times, and increase vehicle occupancy, between Mare Island and State Route 121.
- The corridor experiences substantial traffic congestion where the highway lanes merge to one lane in each direction.
- Congestion results in peak period traffic delays and backups that occur in both directions during the weekday morning and evening commute periods, and during weekend, holidays, and special events.



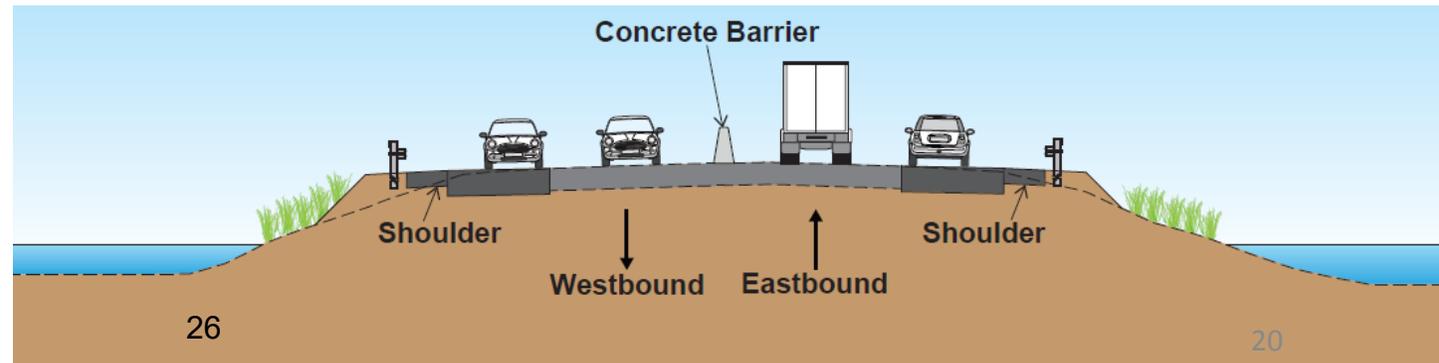
Alternative 1: 3-Lane
Contra-Flow (HOV Lane)
with Movable Median
Barriers



Alternative 2: Part-Time
Use HOV Lanes



Alternative 3: 4-Lane
Highway (with HOV Lanes)



Shoulder Widths	Approx. Wetland Impacts (Acres)	Total Project Cost*	Notes
4-foot shoulder	4	\$260M	<ul style="list-style-type: none"> • Results in no outside shoulders on Sonoma Creek Bridge • Provide an on-demand pilot bike shuttle • Bus transit with bike racks • Invest in public access improvements
8-foot shoulder	8	\$390M	<ul style="list-style-type: none"> • Additional ROW acquisitions required • Includes widening of Sonoma Creek Bridge (subject to additional wetland impacts and mitigation)

Notes:

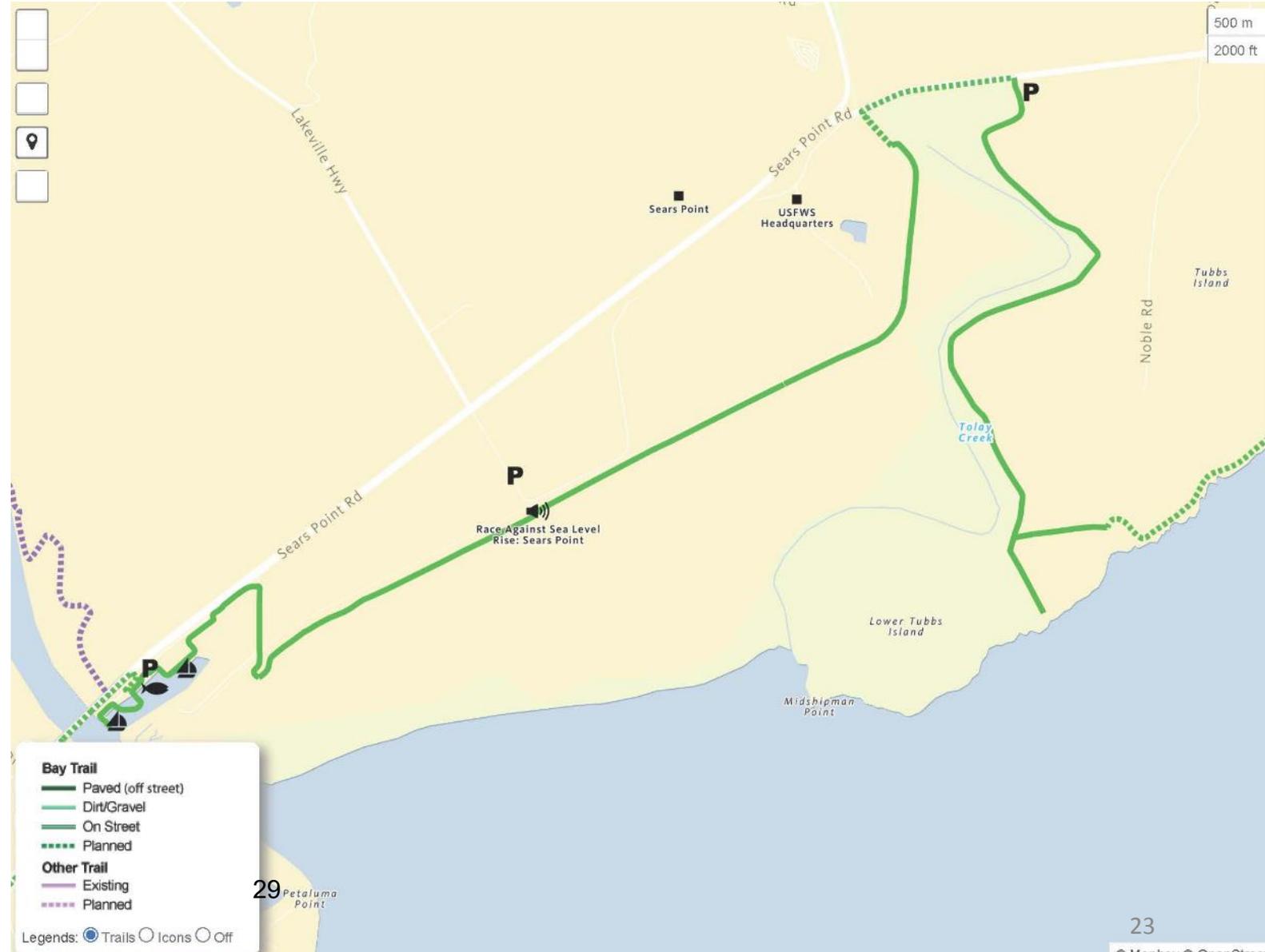
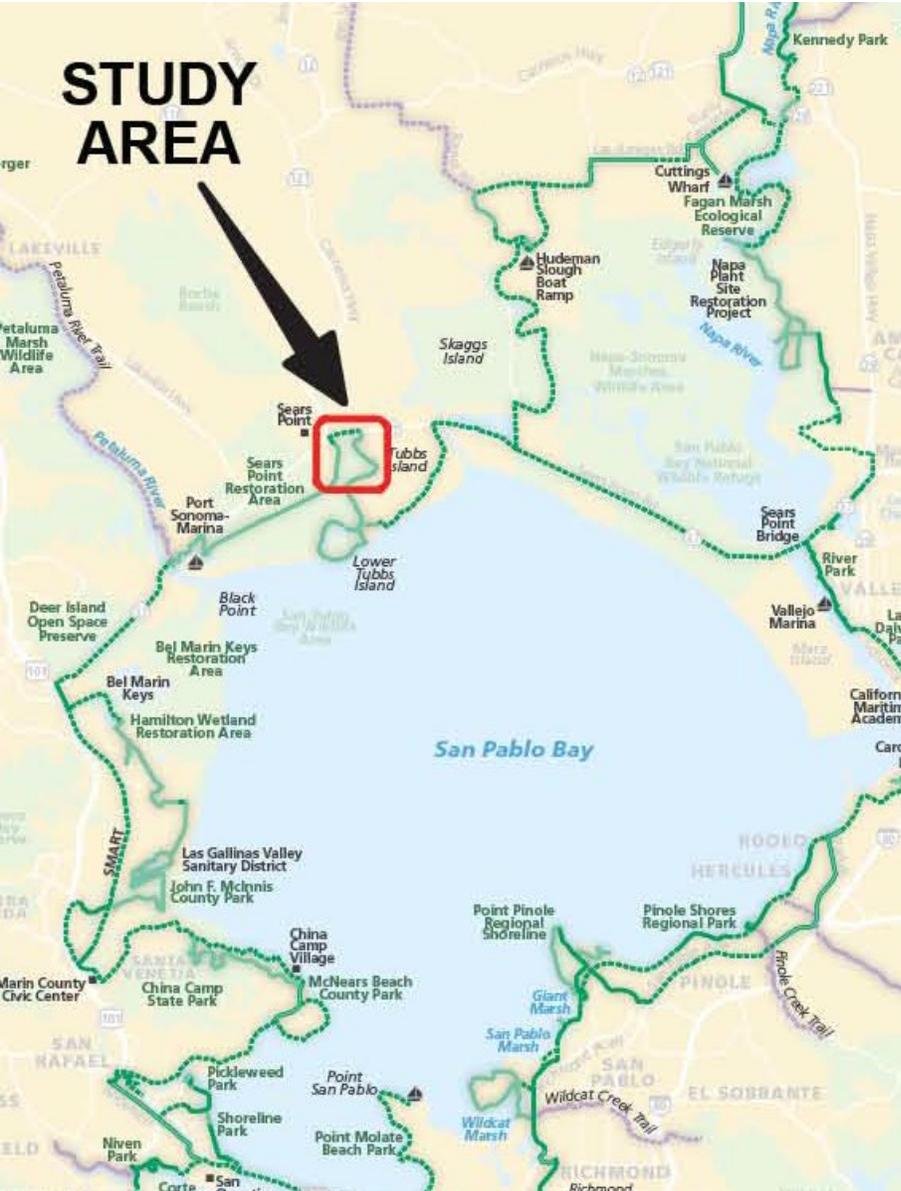
*Costs are preliminary; include escalation and support costs; mitigation costs not fully included.

For 8' shoulder option, the cost and acres of wetland impacts vary, depending on the type of construction, median values shown. 21

1. Bay Trail –Sears Point Connector
2. Tolay Creek Unit South – Tubbs Island Trailhead Parking Lot
3. Water Access, Education Center- North Mare Island
4. San Francisco Water Trail Opportunities



STUDY AREA



Ultimate SR 37 Project: Corridor-wide Bike and Pedestrian Access





Near term solutions

- Micro-transit and carpooling
4 County effort – MaaS and TDM

Long term solutions

- Express Bus– Fixed Route
Hub to hub (Solano Fairgrounds to SMART)
Limited utility given O-D pairs are too dispersed
- Rail – Expansion of the SonomaMarin Area Rail Transit “SMART”
Alignment between Novato and American Canyon
\$1 billion plus link SMART to Fairfield Suisun
Amtrak/Capital Corridor



- Draft Environmental Document: Fall/Late 2021
- Final Environmental Document/Project Approval: Mid-2022
- Permitting:
 - Applications: 2022
 - Permits Issued: 2023
- Construction-PENDING Right-of-Way & Funding: 2023 - 2024
- Open to Traffic: 2025

SR 37 Project Meetings:

- Planning & Environmental Linkages (PEL) Public Meeting, May 26th, 2021

Website:

- www.SR37CorridorProjects.com
- <https://www.Resilient37.org>

Thank you!

Additional slides for background

Four County TAs are partnering to expand RideAmigos, and incentivize users of the SR 37 Corridor to try the TDM platform



Mobility-as-a-Service (MaaS) Online Platform



MY COMMUTES 1000 N Ogden St > 4000 Cherry Creek

From: 1000 N Ogden St, Denver, ... To: 4000 Cherry Creek South D...

Leave By: 01/30/2019 08:15 PM

WEATHER WILL BE AND 44°

MY POOL OWNER: 2 members

- 20 CARPOOL OPTIONS
- 4 TRANSIT OPTIONS (3.5 mi, 34 min)
- 2 BIKE OPTIONS (3.3 mi, 19 min)
- VANPOOL
- WALK (3.1 mi, 1 hr 6 min)
- DRIVE (3.8 mi, 12 min)

\$174.57 YOU HAVE ALREADY SAVED

- 82 Non-SOV Trips
- 439.0 mi Non-SOV Distance
- 273.2 lbs CO2 Saved
- 9.6k Calories Burned

25 BICYCLE TRIPS, **25 NON-SOV TRIPS**, **10 BICYCLE TRIPS**

UPCOMING RIDEBOARD TRIPS

FROM	TO	DATE
Bloomington, Indiana	Santa Monica, California	Saturday, Feb 2 @ 9:00 AM

LOG MY TRIPS

Log My Trips: As you travel, record your commutes here to participate in programs, contests, and more! Triplog dates must be within the last 5 weeks.

January 2019

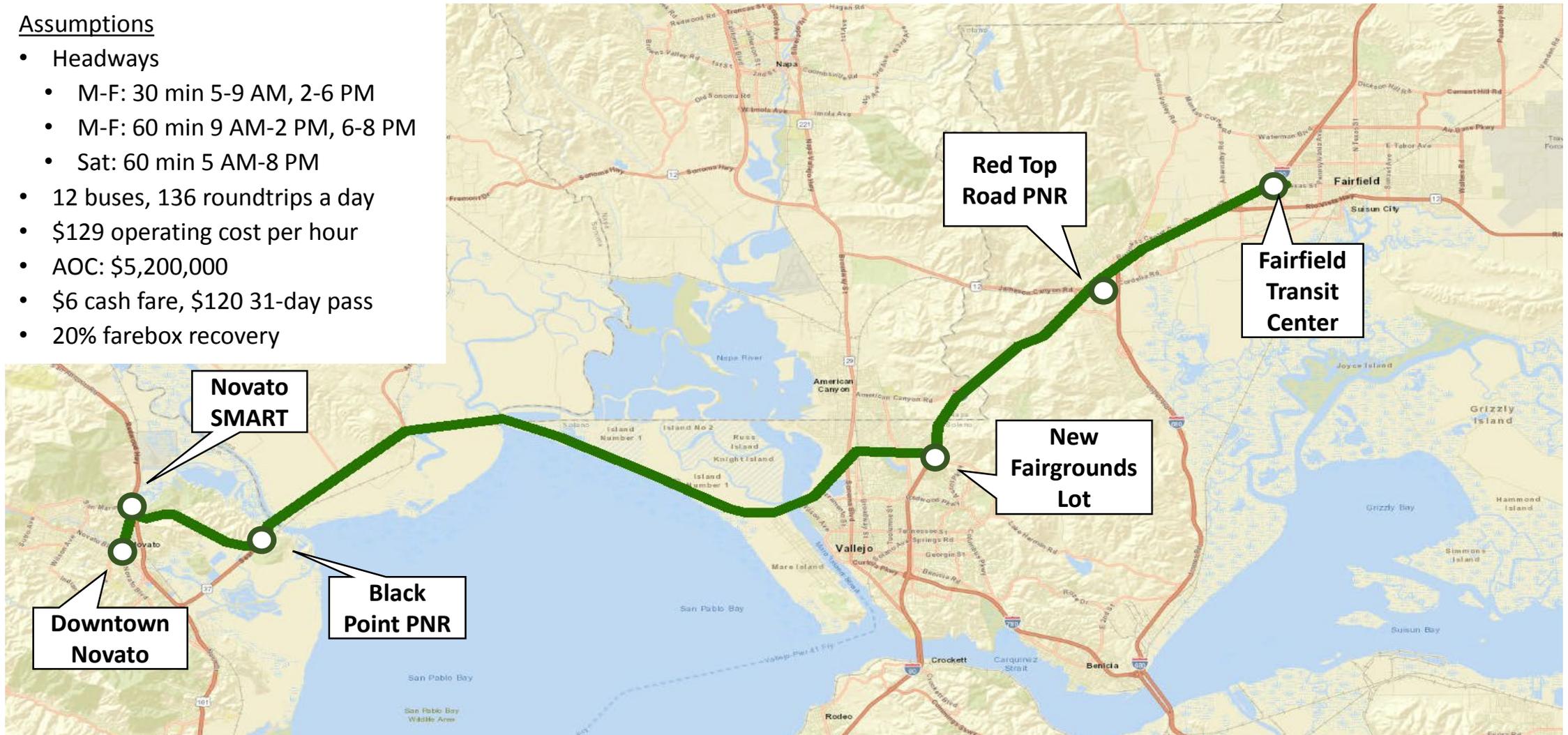
S	M	T	W	T	F	S
30	31	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
36	28	29	30	31	1	2

Log Trips: 8:00 AM, Return Time: 5:00 PM, One-Way Distance: 3.5 MI, Mode of Travel: Bike

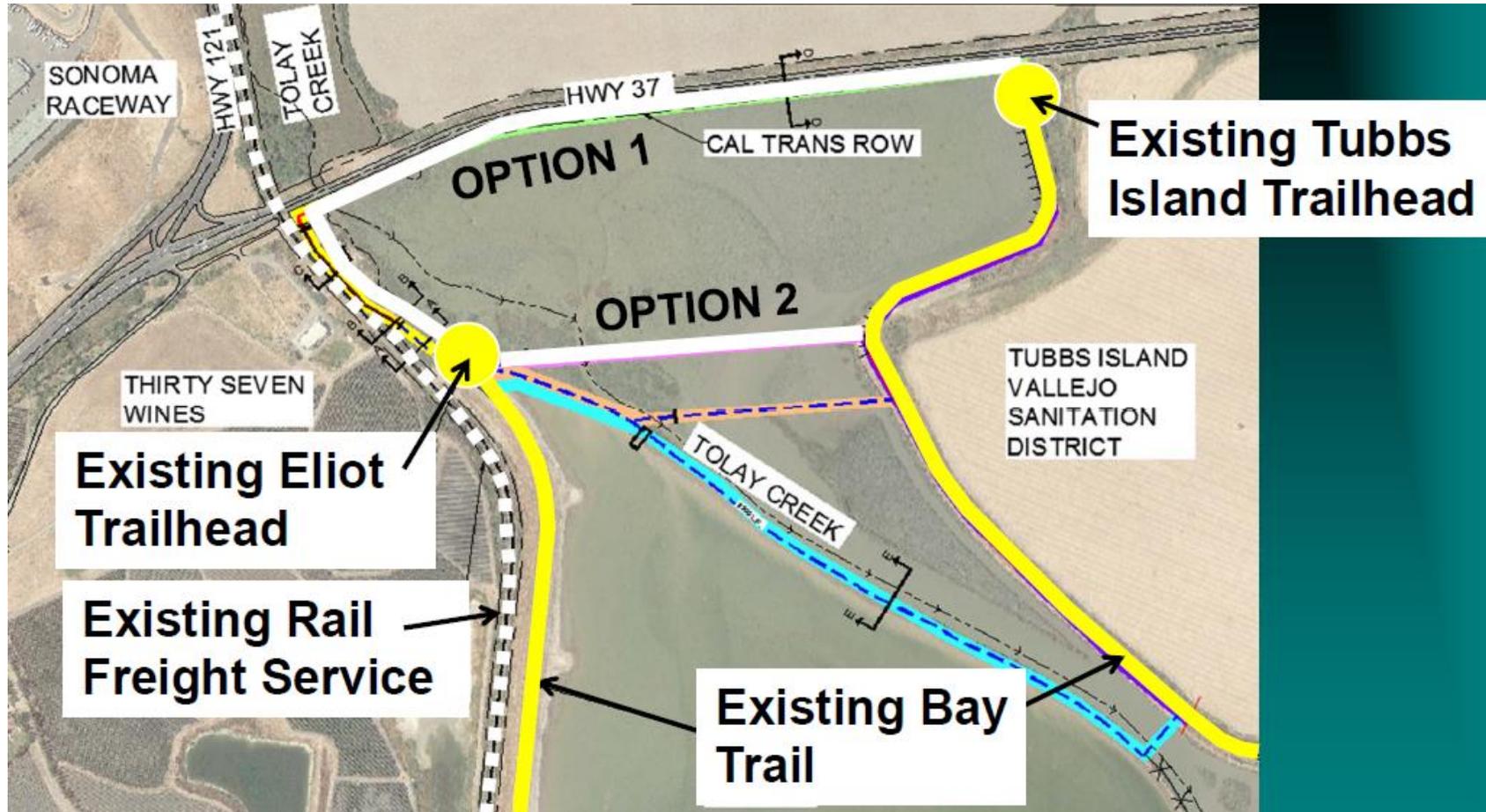
Proposed Express Bus Network

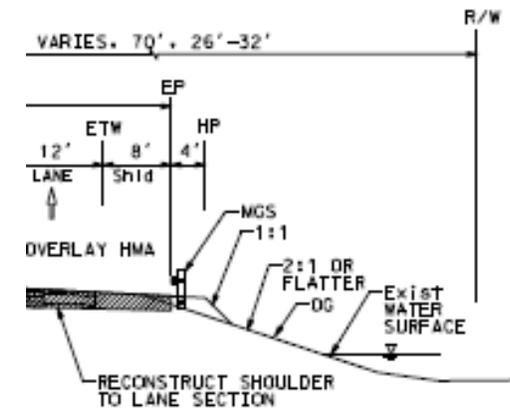
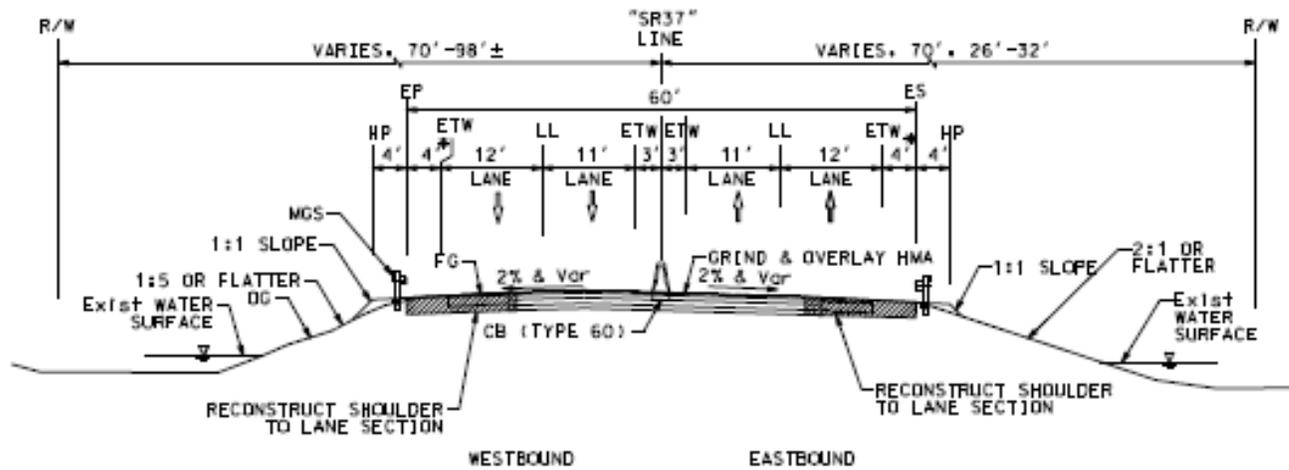
Assumptions

- Headways
 - M-F: 30 min 5-9 AM, 2-6 PM
 - M-F: 60 min 9 AM-2 PM, 6-8 PM
 - Sat: 60 min 5 AM-8 PM
- 12 buses, 136 roundtrips a day
- \$129 operating cost per hour
- AOC: \$5,200,000
- \$6 cash fare, \$120 31-day pass
- 20% farebox recovery

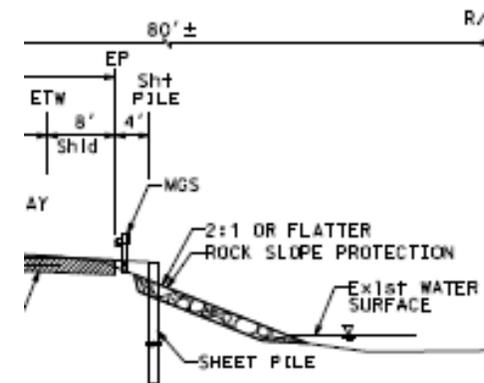
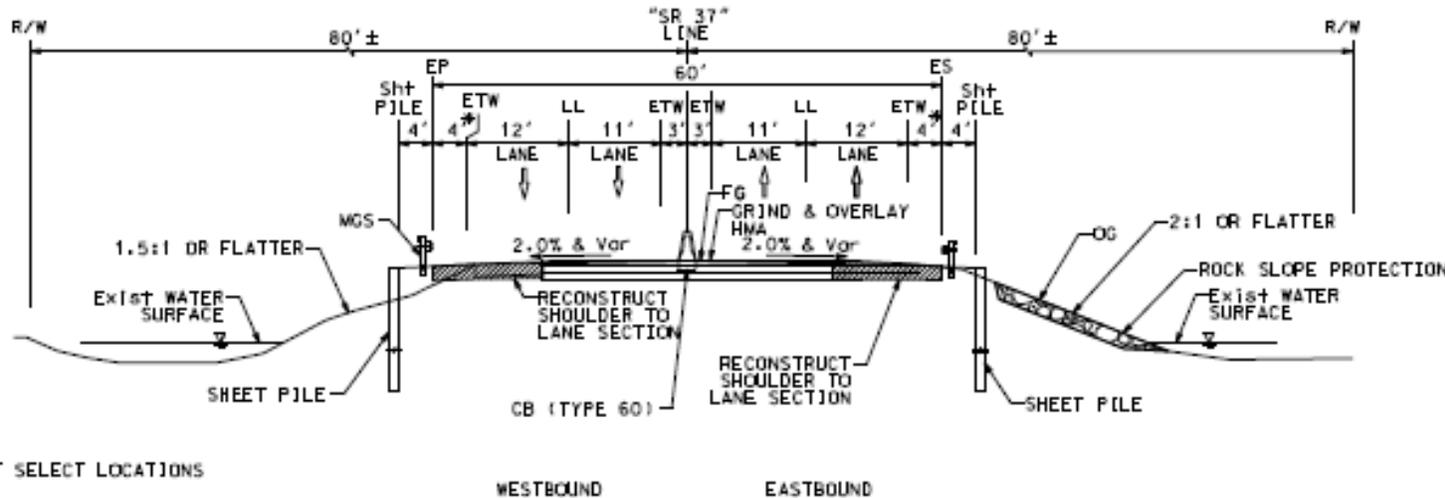


Bay Trail Gap Closure: Sears Point Connector





SR 37: ALT. 3. OPTION 1A - 4' OUTSIDE SHOULDERS WITH PULLOUTS AND EPS EMBANKMENT SLOPE



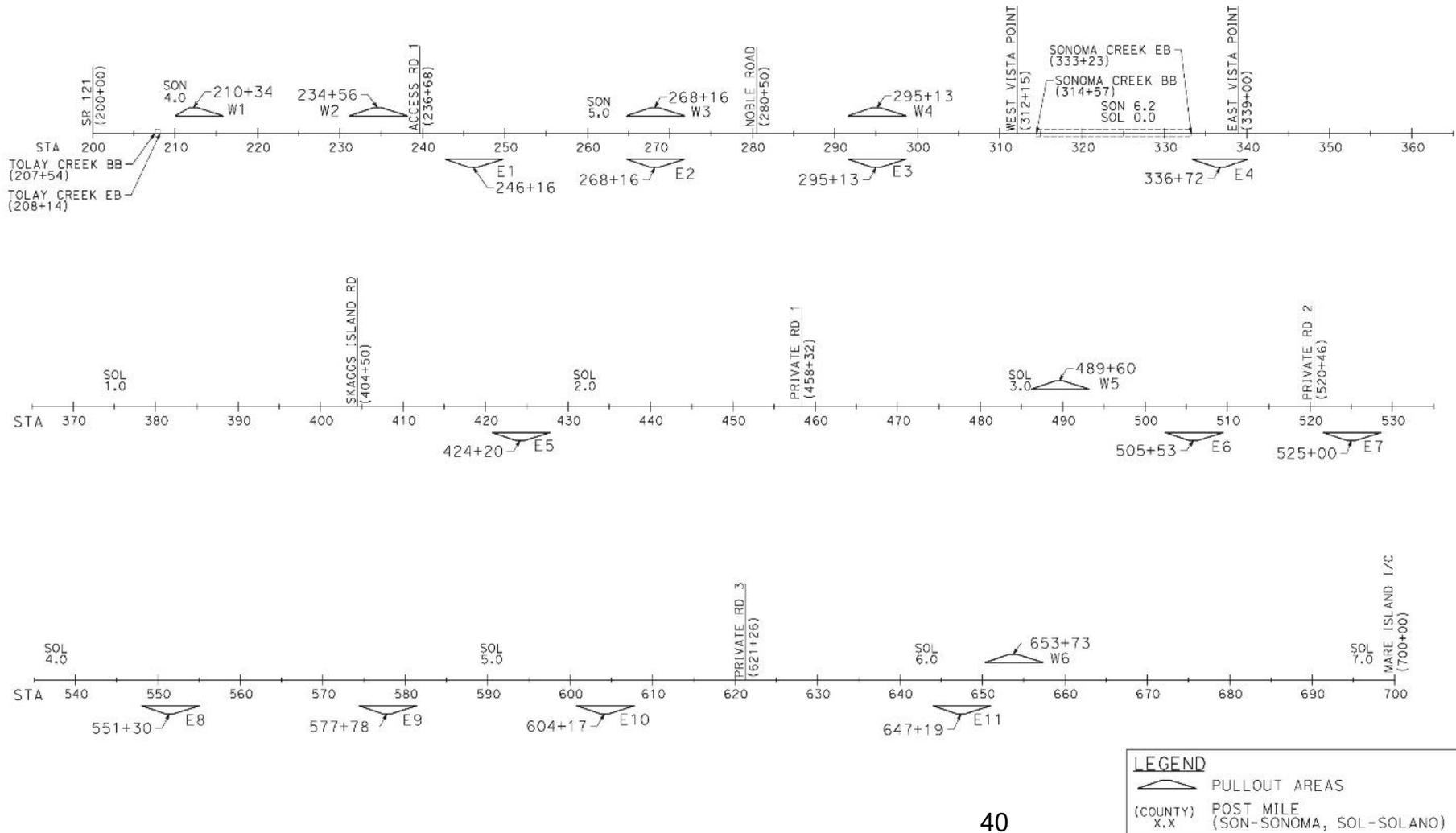
D AT SELECT LOCATIONS

SR 37: ALT. 3. OPTION 1A - 4' OUTSIDE SHOULDERS WITH PULLOUTS AND SHEET PILES

4' outside shoulder

8' outside shoulder

SR-37 - PULLOUT AREAS

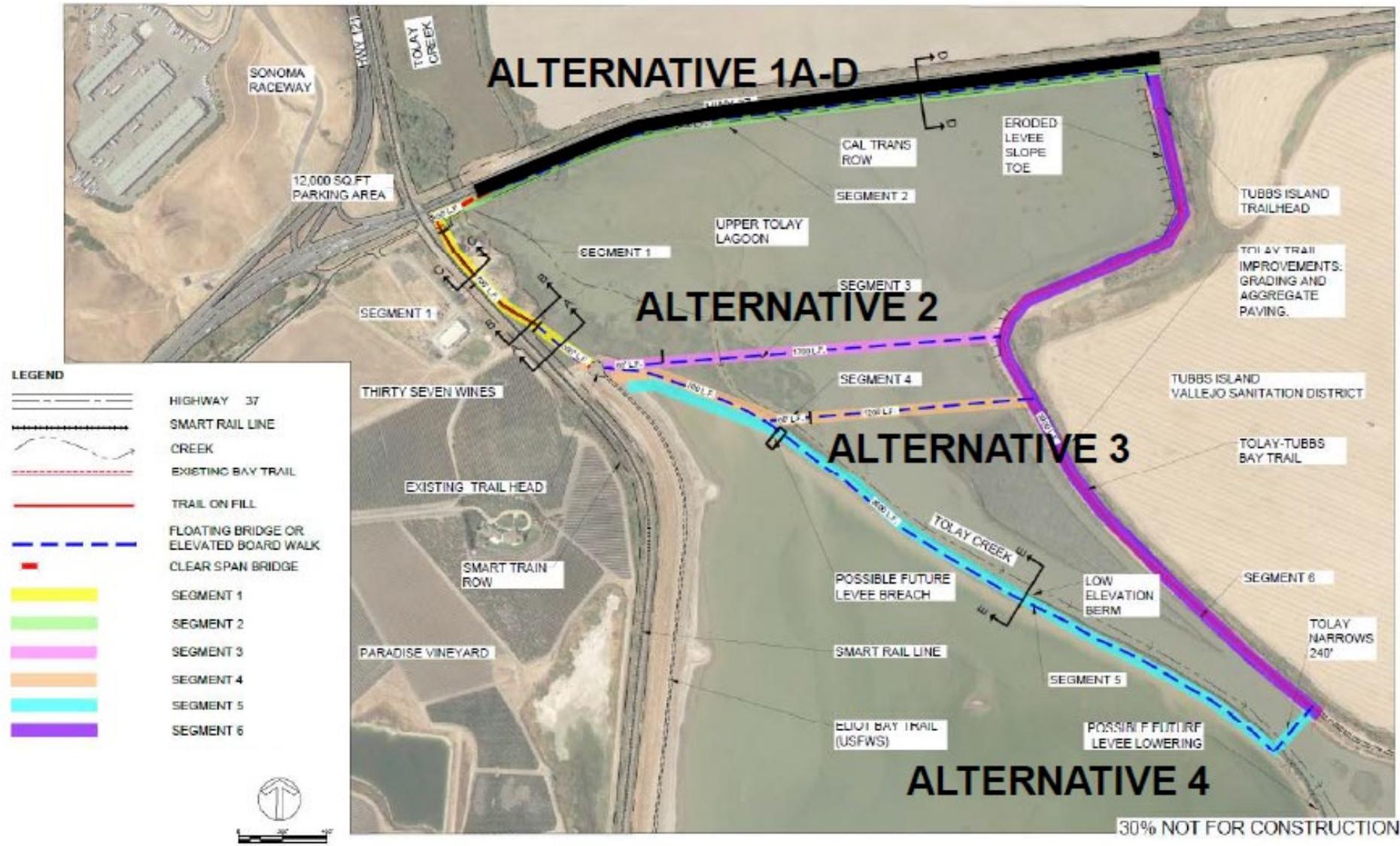


Pullout Areas

- CHP Operations
- Motorists (when possible)

Emergency Vehicles

- Use of the lanes



Tolay Creek Bay Trail Gap

- Estimated planning and construction costs range from \$9 to \$14 million
 - Alternative 2 costing the least
 - Alternative 4 costing the most
- Alternative 1: trail along and parallel to SR-37
- Alternative 2 and 3: clear span bridge or boardwalk parallel and south of SR-37
- Alternative 4: Boardwalk crossing Tolay Lagoon and Creek at its narrowest point

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COMPREHENSIVE TRANSPORTATION PLAN (CTP) SUBCOMMITTEE MEMBER APPOINTMENTS

ACTIVE TRANSPORTATION COMMITTEE

Tentative meeting in May – presentation to the Board in June; follow up meeting in October; future topic manageable performance measures

Committee Members:

Jim Spering, Chair	County of Solano
Lionel Lagaerspada	City of Benicia
Jim Ernest	City of Dixon
Chuck Timm	City of Fairfield
Dave Hampton	City of Rio Vista
Wanda Williams	City of Suisun City
Nolan Sullivan	City of Vacaville
Pippin Dew	City of Vallejo
Planning Director	Appointment by Planning Directors at next Meeting
TAC	Appointment by the STA TAC at next meeting
BAC	Appointment by BAC at next meeting
PAC	Appointment by PAC at next meeting

ARTERIALS, HIGHWAYS AND FREEWAYS

Reconvene June then meet in the Fall- discuss economic benefits of corridors

Committee Members:

Ron Rowlett , Chair	City of Vacaville
Erin Hannigan	County of Solano
Steve Young	City of Benicia
Steve Bird	City of Dixon
Harry Price	City of Fairfield
Ron Kott	City of Rio Vista
Robert McConnell	City of Vallejo
Lori Wilson	City of Suisun City
TAC Member	Appointment by the STA TAC at next meeting

TRANSIT & RIDESHARE COMMITTEE

September/October 1st meeting; follow up tbd

Committee Members:

Lori Wilson , Chair	City of Suisun City
Steve Bird	City of Dixon
Nolan Sullivan	City of Vacaville
Steve Young	City of Benicia
Harry Price	City of Fairfield
Robert McConnell	City of Vallejo
Jim Spering	County of Solano
Beth Kranda	Transit Representative
Susan Rotchy	CTSA Representative
PCC Member	Appointment by PCC at next meeting

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DATE: April 22, 2021
TO: STA BAC
FROM: Brent Rosenwald, Planning Assistant
RE: BAC Informational Items

A. Proposed MTC Safe and Seamless Quick-Strike Solano County Projects (Erika McLitus, STA)

At the Bay Area Partnership Board meeting on December 1, 2020, MTC staff proposed establishing a one-time, competitive grant program to fund local projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. The Safe and Seamless Mobility Quick-Strike will include roughly \$50M to fund quick-build or other near-term capital projects focused on bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. At the March STA Board meeting, members voted to submit three Solano projects (detailed below) for Quick-Strike funding. Please review the attached Complete Streets Checklist for the Bay Trail Vine Trail Gap Closure Project and the Fairfield/Vacaville Hannigan Station Capacity Improvements and inform STA staff of any comments or concerns as soon as possible.

1. Bay/Vine Trail Vallejo Segment (Request \$1.8M):
This project is a multi-agency effort that has regional benefit. An awardee of Active Transportation Program (ATP) Cycle 3 funding, this project will create 4.5 miles of new high-quality trail through disadvantaged communities in Vallejo. This will create a new multi-modal connection from the WETA Ferry Terminal to American Canyon. The project currently has a \$1.8M funding shortfall due to cost increases related to Caltrans and railroad crossing improvements being required. The project is expected to begin Construction in May 2022.
2. STA Mobility Planning (Request \$200k):
STA would utilize these funds for additional planning effort related to improving mobility in the county. This may include the effort to plan for a Vehicle Miles Traveled (VMT) mitigation program and the purchase and analysis of large data for use in mobility planning, including the Suisun City Community Based Transportation Plan (CBTP)/Micro Transit-Mobility Study and the Connected Mobility Implementation Plan.
3. Fairfield/Vacaville Hannigan Station Capacity Improvements (Request \$1M):
As the newest station on the Capitol Corridor in a growing area, the demand for parking at this location has increased quickly since it opened in 2017. A study conducted in late 2019 found that parking demand was at 89% of capacity and would reach its available limit by late 2020. To facilitate new riders and supporting the process of opening the South Portal of the Hannigan Station, STA and the City of Fairfield are proposing to complete the parking lot by constructing 119 new parking spaces, including electric charging stations. This would increase the current capacity from 187 spaces to 306 spaces. Construction of the parking lot is the first phase of a three-phase plan to improve the capacity of the centerpiece of this Priority Development Area. Additional phases will consist of constructing a depot building

that can house commercial services and a bathroom for patrons, and will consist of opening the South Portal of the station by constructing a pedestrian promenade, a new access road, and a Class I path that connects with Travis Air Force base and the surrounding community. These investments are meant to spur interest in Transit Oriented Development (TOD) of affordable housing along the South Portal of the station and provide enhanced access to the Hannigan Station.

The aforementioned checklists are included as **Attachment A**. For more information on this effort see the staff report included as **Attachment B**.

B. TDA Article Projects and Remaining Schedule (Brent Rosenwald, STA)

The 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. STA works with the Metropolitan Transportation Commission (MTC) to administer the TDA funds. MTC typically provides fund estimates each February, July, and October/November.

The Solano Transportation Authority (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. As part of the recommendation process, 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.

As part of this last year's TDA funding cycle, STA underwent a comprehensive reassessment of its priority projects list in light of the recently adopted 2020 Active Transportation Plan. The goal of this undertaking was to formulate a 5-year TDA-3 vision program that would align the goals of STA and its member agencies to create a transparent funding and implementation timeline (**included in attachment A**). The program list is designed to be fluid in order to provide a level of confidence for project sponsors to anticipate future TDA Article 3 funding. It provides time for them to finish design, environmental documents or obtain matching funds. Projects may advance or be pushed back in the 5-year list if they do not complete those tasks. Additionally, all projects within this 5 year plan are included in the 2020 Active Transportation Plan. The projects included in the 5-year program are considered by the BAC and PAC, but only projects included in year one are formally recommended for approval. Currently, the STA is working with its member agencies to update this list in light of the recent TDA call for projects.

The total TDA Article 3 funding allocation for this year's funding cycle is \$431,683. The call for projects closed on March 31st and staff received 5 project submissions (as seen in attachment A) which they are currently evaluating. Looking forward, STA staff will convene a joint PAC and BAC meeting in June where project sponsors will advocate for their project and both committees will vote to fund selected proposals. Finally, STA staff is aiming to bring these project submittals to the June TAC so they can be adopted at the July STA board meeting.

C. STA Wayfinding Signs Pilot Update (Kathrina Gregana, STA)

To jumpstart the STA Wayfinding Signs Pilot, STA staff has conducted preliminary outreach to member agencies to get a sense of their wayfinding needs and priorities. Almost all of the member agencies have indicated their interest in partnering on the program and have identified signage needs in their jurisdiction. From this initial survey, the signage needs that were identified seem to fall in three general categories: bicycle and pedestrian trails, transit connections, and key destinations in their downtown areas. The survey also revealed that member agencies have varying approaches on signage design, installment, and where signage placement is prioritized. These findings confirm the need for this program.

With the funding secured for this effort, the objective is to conduct a pilot for the first year of the three-year program and install signs based on the needs list provided by member agencies. The goal of the pilot is to launch the program in partnership with Solano County agencies, determine an approach on how to establish a consistent wayfinding system in the County while preserving the uniqueness of each jurisdiction's signage branding, and take best practices and lessons learned from the pilot to incorporate into the next two years of the program. Funding for this program is anticipated in the next two years.

For next steps, STA staff will continue building a catalogue of signage needs in each jurisdiction and will work collaboratively with member agencies to determine how signage in the county can be standardized. STA staff will evaluate proposed projects for the Wayfinding Sign Program, with the objective to select projects that advance the goals of the Solano Active Transportation Plan.

D. Top 10 Bike Rides Brochure Update (Brent Rosenwald, STA)

The Top 10 Walk and Hikes Brochure is an important resource in highlighting recreational opportunities throughout Solano County. Additionally, these brochures serve as an effective marketing tool to increase local tourism to Solano County from nearby environs. As part of the BAC's 2021 overall work plan, an update to the Top Ten Bike Rides and Hikes Brochures was included as a task for the committee to consider. At the last meeting, BAC members indicated their interest in creating a second volume of the brochures with a completely new list of bike rides and hikes.

STA staff would like to engage the BAC members in a discussion on the process of proceeding with the brochure update. Specifically, STA staff would like to gauge the BAC's interest in utilizing social media to get public feedback in selecting the new list of bike rides and hikes and aligning the timing of this effort with upcoming active transportation events (such Walk Month in September).

E. Trail App Technology Discussion (Kathrina Gregana, STA)

The use of mobile apps to explore the outdoors and find hiking and biking trails have increased in popularity in recent years. Some of the most used trail apps include: AllTrails, Strava, and Outerspatial, among others. Mobile apps can greatly enhance the outdoor experience for users by making it easier to discover and access unlimited trails, providing interactive features, such as tracking technology, social sharing, and providing trail highlights and characteristics, as well as operating like a guidebook by curating hiking and bike recommendations and providing user reviews.

In line with the effort to update the Top 10 Bike Rides and Walks/Hikes Brochures, STA staff would like to explore the possibility of utilizing a mobile app medium to digitally enhance the current paper-based brochures. STA staff will provide a brief presentation on current trail app

digital technology and the most popular app options and following, would like to engage the BAC members on a discussion about proceeding with medium, as it relates to the Top 10 Bike Rides and Walks/Hikes Brochures effort, and what features they would find beneficial when considering a mobile trail app option.

E. Future Bike and Pedestrian Counts (Brent Rosenwald, STA)

As part of the BAC's 2021 Overall Work Plan, STA staff will work with the committee members on a strategy for obtaining bicycle count data. One of the foremost interests of the STA staff as it relates to this effort is the correlation of infrastructure investment to bicycle usage. For example, STA staff would like to conduct bicycle counts at locations prior to and subsequently after improvements occur to gauge whether the investments have been successful in attracting more bicycle riders. Ideally, STA staff would conduct this research in a variety of revolving locations so that it can get a clearer snapshot of bicycle usage throughout Solano County. With the anticipation of increased summer and fall bicycle ridership, the STA staff would like to begin this effort in the coming months. Ultimately, STA staff would like to solicit suggestions from the BAC members on optimal locations for the bicycle counters to be placed.

Project:

[Fairfield/Vacaville Hannigan Station Capacity Improvements \(/projects/1180\)](#)

Checklist:

Fairfield/Vacaville Hannigan Station Capacity Improvements

Name:

Fairfield/Vacaville Hannigan Station Capacity Improvements

Description:

For this phase, STA and the City of Fairfield are proposing to open the South Portal of the Hannigan station by constructing a Pedestrian promenade, and a new Class I bike path connecting the community and Travis AFB with the station. The next phase would be to expand the parking lot by constructing 119 new parking spaces, including electric charging stations. There are three future phases, Class I Connection, Parking Lot Expansion, Depot Building.

Status:

Submitted

Project:

[Fairfield/Vacaville Hannigan Station Capacity Improvements \(/projects/1180\)](#)

Location:

Fairfield

Contact Name:

Paul Kaushal

Contact Email:

pkaushal@fairfield.ca.gov

Contact Phone:

7074247477

Contact Address:

1000 Webster St, Fairfield, CA 94533

1a: What bicycle and pedestrian accommodations are currently included on the facility or on facilities it intersects or crosses? Please check all that apply.

Class I bicycle paths
Class II bicycle lanes
Class III bicycle routes
Class IV bikeways
Bicycle boxes
Raised separated bikeways
Bicycle Boulevards
Bicycle parking
Sidewalks on one side or both sides of street
Marked crosswalks
Protected intersection
Painted conflict zones
Narrow unpaved path
Pedestrian-actuated traffic signals or routine pedestrian cycle
Bulb-outs
Bicycle actuated traffic signals or routine bicyclist cycle
High visibility crosswalks
Pedestrian-level lighting
ADA-compliant ramps
Traffic signal push buttons
Refuge islands on roadways
Transit shelter
Wide curb lanes
Right turn only lanes
Transit vehicle stops
Pedestrian countdown signals
Way-finding or directional signage
None

: Other

: Please provide specifics of any items checked above.

1b: If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

0-1/4 mile
1/4 mile to 1/2 mile
1/2 mile to 1 mile
1+ mile

1c: Please indicate needed pedestrian, bicycle, or transit improvements in the project area that staff or the public have identified

Improved lighting

sidewalks

Improve intersections

Mid-block crossings

Accommodations for the elderly or disabled or school age children

School age children

Transit shelters

ADA facilities

Widened curb lanes

Bicycle parking

Traffic signals responsive to bicycles

Shorter vehicular traffic signal cycles

Addressing choke points or gaps in pedestrian or bicycle

RR crossings

Bike racks on busses

Widened or better-lit under crossings

Removed slip lanes

Right turn only lanes

None

: Other

1d: Please describe the overall context of the project area:

The Fairfield/Vacaville (Hannigan) Station is located in the City of Fairfield at the intersection of Vanden Road and Peabody Road. This area will be the focus of a great deal of development and investment in the near future, including affordable TOD housing. It is near

1e: What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?

Unresponsive signals to bicycles

Lack of bicycle parking

Freeway on-off ramps

Narrow curb lanes

Choke points

RR crossings

No bike racks on buses

Wide roadway crossings

Long signal cycles which require pedestrians to wait long periods of time

Short signal crossing times

Narrow undercrossings, overcrossings

Slip lanes

Sidewalk obstruction or missing sidewalk

Pedestrian-level lighting

Lack of ADA compliant facilities

Lack of Transit vehicle stops

: Other

2a: What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

Educational institutions
Transit stations
Senior centers
High-density land uses
Downtowns
Shopping areas
Medical centers
Major public venues
Government buildings
Parks

: Other

3a: Have you considered collisions involving bicyclists and pedestrians along the route of the facility?

No

: If so, please provide the number of collisions and describe the outcomes of each:

: If so, what resources have you consulted?

4a: Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?

City or town bicycle plan
Countywide bicycle plan
City or town pedestrian plan
Countywide pedestrian plan
Combined bicycle and pedestrian plan
ADA transition plan
General plan
Specific plan
Regional transportation Plan
Sales tax expenditure plan
Station area access plan
No plans

: Other

: Is the proposed project consistent with these plans?

Yes

5a: Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities in this project?

Caltrans Deputy Directive 64
Caltrans Highway Design Manual (Chapter 1000)
ACR 211
MUTCD 2003
MUTCD California supplement
Americans with Disabilities Act Accessibility Guidelines (ADAAG)
MTC Pedestrian Districts Study

None
more

: Other

: If so, have the policies been followed?

No

5b: N/A

No

5c: If this project includes a bicycle and/or pedestrian facility, which applicable design standards or guidelines have been followed?

AASHTO bicycle and pedestrian design guides
Americans with Disabilities Act Accessibility Guidelines
Caltrans Design Information Bulletin 89
Caltrans Highway Design Manual
Caltrans California MUTCD
Caltrans Pedestrian and Bicycle Facilities in California
FHWA MUTCD
ITE Designing Urban Walkable Thoroughfares
NACTO Urban Bikeway Design Guide
N/A - no bicycle or pedestrian facilities included
None

6a: What comments have been made regarding bicycle and pedestrian accommodations at BPAC, stakeholder, or public meetings at which the proposed project has been discussed?

The Hannigan Station is quite popular with residents but community advocates have repeatedly requested that a station building with public restrooms be opened as soon as possible and noted the need for improved pedestrian and ADA access to the station.

: How have you responded to comments received?

The City of Fairfield has partnered with STA to devise a funding plan for opening the South Portal with bike/ped connections, increasing the parking capacity at the station to accommodate projected ridership demand, and open a station building. STA has successfully applied for funding through the Transit and Intercity Rail Program for a portion of the improvements and is continuing to explore other funding options.

7a: What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

Class I bicycle paths

Class II bicycle lanes

Class III bicycle routes

Class IV bikeways

Bicycle boxes

Raised separated bikeways

Bicycle Boulevards

Bicycle parking

Sidewalks on one side or both sides of street

Widened sidewalks

Marked crosswalks

Protected intersection

Painted conflict zones

Narrow unpaved path

Pedestrian-actuated traffic signals or routine pedestrian cycle

Bulb-out

Bicycle actuated traffic signals or routine bicyclist cycle

High visibility crosswalks

Pedestrian-level lighting

ADA-compliant ramps

Traffic signal push buttons

Refuge islands on roadways

Transit shelters

Wide curb lanes

Right turn only lanes

Transit vehicle stops

Pedestrian countdown signals

Way-finding or directional signage

None

: Other

8a: Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?

No

: If yes, please describe situation in detail.

8b: If the proposed project incorporates neither bicycle nor pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.

: Was a road diet or car parking removal considered?

No, not as a component of this project.

: What would be the cost of the added bicycle and/or pedestrian facility?

: If the proposed project incorporates bicycle or pedestrian improvements, what proportion is the bicycle and/or pedestrian facility of the total project cost?

: If right-of-way challenges are the reason for the hindrance, please explain the analysis that led to this conclusion.

9a: How will access for bicyclists and pedestrians be maintained during project construction?

- Alternative signed bicycle route
 - Alternative signed pedestrian route
 - Separated pedestrian pathway
 - Other
-

: Other

10a: What agency will be responsible for ongoing maintenance of the facility?

The City of Fairfield

10b: How will ongoing maintenance be budgeted?

City of Fairfield General Fund - Public Works/Maintenance

[Home / projects](#)

[Checklists](#)

[Cities](#)

[Sponsors](#)

[MTC users](#)

[External users](#)

Project:

[Bike/Ped \(/projects/22\)](#)

Checklist:

Bay Trail/Vine Trail Gap Closure Project

Name:

Bay Trail/Vine Trail Gap Closure Project

Description:

This project is a multi-agency effort that has regional benefit. The Bay Trail Vine Trail Gap Closure project will create 4.5 miles of new high-quality trail through disadvantaged communities in Vallejo. This will create a new multi-modal connection from the WETA Ferry Terminal to American Canyon.

Status:

Submitted

Project:

[Bike/Ped \(/projects/22\)](#)

Location:

Vallejo

Contact Name:

Sam Kumar

Contact Email:

sam.kumar@cityofvallejo.com

Contact Phone:

7076484432

Contact Address:

555 Santa Clara Street, Vallejo, CA 94590

1a: What bicycle and pedestrian accommodations are currently included on the facility or on facilities it intersects or crosses? Please check all that apply.

Class I bicycle paths

Class II bicycle lanes

Class III bicycle routes

Class IV bikeways

Bicycle boxes

Raised separated bikeways

Bicycle Boulevards

Bicycle parking

Sidewalks on one side or both sides of street

Marked crosswalks

Protected intersection

Painted conflict zones

Narrow unpaved path

Pedestrian-actuated traffic signals or routine pedestrian cycle

Bulb-outs

Bicycle actuated traffic signals or routine bicyclist cycle

High visibility crosswalks

Pedestrian-level lighting

ADA-compliant ramps

Traffic signal push buttons

Refuge islands on roadways

Transit shelter

Wide curb lanes

Right turn only lanes

Transit vehicle stops

Pedestrian countdown signals

Way-finding or directional signage

None

: Other

: Please provide specifics of any items checked above.

This is a gap closure project that will connect two regional bike/pedestrian trails, the SF Bay Trail and the Napa Vine Trail. The project will address gaps in the City's active transportation network by improving sidewalks and introducing bike lanes in underserved neighborhoods.

1b: If there are no existing pedestrian or bicycle facilities, how far from the proposed project are the closest parallel bikeways and walkways?

0-1/4 mile

1/4 mile to 1/2 mile

1/2 mile to 1 mile

1+ mile

1c: Please indicate needed pedestrian, bicycle, or transit improvements in the project area that staff or the public have identified

Improved lighting

sidewalks

Improve intersections

Mid-block crossings

Accommodations for the elderly or disabled or school age children

School age children

Transit shelters

ADA facilities

Widened curb lanes

Bicycle parking

Traffic signals responsive to bicycles

Shorter vehicular traffic signal cycles

Addressing choke points or gaps in pedestrian or bicycle

RR crossings

Bike racks on busses

Widened or better-lit under crossings

Removed slip lanes

Right turn only lanes

None

: Other

1d: Please describe the overall context of the project area:

The Bay Trail/Vine Trail Gap Closure Project will help create a seamless regional trail network by joining the SF Bay Trail and Napa Vine Trail. This regionally significant project is also a vital connection in the City of Vallejo's active transportation network, addressing small gaps and inferior facilities, especially in disadvantaged communities. The project will create a new multi-modal connection from the WETA Ferry Terminal to American Canyon and will connect the following parks, open spaces and green infrastructure: • River Park on the Vallejo Waterfront: 55 acres • Vallejo Waterfront Bay/Vine Trail (existing): 1.8 miles • Vallejo Bay/Vine Trail (construction anticipated 2021): 4.7 miles • Wilson Ave Marsh Viewing Area (construction anticipated 2021): 1/8 acre • White Slough Path: 1.4 acre open space • Terrace Park: 11 acre neighborhood park • Henry Ranch Park: Four acre neighborhood park • Delta Meadows Park: Four acre neighborhood park • Veterans Memorial Park (American Canyon): 14 acre park

1e: What existing challenges could the proposed project improve for bicycle, pedestrian, or transit travel in the vicinity of the proposed project?

Unresponsive signals to bicycles

Lack of bicycle parking

Freeway on-off ramps

Narrow curb lanes

Choke points

RR crossings

No bike racks on buses

Wide roadway crossings

Long signal cycles which require pedestrians to wait long periods of time

Short signal crossing times

Narrow undercrossings, overcrossings

Slip lanes

Sidewalk obstruction or missing sidewalk

Pedestrian-level lighting

Lack of ADA compliant facilities

Lack of Transit vehicle stops

: Other

2a: What trip generators (existing and future) are in the vicinity of the proposed project that might attract walking or bicycling customers, employees, students, visitors or others?

Educational institutions

Transit stations

Senior centers

High-density land uses

Downtowns

Shopping areas

Medical centers

Major public venues

Government buildings

Parks

: Other

3a: Have you considered collisions involving bicyclists and pedestrians along the route of the facility?

No

: If so, please provide the number of collisions and describe the outcomes of each:

: If so, what resources have you consulted?

4a: Do any adopted plans call for the development of bicycle or pedestrian facilities on, crossing or adjacent to the proposed facility/project?

City or town bicycle plan

Countywide bicycle plan

City or town pedestrian plan

Countywide pedestrian plan

Combined bicycle and pedestrian plan

ADA transition plan

General plan

Specific plan

Regional transportation Plan

Sales tax expenditure plan

Station area access plan

No plans

: Other

: Is the proposed project consistent with these plans?

Yes

5a: Do any local, statewide or federal policies call for incorporating bicycle and/or pedestrian facilities into this project?

Caltrans Deputy Directive 64
Caltrans Highway Design Manual (Chapter 1000)
ACR 211
MUTCD 2003
MUTCD California supplement
Americans with Disabilities Act Accessibility Guidelines (ADAAG)
MTC Pedestrian Districts Study

None

more

: Other

: If so, have the policies been followed?

No

5b: N/A

No

5c: If this project includes a bicycle and/or pedestrian facility, which applicable design standards or guidelines have been followed?

AASHTO bicycle and pedestrian design guides
Americans with Disabilities Act Accessibility Guidelines
Caltrans Design Information Bulletin 89
Caltrans Highway Design Manual
Caltrans California MUTCD
Caltrans Pedestrian and Bicycle Facilities in California
FHWA MUTCD
ITE Designing Urban Walkable Thoroughfares
NACTO Urban Bikeway Design Guide
N/A - no bicycle or pedestrian facilities included
None

6a: What comments have been made regarding bicycle and pedestrian accommodations at BPAC, stakeholder, or public meetings at which the proposed project has been discussed?

The public has been quite supportive of this project. Commenters expressed frustration at existing gaps and stressed the need to address perceived safety to ensure that users felt comfortable walking and biking near high volume traffic.

: How have you responded to comments received?

The City of Vallejo, STA, Bay Trail/Vine Trail staff, and the consultant team have actively reviewed the proposed route, noted any areas near conflict points that may have low perceived safety, and ensured that the new proposed facilities in those areas are designed to promote a safe and seamless travel experience for bicyclists and pedestrians.

7a: What accommodations, if any, are included for bicyclists and pedestrians in the proposed project design?

Class I bicycle paths

Class II bicycle lanes

Class III bicycle routes

Class IV bikeways

Bicycle boxes

Raised separated bikeways

Bicycle Boulevards

Bicycle parking

Sidewalks on one side or both sides of street

Widened sidewalks

Marked crosswalks

Protected intersection

Painted conflict zones

Narrow unpaved path

Pedestrian-actuated traffic signals or routine pedestrian cycle

Bulb-out

Bicycle actuated traffic signals or routine bicyclist cycle

High visibility crosswalks

Pedestrian-level lighting

ADA-compliant ramps

Traffic signal push buttons

Refuge islands on roadways

Transit shelters

Wide curb lanes

Right turn only lanes

Transit vehicle stops

Pedestrian countdown signals

Way-finding or directional signage

None

: Other

8a: Will the proposed project remove an existing bicycle or pedestrian facility or block or hinder bicycle or pedestrian movement?

No

: If yes, please describe situation in detail.

8b: If the proposed project incorporates neither bicycle nor pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project cannot be re-designed to accommodate these facilities.

: Was a road diet or car parking removal considered?

No, not as a component of this project

: What would be the cost of the added bicycle and/or pedestrian facility?

: If the proposed project incorporates bicycle or pedestrian improvements, what proportion is the bicycle and/or pedestrian facility of the total project cost?

100

: If right-of-way challenges are the reason for the hindrance, please explain the analysis that led to this conclusion.

9a: How will access for bicyclists and pedestrians be maintained during project construction?

Alternative signed bicycle route
Alternative signed pedestrian route
Separated pedestrian pathway
Other

: Other

10a: What agency will be responsible for ongoing maintenance of the facility?

City of Vallejo

10b: How will ongoing maintenance be budgeted?

General Fund - Public Works: The Maintenance Division plans, directs and manages operations for maintenance of City streets, right of ways, municipal and City-owned buildings, non-residential City street trees and various landscaped areas. These services include maintenance of over 714 lane miles of roadway system, nearly 9,000 streetlights, 119 traffic signals, 19,000 street signs, 56 buildings, 23 parking lots, 22 alleys, 25 medians, 8 overpasses, 3 fountains, 2 cemeteries, and 53,000 trees.



DATE: February 15, 2021
 TO: STA TAC
 FROM: Anthony Adams, Project Manager
 Erika McLitus, Project Assistant
 RE: Proposed MTC Safe and Seamless Mobility Quick-Strike (OBAG 2 Supplemental)
 Solano Projects

Background:

Recently, the Metropolitan Transportation Commission (MTC) has been tasked with programing an infusion of additional highway funds through the federal Highway Infrastructure Program (FHIP). The FHIP apportionment is provided in addition to funding the Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) programs at levels authorized by the Fixing America’s Surface Transportation (FAST) Act. In addition to this FHIP funding, a small balance also remains unprogrammed within the OBAG Regional Bike Share Capital Program. A total of \$1.5 million remains unprogrammed from the \$4.5 million originally set aside by the Commission to support bikeshare implementation in cities outside of the initial Motivate service area

At the Bay Area Partnership Board meeting on December 1, 2020, MTC staff proposed establishing a one-time, competitive grant program to fund local projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. The Safe and Seamless Mobility Quick-Strike will include roughly \$50 million in FHIP and remaining OBAG 2 funding to fund quick-build or other near-term capital projects focused on bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility.

The proposed Safe and Seamless Mobility Quick-Strike Program would be a regional, competitive grant program. Of the available \$55M, \$5M is proposed to be set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force. The remaining \$50M is likely to be available to Counties for the quick-strike program, based on OBAG 2 distribution percentages.

County	Target %
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100%

County Transportation Agencies have been tasked by MTC to solicit and submit eligible projects to MTC. In OBAG 2, Solano County received 5.5% of the regional total. This strategy would provide approximately \$2.75 M in available funding for near-term active transportation projects in Solano County. Regional and multi-county projects may exceed these funding thresholds.

STA staff has been working with local agency staff to identify local and regional priority projects that meet the Safe and Seamless Mobility Quick-Strike Program criteria. **Eligible project types** for the Safe and Seamless Mobility Quick-Strike Program would include:

- Quick-build bike, pedestrian, and transit access improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian/public safety; improve connections to transit; or implement seamless strategies within a corridor.

- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board’s Connected Mobility Subcommittee.

<i>Project Selection Timeline</i>	
February 1	MTC releases call for letters of interest to CTAs
March 30	Deadline for CTAs to submit letters of interest nominating projects
April	MTC staff evaluates projects, develops recommended funding approach
Late April/ Early May	Partnership Board: Discussion of staff recommendation
May	MTC works with sponsors to refine projects & submit detailed project applications with defined scopes and funding plans
June 9	PAC: Discussion of proposed Safe and Seamless program of projects
June 23	Commission: Approval of Safe & Seamless program of projects

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

- Align with Connected Mobility Framework Values and Goals
- Be the direct result or outcome of a community engagement process.
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic.
- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- **Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.**

Discussion:

Prior TAC Approved Quick-Strike Projects Proposed to be Submitted to MTC for Consideration of Funding:

At the January TAC meeting, members voted to approve the following two projects for STA to request Quick-Strike funding. The remaining formula amount and other projects are to be considered at the following TAC meeting, in February.

Bay/Vine Trail Vallejo Segment (Request \$1.8M): This project is a multi-agency effort that has regional benefit. An awardee of Active Transportation Program (ATP) Cycle 3 funding, this project will create 4.5 miles of new high-quality trail through disadvantaged communities in Vallejo. This will create a new multi-modal connection from the WETA Ferry Terminal to American Canyon. The project currently has a \$1.8M funding shortfall due to cost increases related to Caltrans and railroad crossing improvements being required.

The project is expected to begin Construction in May 2022.

Additional Projects Being Proposed to be Submitted to MTC for Consideration of Funding:

STA Mobility Planning (Request \$200k):

STA would utilize these funds for additional planning effort related to improving mobility in the county. This may include the effort to plan for a Vehicle Miles Traveled (VMT) mitigation program and the purchase and analysis of large data for use in mobility planning, including the Suisun City Community

Based Transportation Plan (CBTP)/Micro Transit-Mobility Study and the Connected Mobility Implementation Plan.

Fairfield/Vacaville Hannigan Station Capacity Improvements (Request \$1M):

As the newest station on the Capitol Corridor in a growing area, the demand for parking at this location has increased quickly since it opened in 2017. A study conducted in late 2019 found that parking demand was at 89% of capacity and would reach its available limit by late 2020. Since the COVID pandemic has been in effect, demand for parking has decreased, but is expected to recover in the coming years as the economy recovers and new planned housing is built around the station. To facilitate new riders and supporting the process of opening the South Portal of the Hannigan Station, STA and the City of Fairfield are proposing to complete the parking lot by constructing 119 new parking spaces, including electric charging stations. This would increase the current capacity from 187 spaces to 306 spaces.

Construction of the parking lot is the first phase of a three-phase plan to improve the capacity of the centerpiece of this Priority Development Area. Additional phases will consist of constructing a depot building that can house commercial services and a bathroom for patrons, and will consist of opening the South Portal of the station by constructing a pedestrian promenade, a new access road, and a Class I path that connects with Travis Air Force base and the surrounding community. These investments are meant to spur interest in Transit Oriented Development (TOD) of affordable housing along the South Portal of the station and provide enhanced access to the Hannigan Station.

STA was awarded \$2M in Transit and Intercity Rail Capital Program (TIRCP) funding in 2020 towards the parking lot and South Portal access improvements. The State has indicated they would prefer the parking lot to be constructed with outside funding and that the TIRCP funding go towards opening the South Portal. Fairfield has agreed to work towards opening the South Portal by the year 2025, if STA can provide a funding plan that would cover much of the cost of the parking lot, estimated at \$2.2M. To this end, STA is reviewing and additional \$900K in other funding to total \$1.9 million when combined with Quick Strike Funds. Additional funding match strategy will be brought back to a future TAC and Board meeting.

FasTrak START Means-Based Managed Lanes Discount Pilot Project (Request \$125k):

Bay Area Infrastructure Financing Authority (BAIFA), an arm of the Metropolitan Transportation Commission (TC), will pilot a means-based toll discount program called FasTrak START to make managed lanes more affordable and accessible to low-income travelers. BAIFA committed to undertake the pilot in association with MTC's inclusion of the regional managed lane network in Plan Bay Area 2050 to order to meet the Plan's equity goals. The pilot is intended as a feasible near-term action to address equity concerns with managed lanes, and will leverage the systems, services and concepts developed for Clipper® STARTSM, the means-based transit discount program launched in July 2020 by MTC. The pilot will be implemented on BAIFA's I-880 Managed Lanes in Alameda County (Oakland to Milpitas) for 18 months and could be expanded to I-80 managed lanes in Solano County, if successful. As part of the pilot, BAIFA will build a scalable platform that could be used to implement a means-based discount on State Route 37. In addition, by expanding the Clipper START model to FasTrak®, this pilot serves as a building block toward an integrated regional mobility account that merges transportation services for the customer.

BAIFA is seeking Quick Strike program funding for the evaluation of the pilot. The evaluation will assess how well a toll discount can increase access by low-income individuals to managed lanes as well as the impacts of the toll discount on managed lane operations. It will include a before/after assessment of managed lanes performance that includes field data collection, analysis and reporting by consultants and staff.

BAIFA's overall pilot budget is \$3.0 million, of which \$900,000 is for the evaluation. BAIFA is requesting STA to co-nominate the project for an amount of \$125,000 and is seeking co-nominations from other counties for the remaining cost of the evaluation.

STA staff plans a total Solano request of \$3.125M from the Quick-Strike program. This is slightly more than the \$2.75M, 5.5% of the regional total, that is the guideline set by MTC. Two of the proposed projects are regional in nature and will compete well in meeting the criteria put forward by MTC.

Fiscal Impacts:

\$200k for STA Mobility Planning. STA staff will bring back a recommendation at a future meeting for up to an additional \$900K to match \$1M for the Hannigan Station parking lot.

Recommendation:

Forward a recommendation to the STA Board to submit the below listed projects and amounts to MTC for the MTC Safe and Seamless Mobility Quick Strike Program:

- STA Mobility Planning (\$200k);
- Hannigan Station Capacity Improvements (\$1M);
- FasTrak START Means-Based Managed Lanes Discount Pilot Project (\$125k).

5-Year TDA Article 3 Project List (FY20-21 to FY25-26)

Year 1. Estimated Allocation FY21-22: \$431,683

Sponsor	Project Name	Total Cost	Total Shortfall	Project Description	Priority in ATP?	SR25	Transit Connectivity	Equity (COC/DC)
Vallejo	Bay Trail/ Vine Trail	\$ 6,500,000	\$ 1,500,000		Yes	No	Yes	Yes
Benicia	Military West Bike and Ped Improvements	\$1.9 Million	\$ 200,000	1. Improvements on Northside of MW from 3rd to 5th St. to address Sidewalk Gap 2. Restripe Class 2 Bike Lanes 3. Restripe Center Line	Very High	No	Yes	No
Dixon	SR-113 Pedestrian Improvements	\$ 138,504	\$ 138,504	Installation of high-vis crosswalk improvements and 4 total RRFBS at the SR-113 intersections with B and C street	NO (will ask to Amend ATP to include)	Yes	Yes	No
Solano County	Benicia Road Diet	\$3.5 Million	\$ 999,990	Installation of 2 five foot seperated class II bike lanes and streetscape improvements on Benicia Road from Beach St. to Lincoln Rd.	Very High	Yes	Yes	Yes
Suisun City	Main Street Pedestrian Improvements	\$ 253,000	\$ 250,000	Installation of 14 concrete bulbouts with painted curb extensions on Main St. from Lotz Way to Cordelia St.	Yes	No	Yes	No
Vallejo	Sacramento Street Road Diet	\$ 777,795	\$ 200,000	1. Installation of buffered Class II Bike Lanes on Sacramento St. from Tennessee St. to Capital St. 2. Accompanying improvements of 32 curb ramps along corridor	Very High	Yes	Yes	Yes
STA	3 Year Wayfinding Sign Program (Year 2)	\$25,000	\$ 25,000	Work with member agencies to install signage for EV stations, most popular bike and ped trails				

Year 2. Estimated Allocation FY22-23:\$400,000

Sponsor	Project Name	Total Cost	Total Shortfall	Project Description	Included in ATP?	SR25	Transit Connectivity	Equity (COC/DC)
Dixon	Pitt School Road	\$ 313,489	\$ 313,489		Yes	Yes	Yes	No
Vallejo	Bay Trail/ Vine Trail	\$ 6,500,000	\$ 1,500,000		Yes	No	Yes	Yes
Solano County	Rockville Rd. Crossing	TBD	TBD		Yes	No	No	No
Vacaville	Ulatis Creek	\$ 2,000,000	\$ 400,000		Yes	No	Yes	Yes
STA	3 Year Wayfinding Sign Program (Year 3)	\$25,000	\$25,000	Work with member agencies to install signage for EV stations, most popular bike and ped trails	Yes			

Year 3. Estimated Allocation FY23-24:\$400,000

Sponsor	Project Name	Total Cost	Total Shortfall	Project Description	Included in ATP?	SR25	Transit Connectivity	Equity (COC/DC)
Rio Vista	St. Francis Rd Bikeway Improvement	\$ 704,376	\$ 704,376		Yes	Yes	Yes	No
Fairfield	Heart of Fairfield Project				Yes	Yes	Yes	Yes

Year 4 Estimated Allocation FY24-25:\$400,000

Sponsor	Project Name	Total Cost	Total Shortfall	Project Description	Included in ATP?	SR25	Transit Connectivity	Equity (COC/DC)
Vallejo	Bluffs Trail	\$ 8,500,000	7,200,000		Yes	No	Yes	Yes
Rio Vista	Airport Rd.	\$ 5,000,000	\$ 5,000,000		Yes	Yes	Yes	No

Year 5 Estimated Allocation FY25-26:\$400,000

Sponsor	Project Name	Total Cost	Total Shortfall	Project Description	Included in ATP?	SR25	Transit Connectivity	Equity (COC/DC)