



Solano Transportation Authority

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Suisun City, California 94585

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Members:

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

PAC
PEDESTRIAN ADVISORY COMMITTEE
MEETING AGENDA

Wednesday, August 12, 2009
Start at 6:00 p.m. in STA Conference Room

STA Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585

The STA Pedestrian Advisory Committee is a citizen's advisory committee made up of pedestrian advocates and supporters that help recommend funding for pedestrian projects in Solano County.

<u>ITEM</u>	<u>ACTIVITY</u>	<u>ADMINISTRATOR</u>
I.	CALL TO ORDER—SELF INTRODUCTIONS (6:00 p.m.)	Lynne Williams, Chair
II.	OPPORTUNITY FOR PUBLIC COMMENT (6:00 – 6:02 p.m.)	Lynne Williams, Chair
III.	APPROVAL OF AGENDA (6:02 – 6:05 p.m.)	Lynne Williams, Chair
IV.	APPROVAL OF MINUTES FROM PREVIOUS MEETING: May 21, 2009 (6:05 – 6:08) Pg. 1	Lynne Williams, Chair
V.	APPROVAL OF MINUTES FROM JOINT BAC/PAC MEETING: June 1, 2009 (6:08 – 6:10 p.m.) Pg. 4	Lynne Williams, Chair
VI.	PRESENTATIONS (6: 10 – 6:20 p.m.) A. Priority Development Areas (PDAs)	Robert Guerrero, Senior Planner Therese Trivedi, MTC Planner

PAC MEMBERS

<u>Lynne Williams</u> Chair City of Vallejo	<u>Larry Mork</u> Vice Chair City of Rio Vista	<u>Carol Day</u> City of Benicia	<u>Michael Smith</u> City of Dixon	<u>Erica Gallegos</u> City of Fairfield	<u>Michael Hudson</u> City of Suisun City	<u>VACANT</u> City of Vacaville
<u>Linda Williams</u> County of Solano	<u>Allan Deal</u> Member at Large	<u>Kathy Hoffman</u> Bay Area Ridge Trail Council	<u>Maureen Gaffney</u> San Francisco Bay Trail Program	<u>Frank Morris</u> Solano Land Trust	<u>Brian Travis</u> Tri-City and County Cooperative Planning Group	

VII. ACTION ITEMS

- A. Comprehensive Transportation Plan (CTP) State of the System – Alternative Modes Element Report**
Recommendation:
Forward a recommendation to the STA Board to adopt the State of the System report for the Alternative Modes Element.
(6:20 – 6:40 p.m.)
Pg. 8
- Robert Macaulay,
Director of
Planning

VIII. INFORMATIONAL ITEMS - DISCUSSION

- A. Solano Comprehensive Transportation Plan (CTP) Call for Projects: Solano Countywide Bicycle Projects**
Informational
(6:40 – 6:45 p.m.)
Pg. 28
- Robert Macaulay,
Director of
Planning
- B. California State Budget Update**
Informational
(6:45 – 6:55 p.m.)
Pg. 28
- Sara Woo,
Planning Assistant
- C. Letter Regarding State Park Closures**
Informational
(6:45 – 6:55 p.m.)
Pg. 28
- Sara Woo,
Planning Assistant
- D. City of Benicia Park Road Pedestrian Accessibility**
Informational
(6:45 – 6:55 p.m.)
Pg. 29
- Sara Woo,
Planning Assistant
- E. Metropolitan Transportation Commission (MTC) Regional Pedestrian Committee (RPC) Meeting Summary**
Informational
(6:45 – 6:55 p.m.)
Pg. 29
- Sara Woo,
Planning Assistant
- F. Solano Bicycle and Pedestrian Program (SBPP) Funding Outlook**
Informational
(6:45 – 6:55 p.m.)
Pg. 29
- Robert Guerrero,
Senior Planner
- G. Benicia-Martinez Bridge Bicycle-Pedestrian Path Ribbon Cutting Ceremony**
Informational
(6:55 – 7:00 p.m.)
Pg. 30
- Sara Woo,
Planning Assistant

H. Safe Routes to School (SR2S) Program Update

Informational

(7:00 – 7:05 p.m.)

Pg. 30

Sara Woo,
Planning Assistant

IX. INFORMATION ONLY - NO DISCUSSION NECESSARY

A. Funding Opportunities Summary

Informational

Pg. 50

Sara Woo,
Planning Assistant

X. COMMITTEE MEMBER COMMENTS

(7:05 – 7:15 p.m.)

XI. ADJOURNMENT

The next meeting of the Pedestrian Advisory Committee is scheduled for September 17, 2009 at 6:00 p.m. at Suisun City Hall.

2009 MEETING SCHEDULE

August 12, 2009

September 17, 2009

October (TBD)

November 19, 2008

Questions? Please contact STA Staff, Sara Woo at (707) 399-3214, swoo@sta-snci.com



STA ACRONYMS LIST OF TRANSPORTATION TERMS

A		P	
ABAG	Association of Bay Area Governments	PAC	Pedestrian Advisory Committee
ADA	American Disabilities Act	PCC	Paratransit Coordinating Council
AVA	Abandoned Vehicle Abatement	PCRP	Planning and Congestion Relief Program
APDE	Advanced Project Development Element (STIP)	PDS	Project Development Support
AQMD	Air Quality Management District	PDT	Project Delivery Team
B		PMP	Pavement Management Program
BAAQMD	Bay Area Air Quality Management District	PMS	Pavement Management System
BABC	Bay Area Bicycle Coalition	PNR	Park and Ride
BAC	Bicycle Advisory Committee	POP	Program of Projects
BATA	Bay Area Toll Authority	PPM	Planning, Programming and Monitoring
BCDC	Bay Conservation and Development Commission	PSR	Project Study Report
BT&H	Business, Transportation & Housing Agency	PTA	Public Transportation Account
C		PTAC	Partnership Technical Advisory Committee (MTC)
CAF	Clean Air Funds	R	
CALTRANS	California Department of Transportation	RABA	Revenue Alignment Budget Authority
CARB	California Air Resources Board	REPEG	Regional Environmental Public Education Group
CCCC (4'Cs)	City County Coordinating Council	RFP	Request for Proposal
CCCTA (3CTA)	Central Contra Costa Transit Authority	RFQ	Request for Qualification
CEQA	California Environmental Quality Act	RM 2	Regional Measure 2
CHP	California Highway Patrol	RRP	Regional Rideshare Program
CIP	Capital Improvement Program	RTEP	Regional Transit Expansion Policy
CMA	Congestion Management Agency	RTIP	Regional Transportation Improvement Program
CMAQ	Congestion Mitigation and Air Quality	RTMC	Regional Transit Marketing Committee
CMP	Congestion Management Program	RTP	Regional Transportation Plan
CNG	Compressed Natural Gas	RTPA	Regional Transportation Planning Agency
CTA	County Transportation Authority	S	
CTC	California Transportation Commission	SACOG	Sacramento Area Council of Governments
CTEP	County Transportation Expenditure Plan	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users
CTP	Comprehensive Transportation Plan	SCTA	Sonoma County Transportation Authority
D		SHOPP	State Highway Operations and Protection Program
DBE	Disadvantaged Business Enterprise	SJCOG	San Joaquin Council of Governments
DOT	Federal Department of Transportation	SNCI	Solano Napa Commuter Information
E		SOV	Single Occupant Vehicle
EIR	Environmental Impact Report	SMAQMD	Sacramento Metropolitan Air Quality Management District
EIS	Environmental Impact Statement	SP&R	State Planning and Research
EPA	Environmental Protection Agency	SR2S	Safe Routes to School
F		SR2T	Safe Routes to Transit
FHWA	Federal Highway Administration	SRITP	Short Range Intercity Transit Plan
FST	Fairfield-Suisun Transit	SRTTP	Short Range Transit Plan
FTA	Federal Transit Administration	STA	Solano Transportation Authority
G		STA	Spare the Air
GARVEE	Grant Anticipation Revenue Vehicle	STAF	State Transit Assistance Fund
GIS	Geographic Information System	STIA	Solano Transportation Improvement Authority
H		STIP	State Transportation Improvement Program
HIP	Housing Incentive Program	STP	Surface Transportation Program
HOV	High Occupancy Vehicle	T	
I		TAC	Technical Advisory Committee
ISTEA	Intermodal Surface Transportation Efficiency Act	TAM	Transportation Authority of Marin
ITIP	Interregional Transportation Improvement Program	TANF	Temporary Assistance for Needy Families
ITS	Intelligent Transportation System	TAZ	Transportation Analysis Zone
J		TCI	Transportation Capital Improvement
JARC	Jobs Access Reverse Commute	TCM	Transportation Control Measure
JPA	Joint Powers Agreement	TCRP	Transportation Congestion Relief Program
L		TDA	Transportation Development Act
LS&R	Local Streets & Roads	TDM	Transportation Demand Management
LTA	Local Transportation Funds	TEA	Transportation Enhancement Activity
LEV	Low Emission Vehicle	TEA-21	Transportation Efficiency Act for the 21 st Century
LIFT	Low Income Flexible Transportation	TFCA	Transportation Funds for Clean Air
LOS	Level of Service	TIF	Transportation Investment Fund
LTF	Local Transportation Funds	TIP	Transportation Improvement Program
M		TLC	Transportation for Livable Communities
MIS	Major Investment Study	TMA	Transportation Management Association
MOU	Memorandum of Understanding	TMP	Transportation Management Plan
MPO	Metropolitan Planning Organization	TMTAC	Transportation Management Technical Advisory Committee
MTC	Metropolitan Transportation Commission	TOS	Traffic Operation System
MTS	Metropolitan Transportation System	TRAC	Trails Advisory Committee
N		TSM	Transportation Systems Management
NEPA	National Environmental Policy Act	U, V, W, Y, & Z	
NCTPA	Napa County Transportation Planning Agency	UZA	Urbanized Area
NHS	National Highway System	VTA	Valley Transportation Authority (Santa Clara)
NVTA	Napa Valley Transportation Authority	W2W	Welfare to Work
O		WCCCTAC	West Contra Costa County Transportation Advisory Committee
OTS	Office of Traffic Safety	YSAQMD	Yolo/Solano Air Quality Management District
		ZEV	Zero Emission Vehicle

Helpful Definitions for Pedestrian Advisory Committee Members

Below is a list of terms and acronyms that you may encounter in technical reports, plans, data, informational materials, or conversations when working with STA staff.

<u>Acronyms</u>	(Note: These acronyms have not yet been added to the “STA Acronyms List of Transportation Terms”)
ARB:	Air Resources Board
PDA:	Priority Development Area
RBPP:	Regional Bicycle and Pedestrian Program
RBWG:	Regional Bicycle Working Group
RPC:	Regional Pedestrian Committee
SBPP:	Solano Bicycle and Pedestrian Program

Planning Agencies

MTC (MPO):	The transportation planning, coordinating, and financing agency for the nine-county Bay Area
STA (CMA):	The transportation planning, coordinating and financing agency for the seven-city County of Solano
MPO:	Metropolitan Planning Agency; regional planning agency
CMA:	Congestion Management Agency; local countywide planning agency

Committees

BAC:	Advisory committee to STA for implementing the Countywide Bicycle Plan
RBWG:	Ad hoc advisory committee to MTC for implementing the Regional Bicycle Plan
PAC:	Advisory committee to STA for implementing the Countywide Pedestrian Plan
RPC:	Ad hoc advisory committee to MTC for addressing pedestrian-related issues in the Bay Area

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**Pedestrian Advisory Committee
Meeting Minutes
June 1, 2009**

PEDESTRIAN ADVISORY COMMITTEE CALL TO ORDER

The Pedestrian Advisory Committee (PAC) meeting was called to order by Committee Chair, Lynne Williams at approximately 6:00 p.m.

Committee Members Present: Lynne Williams Chair (City of Vallejo)
Larry Mork Vice-chair (City of Rio Vista)
Carol Day City of Benicia
Michael Smith City of Dixon
Michael Hudson City of Suisun City
Allan Deal Member at Large
Frank Morris Solano Land Trust

Committee Members Not Present: Erica Gallegos City of Fairfield
Linda Williams County of Solano
Kathy Hoffman Bay Area Ridge Trail Council
Maureen Gaffney San Francisco Bay Trail
Brian Travis Tri-City and County Cooperative
Planning Group

Participants: Garland Wong City of Fairfield Public Works
Dan Kaspersen City of Suisun City Public Works
James Loomis City of Vacaville Public Works
Jeff Knowles City of Vacaville Public Works
Edd Alberto City of Vallejo Public Works
Matt Tuggle Solano County Public Works
Robert Guerrero STA
Sara Woo STA

- I. **CALL TO ORDER—SELF INTRODUCTIONS**
Participants exchanged introductions.
- II. **OPPORTUNITY FOR PUBLIC COMMENT**
None presented.
- III. **APPROVAL OF AGENDA: June 1, 2009**
On a motion by Member Morris, and a second by Member Smith, the STA PAC unanimously approved the agenda.

IV. APPROVAL OF MINUTES FROM PREVIOUS MEETING: May 21, 2009
On a motion by Member Morris, and second by Member Day, the STA PAC unanimously approved the minutes.

V. PRESENTATIONS

A. Guest Speaker, Sean Co

Sara Woo commented that Mr. Co was rescheduled to present at a future meeting.

VI. ACTION ITEMS

A. Countywide Pedestrian Plan Update – Purpose Statement and Goals

Sara Woo provided an overview of the pedestrian plan purpose statement and goals and invited the committee and participants to provide comments.

Member Hudson commented that planning as a joint effort between the local agencies as well as the public is important to the effects on businesses. Member Smith commented that sidewalks aren't always wide enough.

The committee provided the following comments:

- Add safety to the purpose statement
- Goal #1: change “activities” to “practices”
- Add goal #5 to express coordination with local plans; to assist local jurisdictions to incorporate pedestrian travel into land-use planning and decisions

Robert Guerrero commented that more detailed comments regarding project design and potential ways to identify projects will be discussed in the objectives at a future meeting date. Member Hudson commented that he would like staff to remain conscientious of potential conflicts that can occur between bicyclists and pedestrians during the planning process.

With a motion by Member Hudson, and second by Member Smith, the Countywide Pedestrian Plan Purpose Statement and Goals was unanimously approved with the recommended changes.

VII. INFORMATIONAL ITEMS—DISCUSSION

A. American Reinvestment and Recovery Act (ARRA) Transportation Enhancement (TE) Program Projects

Robert Guerrero discussed the status of ARRA and the Metropolitan Transportation Commission's (MTC) initiative to advance “construction-ready” projects from the Transportation Enhancement (TE) Program. He further reported that the status of each of the three priority bicycle and pedestrian projects were fully funded and in good standing so far.

Chair Williams asked whether the projects would be completed by summer or fall of this year. Mr. Guerrero clarified that the projects would begin construction in late summer or early fall.

B. Benicia-Martinez Bridge Bicycle-Pedestrian Path Update

Sara Woo presented the status of the interagency collaboration for the Caltrans Benicia-Martinez Bridge bicycle and pedestrian path project. She commented that the interagency committee was working on way-finding signs for bicycle and pedestrian users. Ms. Woo commented that there would be a ribbon cutting ceremony that would take place when the bicycle and pedestrian path project is completed. She further explained that she would keep both the bicycle and pedestrian advisory committees up to date as the event planning committee is formed.

VIII. INFORMATIONAL ITEMS—NO DISCUSSION NECESSARY

No comments provided.

IX. COMMITTEE MEMBER COMMENTS

Member Hudson commented that Suisun City has installed its new bridge on the Central County Bikeway multi-use path. He asked when the ribbon cutting ceremony would take place. Nick Lozano explained that a concrete deck will need to be installed and that the ribbon cutting ceremony would take place later this year. Mr. Morris asked about the funding for the entire project. Mr. Lozano explained the approximate cost of the entire project will be approximately \$1.1 million.

X. ADJOURNMENT

The PAC meeting was adjourned at approximately 7:00 p.m.

Minutes prepared by: Sara Woo, STA

**Bicycle Advisory Committee
and Pedestrian Advisory Committee
Joint Meeting Minutes
June 1, 2009**

BICYCLE ADVISORY COMMITTEE CALL TO ORDER

The Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) joint meeting was called to order by Committee Chairs, Barbara Wood and Lynne Williams at approximately 7:04 p.m. A quorum was confirmed with a majority of BAC and PAC committee members present.

BAC Members Present:	Barbara Wood Larry Mork Randy Carlson Michael Segala Mick Weninger Glen Grant	Chair (Member at Large) Vice-chair (City of Rio Vista) City of Fairfield City of Suisun City City of Vallejo County of Solano
PAC Members Present:	Lynne Williams Larry Mork Carol Day Michael Smith Allan Deal Frank Morris	Chair (City of Vallejo) Vice-chair (City of Rio Vista) City of Benicia City of Dixon Member at Large Solano Land Trust
Participants:	Garland Wong Dan Kasperson Nick Lozano James Loomis Jeff Knowles Edd Alberto Matt Tuggle Robert Guerrero Sara Woo	City of Fairfield Public Works City of Suisun City Public Works City of Suisun City Public Works City of Vacaville Public Works City of Vacaville Public Works City of Vallejo Public Works Solano County Public Works STA STA

- I. **CALL TO ORDER—SELF INTRODUCTIONS**
Participants exchanged introductions.
- II. **OPPORTUNITY FOR PUBLIC COMMENT**
None presented.
- III. **APPROVAL OF AGENDA: June 1, 2009**
On a motion by Mike Segala, and a second by Glen Grant, the STA BAC and PAC unanimously approved the agenda.

IV. ACTION ITEMS

A. TDA Article 3 Fund Allocation FY 2009-2010

Robert Guerrero provided a presentation regarding the Fiscal Year (FY) 2009-2010 Transportation Development Act (TDA) Article 3 cycle. Mr. Guerrero explained that the STA Board previously approved dedicating the next 3 years of TDA Article 3 funds to the McGary Road project based on the BAC and PAC's recommendation. However, in March, the Metropolitan Transportation Commission (MTC) approved funding for McGary Road through the American Recovery and Reinvestment Act (ARRA) program funding. Mr. Guerrero explained that this allowed approximately \$285,000 available to allocate this year.

Robert Macaulay explained that a call for projects was issued to create the current Solano Bicycle Pedestrian Program (SBPP) 3-year plan and that a new call for projects was not necessary at this time. Mr. Macaulay indicated that there are priority projects that still remain in the SBPP projects list and a new call for projects would not help advance existing priorities. Mr. Macaulay further explained that this item, along with STA staff's recommendation, was discussed at a meeting at the STA's Technical Advisory Committee (TAC) just prior to the joint BAC and PAC meeting.

Mr. Macaulay mentioned that there is a related call for projects which will include bicycle projects as part of the Comprehensive Transportation Plan (CTP) update. Mike Smith asked for an example of a project that may be considered in the CTP call for projects. Mr. Macaulay explained that projects should generally be identified in a general plan, capital improvement plan, rail plan, or other similar documents. He explained that projects not identified in a current plan can be included as part of a "vision" category of projects.

Mr. Macaulay further explained that the BAC and PAC are encouraged to work with their Public Works Departments to identify projects. However, the BAC and PAC would have an opportunity to submit projects at a future meeting. Glen Grant commented that a call for bike projects for the CTP seem to come "out of the blue."

Mr. Segala commented that he is concerned about the projects identified in planning exercises from prior years being lost in the CTP call for projects. Sara Woo clarified that projects identified in the current plans will be included by STA staff. Ms. Woo also mentioned that the BAC and PAC will have an opportunity to review the list at a future meeting before it is finalized.

Larry Mork commented that he was concerned about recommending TDA Article 3 funding for the Safe Routes to School (SR2S) program and asked for clarification regarding the funding sources for the SR2S program. Robert Macaulay clarified that STA staff seeks unique funding for the SR2S program

where possible, however, he clarified that SR2S projects are eligible for TDA Article 3 funds. Randy Carlson asked for clarification for how the SR2S project for radar speed signs will benefit bicyclists and pedestrians and noted his concern that the funding may not be put to its best use. Mr. Macaulay explained high speed in automobile traffic is a main deterrent to people walking and bicycling to school. Mr. Macaulay explained that the radar speed signs serve as an effective method to help slow vehicles down by reminding drivers of their speed.

Frank Morris asked whether the gas tax for TDA Article 3 would be affected by any new legislation. Robert Guerrero responded that it is unknown how the gas tax would be affected in future State budgets.

Glen Grant asked about the Suisun Valley Bridge status. Matt Tuggle explained that the project currently has TDA Article 3 funds; however, another fund source is tied up and the project is being delayed as a result.

Robert Guerrero discussed STA staff's recommendation for the TDA Article 3 FY 2009-10 fund allocation. Randy Carlson commented that he would prefer that as much funding for bicycle and pedestrian projects is spent on the construction and funding of projects. He further explained that he is concerned that the \$85,000 for the bicycle and pedestrian plan update may be too high and asked for a clarification for how the amount was determined. Robert Guerrero explained what the updated bicycle and pedestrian plans would include. He further explained that the cost to update the plans in 2004 were approximately \$50,000 each; the estimate provided at \$85,000 would be a cost savings of approximately \$15,000.

Larry Mork asked about the status of updating the SBPP funding strategy. He asked whether the stimulus program is changing program's funding amounts. Robert Guerrero replied that the SBPP funding for future years is still unknown and will continue to provide the BAC and PAC information as it becomes available. Larry Mork commented that planning should be separate from funding. Mike Segala commented that the committees should plan to stay ahead a few years; therefore, a balance must be maintained between funding used for preparing a project for construction versus actual construction of a project.

Mike Smith commented that we should do what we can with the funding we do have before it is lost. Glen Grant explained that will support the STA staff's recommendation; however, he commented that projects may hold a higher merit for funding. He further commented that the Vacaville Dixon Bike Route is the only option at present and that the added benefit of conducting a call for projects would allow for more options. He indicated that the current 3-year plan's priorities are three years old and that new projects could have resulted in a new call for projects. Mr. Grant noted that projects such as Suisun Valley Road, Pleasants Valley Road, Gibson Canyon Road, and Lake Herman Road might be higher priority projects now instead of the Vacaville Dixon Bike Route.

With a motion by Randy Carlson, and second by Michael Segala, the majority of BAC and PAC members approved the following recommendation:

Forward a recommendation to the STA Board to adopt the resolutions approving the following for FY 2009-10

1. *\$270,017 for the County of Solano's Vacaville-Dixon Bike Route (this include a transfer of \$110,000 in TDA Article 3 from the Suisun Valley Bridge Project);*
2. *\$85,000 for the 2009 Countywide Bicycle Pedestrian Plan Update;*
3. *\$40,000 for the Solano Safe Routes to School Program*

The vote was 10 ayes and 2 nays (City of Benicia PAC and City of Fairfield BAC).

V. COMMITTEE MEMBER COMMENTS

The committee requested an update regarding the CTP call for projects and the SBPP fund status. Nick Lozano commented that the Central County Bikeway project is 99+% complete, with the steel bridge installed on May 29, 2009. He commented that the ribbon cutting ceremony date has not been set, but invitations will be sent to the BAC and PAC.

VI. ADJOURNMENT

The BAC meeting was adjourned at approximately 8:13 p.m.

Minutes prepared by: Sara Woo, STA



DATE: August 3, 2009
TO: STA PAC
FROM: Robert Macaulay, Director of Planning
RE: Comprehensive Transportation Plan (CTP) Update – Alternative Modes
State of the System Report

Background:

The STA Board has initiated an update of the Solano Comprehensive Transportation Plan (CTP). The CTP is the STA's primary long-range planning document. The CTP consists of three main elements: Alternative Modes; Arterials, Highways and Freeways; and, Transit).

One of the most important tasks for the CTP update is to identify the gap between the current county-wide transportation system and the goals for the system at the end of the time period covered by the CTP (2035). Each of the three CTP steering committees has adopted a Purpose Statement and Goals. Each of the Committees will also be asked to review and adopt a State of the System report for the CTP Element they review.

The STA has not previously prepared comprehensive State of the System reports for any of its CTP elements. Each report will address three areas: what is the "system" being reported on; what are the physical facilities that make up the system; and what are the programs and/or operational characteristics of the system.

Discussion:

The State of the System – Alternative Modes examines the bicycle and pedestrian network, alternative fuel systems, and plans and facilities that support Transit Oriented Development (TOD).

Bicycle and Pedestrian Network

Bicycle facilities consist of Class I separated bike paths, Class II striped bike lanes, and Class III signed bike routes. Some of the Class I facilities serve as mixed bicycle and pedestrian paths, while Class II and Class III facilities do not provide for pedestrian use. The planned county-wide bicycle network will ultimately consist of 181 miles of bike facilities, of which 121 miles have been built. In addition, each of the cities and the county have local bike facilities that are not considered part of the county-wide system.

Pedestrian facilities are typically much shorter in length than bicycle facilities, and are found around activity centers such as transit nodes and downtown districts. Some pedestrian facilities (i.e. plazas) serve as both routes of travel and community gathering areas.

Bike and pedestrian facilities are funded through Transportation Development Act (TDA) Article 3 funds, Congestion Mitigation for Air Quality (CMAQ) funds, the county share of the MTC Regional Bicycle program, and both Bay Area Air Quality Management

District Transportation Fund for Clean Air (TFCA) and Yolo Solano Air Quality Management District Clean Air Fund programs. Some additional funding is also available through the Transportation for Livable Communities (TLC) program discussed below.

Alternative Fuels

Broadly speaking, alternative fuels are substitutes for the typical gasoline and diesel engines that power most vehicles today. Alternative fuels are used to reduce the emission of air pollutants, such as Nitrous Oxides, soot and greenhouse gasses such as Carbon Dioxide. Alternative fuels may be clean burning hydrocarbon fuels such as compressed natural gas (CNG), all electric motors, hybrid systems, or experimental systems such as hydrogen fuel cells or compressed air motors. While some hybrid systems (such as the gasoline-electric cars such as the Toyota Prius) do not need special fuel infrastructure, most alternative fuel vehicles do need specialized supporting infrastructure such as fuel stations or maintenance facilities. Current alternative fuel strategies focus on supporting large fleets such as public transit buses or delivery vehicles. This approach leaves room for market signals to identify acceptable alternative fuel vehicles for broad private use.

Transit Oriented Development (TOD)

There has been a series of initiatives to support development of higher-density, mixed land uses within walking distance of transit hubs. These are generally considered TOD policies, and include Transportation for Livable Communities (TLC), Housing Incentive Programs (HIP) Station Area Planning Grants, and the new Priority Development Areas (PDAs). The State of the System – Alternative Modes report provides a list of existing TOD plans and projects in Solano County. MTC is proposing to require the future expenditure of TLC funds in designated PDAs. In Solano County, the cities of Benicia, Fairfield, Suisun City, Vacaville and Vallejo have designated PDAs; the unincorporated County and the cities of Dixon and Rio Vista do not have PDAs at this time.

The STA Technical Advisory Committee (TAC) reviewed the draft State of the System – Alternative Modes at its May 2009 meeting. The Alternative Modes Committee will review the draft State of the System – Alternative Modes on August 3, 2009. The Bicycle Advisory Committee and Pedestrian Advisory Committee will review the draft State of the System – Alternative Modes at their August 2009 meetings. At this time, STA staff is asking the PAC to review and provide comments on the draft State of the System report. All comments from the committees, including a second review by the TAC, will be compiled and presented to the STA Board.

Fiscal Impact:

None.

Recommendation:

Forward a recommendation to the STA Board to approve the Draft “State of the System – Alternative Modes” Report included as Attachment A.

Attachments:

- A. Draft “State of the System – Alternative Modes” Report

Alternative Modes State of the System Report

Preface

The Alternative Modes Element focuses on non-motorized travel, alternative fuel vehicles and transportation-related land use issues in Solano County. In order to properly chart a course for Solano County's many alternative modes, two things are needed: to know the status of the components of the Alternative Modes system at this time, and to describe the system as the STA wants it to be. This State of the System report for Alternative Modes examines the elements of the Alternative Modes system, and how they operate at the current time.

The elements of the Alternative Modes system are:

Bicycle and Pedestrian

Bicycle and pedestrian mobility allow people to commute to work and shopping, to recreate and to attend civic events, all without the need to drive. Recreational and civic events are frequently family affairs, while commuting to work by bicycle is more likely a solo event. Walking for employment is usually to or from a transit center, though in areas with higher-density mixed use it is reasonable to expect to be able to walk between home and work. California and the nation have seen a multi-decade trend towards reliance on personal vehicles and away from biking and walking, even for such local activities as getting children to elementary schools. There has been a corresponding reduction in physical wellness and an increase in obesity. Bicycle and pedestrian facilities provide a safe and efficient option for riders and walkers to use, while programs encourage children and adult riders to use those facilities.

Alternative Fuels

Since their inception, cars and trucks have almost exclusively been run on petroleum fuels. Now, there is a mix of economic, environmental and political factors pushing for alternative fuel sources. At the same time, there are technological breakthroughs that are allowing alternative fuel sources to be realistic choices for both individuals and vehicle fleet operators.

Alternative fuels technology is not just about the vehicle engine itself. It is also about supporting infrastructure, such as fuel storage, delivery and vehicle maintenance. It is also about invention and market choice, since there are many choices vying for legitimacy in the eyes of customers. An important aspect of an alternative fuels strategy is to not commit to a technology that may prove to not be viable.

Transit Oriented Development

The San Francisco Bay Area has been faced with two opposite trends in land use over the past few decades. The first trend is an increased suburban focus for new residences (where many new housing units are being built in small to medium cities on the periphery of the Bay Area) without a corresponding migration of well-paying jobs to those same suburban communities. The second trend is the growing pressure to reduce commute times, congestion and air pollution by increasing

the proportion of the commute carried by transit, and to have suburban residential development at a high enough density to support regional transit to central Bay Area jobs.

A series of regional proposals and land use philosophies have arisen to deal with this issue. The programs and philosophies use such names as New Urbanism, Transit-Oriented Development, Housing Incentive Programs, Sustainable Development, Bay Area FOCUS, and Transportation for Livable Communities (TLC). The Solano Transportation Authority adopted a countywide TLC plan in 2004, and has generally referred to all plans and programs that support high density development tied in to regional transit as TLC programs.

The adopted purpose statement for STA's TLC Plan is to:

“Provide a balanced transportation system to enhance the quality of life, support economic development, and improve accessibility for all members of the community by efficiently linking transportation and land uses utilizing multiple transportation modes.”

STA, the County and the seven cities have also seen TLC as a program that supports local walkable communities and neighborhoods, local and inter-county bicycle connections, and employment and retail centers that invite pedestrian and bicycle access and transit connectivity.

The State of the System – Alternative Modes report starts with identification of the physical components of the “system.” The Alternative Modes system consists of:

- The countywide bicycle system, consisting of Class 1 bike paths, Class 2 bike lanes and Class 3 bike routes. Local bikeways may connect to the countywide system, but are not part of it.
- The countywide pedestrian path system. In some areas, the pedestrian system is the same as the Class 1 bike path.
- Alternative fuel vehicles and supporting infrastructure.
- Transit-oriented development that is supported by or consistent with various land use initiatives such as Transportation for Livable Communities.
- Planning documents and programs that support the development of the components listed above.

This State of the System – Alternative Modes report will also examine operational and maintenance information for the Alternative Modes system. Operations and maintenance information is widely available for Transit and Arterials, Highways and Freeways infrastructure, but is less available for some of the Alternative Modes facilities.

CAPITAL ASSETS

Bikeway Network. The bicycle network consists of three classes of bikeways:

- Class 1 Bikeways (Bike Paths) are off-street multi-use facilities. They may be parallel to a roadway and separated by a barrier (such as on the Carqinez Bridge) or landscaping area (as planned for Jepson Parkway), or they may be on an alignment not associated with any roadway (such as Fairfield's Linear Park). Class 1 Bike Paths are typically 8 to 12 feet in width, carry 2-

way traffic, and have a mix of users (commute and/or recreational; bike, ped, skateboard and rollerblade) depending on location, topography and time of day.

- Class 2 Bikeways (Bike Lanes) are pavement striped for one-way bicycle travel on a road. Most Class 2 Bike Lanes are along the shoulder of the road, though some are located between travel lanes and on-street parking. The minimum width for a Class 2 Bike Lane is 5, with 8 feet being the maximum width feet. Class 2 Bike Lanes carry bike traffic in only one direction. Class 2 Bike Lanes are also identified by on-street painted text and logos. Class 2 Bike Lanes are almost exclusively used by bicyclists.
- Class 3 Bikeways (Bike Route) are on-street facilities that carry bicycle traffic on the edge of the travel lane, and are identified by signs along the side of the road. Class 3 Bike Routes are almost exclusively used by bicyclists. Class 3 Bike Routes carry bike traffic in only one direction.

The 2004 STA Countywide Bicycle Plan identifies the “regional” inter-city bikeway connections. The regional intra-city bikeway system is planned to consist of 181 miles of bikeways. Of that total, 129 miles exist as of January 1, 2009. The existing and planned bikeway inventory is detailed for each community and for each class of bikeway in the following tables.

Table 1.0 – Overall Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (ALL)

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	11.7	5.2	\$6.1	69%
Dixon	6.4	2.3	\$1.5	74%
Fairfield	27.3	19.8	\$11.9	58%
Rio Vista	?	9.8	\$9.5	?
Suisun City	13.1	3.8	\$3.6	78%
Vacaville	30	15.5	\$17.3	57%
Vallejo	24.2	23	\$8.7	51%
County	33	92.7	\$47.4	26%
Total:	129.1	181.2	\$106.0	43%

Table 1.1 – Class I Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (CLASS I)

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	4.4	0.2	\$0.184	0%
Dixon	1.8	0	\$0	100%
Fairfield	12.3	3.4	\$2.6	76%
Rio Vista	?	9.8	\$9.5	?
Suisun City	3.1	2.8	\$3.6	45%
Vacaville	10.4	9.9	\$9.8	54%
Vallejo	8.8	0	\$0	100%
County	0.4	15.4	\$26.5	9%
Total:	36.8	41.5	\$52.2	60%

Table 1.2 – Class II Bikeway Inventory

SOLANO COUNTY REGIONAL BIKEWAY NETWORK (CLASS II)

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	4.2	4.5	\$3.0	48%
Dixon	4.6	2.3	\$1.5	67%
Fairfield	15	4.9	\$5.2	75%
Rio Vista	0	0	\$0.0	100%
Suisun City	0.8	0	\$0.0	100%
Vacaville	11.1	5.6	\$7.5	66%
Vallejo	13.5	22.5	\$41.3	38%
County	32.6	66.5	\$36.6	33%
Total	81.8	106.3	\$95.1	43%

Table 1.3 – Class III Bikeway Inventory

SOLANO COUNTY BIKEWAY NETWORK (CLASS III)

Agency	Existing Bikeways (miles)	Planned Bikeways (miles)	Cost for Planned Projects (millions; in 2009 \$'s)	Percentage of Network Completed*
Benicia	3.1	0.5	\$0.2	86%
Dixon	0	0	\$0.0	100%
Fairfield	0	11.6	\$4.1	0%
Rio Vista	0	0	\$0.0	100%
Suisun City	0	1.8	\$0.2	0%
Vacaville	0	0	\$0.0	100%
Vallejo	1.9	0.5	\$0.2	79%
County	0	9.8	\$4.0	100%
Total	5	24.2	\$8.7	17%

Pedestrian Network. Pedestrian focused improvements are generally smaller in area than bicycle improvements, but are often more intense (additional landscaping and aesthetic elements that may be absent from the more utilitarian bicycle facilities). They may share space with bicycle improvements, but frequently only at a destination, where bicycle travel speeds slow down. Pedestrian facilities are also more sensitive to design and land use decisions, including scale and color.

Local pedestrian facilities are often centered around activity nodes such as the downtown, a community center or theater, or a major recreational area. Some facilities, such as plazas, can be set aside for large gatherings or use areas, as well as functioning as walking areas during most times. Regional pedestrian facilities, for which STA is the lead agency, complement the local pedestrian facilities, and are concentrated in areas that promote connections to transit or to regional facility linkage. The 2004 STA Countywide Pedestrian Plan is the existing document that identifies the regional access points to intra-city activity.

The existing and planned pedestrian/TLC projects are based on the priorities identified in the 2004 Countywide Pedestrian Plan. The percentage of the pedestrian access connections network completed is measured by the *number of improvements* completed projects versus planned and secondarily by *cost* of completed versus planned projects. The percentage of the pedestrian network completed is calculated by

dividing the cost of existing projects by the cost of existing and planned projects combined. Because it is difficult to gain a sense for the progress of the pedestrian oriented areas through an analysis of the projects only, a second method was utilized to assess the total amount of money required to complete the projects. This information is shown in Table 2.0.

Table 2.0 – Overall Walkway Inventory

SOLANO COUNTY PEDESTRIAN NETWORK

Agency	# of Pedestrian Oriented Areas*	# of Planned Pedestrian/ TLC Projects	# of Pedestrian/ TLC Projects Completed	% Done	Cost of Existing Projects (millions; 2004 \$'s)	Cost for Planned Projects (millions; 2009 \$'s)
Benicia	10	5	2	29%	\$4.8	\$6.4
Dixon	4	3	1	25%	\$3.0	\$3.0
Fairfield	5	5	1	17%	\$4.5	\$9.0
Rio Vista	2	3	1	25%	\$1.2	\$9.1
Suisun City	5	3	1	25%	\$0.679	\$2.7
Vacaville	4	4	2	33%	\$2.5	\$1.7
Vallejo	3	6	2	25%	\$11.0	\$13.2
County***	1	8	1	12.5%	\$0.5	\$32.1
Total:	34	36	10	22%	\$27.6	\$76.7

*Pedestrian Oriented Areas are zones of interest which include civic centers, schools, and other such destinations

**Rounded to the nearest tenth

***Includes multi-agency projects

2009 costs have been escalated at 5% compounded annually (per Caltrans standard for escalating costs) based on costs identified in 2004 Solano Countywide Pedestrian Plan

Alternative Fuels. There are two major sub-areas for alternative fuels: vehicles, and supporting infrastructure.

Vehicles. There are two primary types of alternative fuel vehicle systems on the road today; Compressed Natural Gas (CNG) and electric. In addition, there are hybrid vehicles with a petroleum engine working in some sort of combination with an electrical engine, and vehicles with engines modified to burn a gasoline/ethanol mix (flex-fuel vehicles). There are also alternative fuels such as hydrogen and even compressed air that are being tested in large vehicle fleets (Los Angeles Airport and UPS, respectively) but are not yet available to the public.

- CNG is a high-pressure gas (primarily methane), identical to the gas used in home heating and cooking. CNG is clean burning, making it an environmentally-attractive fuel option. Currently, only the Honda GX is sold as a CNG car available to the general public. The disadvantage of CNG as a vehicle fuel is the need for relatively large high-pressure storage tanks in a car (reducing passenger or cargo capacity), and significantly lower density of energy to volume than liquid fuels such as gas or diesel. The City of Vacaville has operated a program to assist residents of Vacaville, Dixon, Rio Vista and Eastern Solano County to purchase or lease CNG cars. As of May 2009, 125 participants have take advantage of the program. CNG is used to power numerous small industrial vehicles such as warehouse forklifts. It is also used for on-street local service fleet vehicles, such as postal delivery trucks and parking enforcement. It is increasingly being used in local-serving transit vehicles. The City of Vacaville

has 5 CNG buses serving local routes, and will replace an additional 10 diesel buses with CNG buses by the end of 2009.

- Electrical vehicles are those that operate entirely on electricity stored in an on-board battery. Hybrid electrical vehicles are not in this category. The first generation of electrical vehicles included such models as the early Honda Insight and Toyota RAV-4 EV. There were several technologies used to recharge the batteries of these vehicles. The relatively short range and long recharge time of these vehicles appears to have been a significant barrier to broad public acceptance. Most of the vehicles were leased out to fleet operators, and recalled by the manufacturers when the lease expired. Some individuals elected to keep their vehicles, as did some public fleet users such as the City of Vacaville, which still operates a fleet of 25 RAV-4 EVs. Vacaville's EV purchase assistance program helped more than 100 participants lease or purchase an EV.
- Vallejo Transit is replacing 18 diesel buses with hybrid diesel/electric vehicles in 2009 and 2010, with an additional 8 diesel/electric buses by 2013. These vehicles serve local transit routes.
- Alternative fuel vehicles cost more to purchase than conventional fuel vehicles. According to MTC, the cost to purchase a 30' CNG powered transit bus is approximately 12% more than the cost for a similar diesel bus. The cost to purchase a 30' hybrid diesel/electric bus is 34% more than the cost for a similar diesel bus.

Infrastructure. Infrastructure for alternative fuel vehicles consists of fuel storage and delivery, and maintenance facilities. In general, maintenance facilities that service conventional vehicles can also service CNG and electric vehicles with only minor upgrades.

- CNG vehicles can be refueled at commercial stations, or by means of an at-home installation. Currently, in Solano County there is one publically-available CNG fueling station, at the PG&E corporation yard in Vacaville. There are other sites for fleet vehicles, such as the new Solano Garbage maintenance yard. There is no inventory of CNG home fueling stations. The limited number and accessibility of commercial CNG fueling stations in comparison with gasoline and diesel makes a CNG vehicle less attractive for trips out of the region.
- Electrical vehicles must have their batteries recharged. Charging stations require direct connection to the electrical grid – solar and wind technology cannot charge an electrical car battery at this time. Charging also takes several hours, compared to a few minutes for a gasoline or CNG fueled vehicle. This is a significant disadvantage of electric vehicles. The STA, in conjunction with the Bay Area and Yolo Solano air districts, helped fund the installation of electric vehicle charging stations at a number of locations, including public buildings and park-and-ride lots. Many of those charging stations are now significantly under-utilized. Any major improvement in battery storage capacity or reduction in charging time would alter the balance of convenience between electric and conventional vehicles. While new technologies for electric vehicles (including Lithium Ion batteries and large capacitors) are under development, none are available to the commercial market at this time.

Transit Oriented Development. TLC projects are funded by two separate processes: MTC Regional TLC funds, and STA county-wide TLC funds. Below are current projects from both fund sources. These projects all provide for pedestrian use; many also act as links in the countywide bicycle system. In most cases, these projects are part of the bicycle and pedestrian network inventoried above.

MTC Regional TLC Funded Projects

- Suisun City's Main Street Pedestrian and Driftwood Drive Project (\$195,000). This project consists of streetscape improvements on the west side of Main Street and along Driftwood Drive in downtown, such as new street trees, drinking fountains, special pavement treatment at crosswalks, and information kiosks. The project was completed in 2001.
- Suisun City Driftwood Drive Pedestrian Way (\$350,000). The Driftwood Drive project, approved in 2002 and completed in 2007, involves the construction of a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the transit center anchored by the Capitol Corridor/Amtrak train depot and the Lotz Way park-and-ride lot. Project elements include construction of walkways on both sides of the Suisun Marina, associated landscaping, and a public plaza at the waterfront. The only element remaining to be completed is the new Driftwood Drive. The pedestrian plaza is used every year for such activities as 4th of July fireworks and free out-of-doors movies.
- Suisun City Jepson Parkway Bikeway and Transit Connection Project (\$500,000). This grant helped fund the construction of a one-mile Class I multiuse path with landscape and streetscape improvements on the east side of Walters Road, between Highway 12 and Bella Vista Drive. This is the initial phase of the bikeway along the twelve-mile Jepson Parkway from Suisun City, through Fairfield, the unincorporated county, and on to Vacaville.
- Rio Vista's Main Street Streetscape Improvement Project (\$650,000). Rio Vista provided enhanced pedestrian usability of Main Street, leading up to the Sacramento River and city hall, by installing landscaping, traffic calming corner treatments and improved sidewalks and crosswalks. The project was completed in 2000.
- Vacaville Davis Street Pedestrian and Gateway Improvements (\$482,000). This project provided for improved pedestrian streetscape through the removal of parking spaces and the installation of landscaping, and the installation of an artistic fountain and decorative paving. The project was completed in 2002.
- Vallejo Georgia Street Extension Project (\$800,000). As a part of the implementation of Vallejo's downtown revitalization efforts, this project improved the pedestrian connectivity between the Vallejo civic center complex (City Hall, library and post office) and the ferry building. Landscaping, pedestrian-scale street lighting and special pavement treatments were installed in this area as a part of the project.
- Vallejo Station (\$2,070,921). Project Description Pending.

STA Countywide TLC Funded Projects

- Vacaville Intermodal Transit Center (\$2,028,000). The Vacaville Intermodal Center was approved in 2008. The primary project feature is a central station for local and regional express bus service provided in 10 covered bus bays, with accompanying bike storage and parking for 600 vehicles. The project will ultimately include leasable space for office/retail providers. Located at the intersection of Ulatis and Allison drives near the center of Vacaville, the site is within walking distance of the Ulatis Cultural Center and a private school, several major shopping centers, and several hundred units of market-rate apartments and senior housing. The

project is also connected to the cross-town bike path along Ulatis Creek. Construction of the first phase of the project is scheduled for late 2009.

- Benicia State Park Road Bike and Pedestrian Bridge (\$1,000,000). State Park Road crosses Interstate 780 in western Benicia, and provides access from the majority of Benicia's newer residential areas and a shopping center to the Benicia State Park recreation area and to surface streets and paths connected to downtown Benicia. The project will widen the existing bridge in order to provide a Class 1 bike and pedestrian crossing of I-780 (bicycle and pedestrian traffic currently uses the actual travel lane to cross the bridge, at significant personal risk). The project is fully funded, and construction is anticipated in the summer of 2009.
- Solano County Old Town Cordelia Improvement Project (\$500,000). This project consists of safety improvements and enhancements along Cordelia Road in Old Town Cordelia, between Lopes Road and Pittman Road, including a separated multi-use bicycle/pedestrian path, new crosswalks, pedestrian-scale lighting and new street landscaping. The basis of the proposed project comes from the Old Town Cordelia Improvement Project Concept Plan originally funded with the Metropolitan Transportation Commission (MTC) TLC planning funds and developed through a collaborative process with the Cordelia Area Task Force, the County of Solano, City of Fairfield and the STA. With the potential of additional TE funding in 2009, the project is ready for construction.
- Suisun City Driftwood Drive Waterfront Pedestrian Project (\$372,200). The City of Suisun City requested \$372,200 to complete the Driftwood Drive Waterfront Pedestrian Plaza. The proposed project includes pedestrian walkways and a park area that will link previously completed pedestrian walkways from the transit oriented residential and affordable neighborhoods east of the Suisun Slough to downtown businesses, the waterfront, and the Suisun/Fairfield Amtrak Train Depot. The project will also provide a focal point and activity center within the downtown waterfront area.
- Vacaville Creekwalk Extension (\$822,000). This project will extend Vacaville's Creekwalk pedestrian and bicycle path approximately 500 feet east to McClellan Street. The Creekwalk, which becomes the Ulatis Creek bicycle/pedestrian path, will eventually provide a connection from downtown Vacaville, under Interstate 80, to the Ulatis Cultural Center and the shopping, employment and residential areas on the east side of I-80.

Planning Documents. Finally, STA has adopted several Alternative Modes-related documents, and has helped fund TLC studies for member agencies.

STA Documents:

Solano TLC Plan – This is STA's overarching document for TLC, setting out broad goals and policies. Adopted in October of 2004, the Solano TLC Plan includes an inventory of TLC-type projects and funding programs that existed at that time. The Solano TLC Plan also sets out criteria for selection of project or plans for regional or local TLC funds. The local criteria for TLC planning funds are:

- The member agency has secured, or has attempted to secure, a substantial amount of the planning from city, county, regional, or impact fee funding sources, and needs

some additional funding to complete project studies during the fiscal year.

- The study includes either a project listed in the above stated MTC criteria or includes a TLC Corridor or special TLC candidate project or study area identified in the Alternative Modes or TLC Element of the CTP.
- The proposed study would likely result in the project moving forward for securing a TLC, regional or countywide, capital grant during the following 3-5 years after completion of the study.
- The project study would directly implement a transit hub, intermodal center, or a new expanded transit route or service identified in the Intercity Transit Element of the CTP.

The Solano TLC Plan also included a list of 26 capital improvement projects and planning efforts that are eligible as candidate projects for TLC and related funds as they become available. Those projects are:

Sponsor	Project Title
Benicia	First Street Streetscape and Parking Enhancements
Benicia	State Park Road Bike/Pedestrian Bridge
Benicia	Intermodal Train Station
County of Solano	Old Town Cordelia TLC Improvement
Dixon	Downtown Streetscape Phase 3
Dixon	West 'B' St. Pedestrian Under Crossing
Dixon	Multi-Modal Transportation Center
Fairfield	West Texas Street Gateway Project
Fairfield	North Connector Project
Fairfield	West Texas Street Urban Village Project
Fairfield	North Texas Street Transportation Center and Community Hub
Fairfield	Downtown Fairfield Live-Work Center
Fairfield	Vacaville-Fairfield Train Station Urban Center
Fairfield/ Vacaville (Multi jurisdictional)	Fairfield/Vacaville Intermodal Train Station
Fairfield/Suisun City Multijurisdictional	Main Street and Union Avenue Streetscape and Pedestrian Enhancements

Fairfield, Solano County, Suisun City and Vacaville Multijurisdictional	Jepson Parkway Segments 2,3,4,6,7 and 8
Rio Vista	Highway 12 Corridor Planning Study
Rio Vista	Highway 12 Corridor Improvements
Rio Vista	Waterfront Improvements
Suisun City	Main Street/ Downtown Streetscape Improvement Project (Phase II)
Suisun City	Driftwood Plaza Improvements
Vacaville	Vacaville Creek Walk Extension to McClellan Street
Vallejo	Vallejo Station Pedestrian and Streetscape Enhancements
Vallejo	Downtown Vallejo Renaissance Project
Vallejo	Mare Island Bicycle and Pedestrian Access Improvements
Vallejo	Sonoma Corridor Concept Plan

Jepson Parkway Concept Plan - The Jepson Parkway Concept Plan was adopted in 2004, before the Solano TLC Plan. Its purpose is to encourage the linkage between transportation and land use along the Jepson Parkway corridor (Leisure Town Road/I-80 in Vacaville to Walters Road/SR 12 in Suisun City) by developing a multi-modal corridor that supports transit and provides guidelines so the four communities on the parkway can build in an integrated fashion. The Jepson Parkway Concept Plan includes elements on the integration of transit, bicycle and pedestrian paths, and landscaping, as well as guidelines for compatible land uses and a roadway implementation plan.

North Connector TLC Corridor Concept Plan – Adopted in 2008, this plan sets out TLC concepts regarding transit access and incorporation, bike and pedestrian access and pathways, landscaping, and signage for the North Connector, running from SR 12/Red Top Road east through the Cordelia portion of Fairfield and Lower Suisun Valley in the unincorporated County, and ending at Abernathy Road. The North Connector, like the Jepson Parkway, will provide a non-freeway alternative for local traffic. The TLC Corridor Concept Plan can be incorporated by the City of Fairfield as it installs infrastructure in new development along the corridor, and will be included in the new roadway segments to be constructed by STA and the County.

Solano Countywide Bicycle Plan – This plan was updated in 2004, and is intended to guide the development of a unified bicycle system throughout the county. This includes the development of regional facilities that connect the communities of Solano County, as well as connecting to bicycle facilities in adjoining counties. It also promotes a unified signage and way finding system. This document, along with the Bicycle Advisory Committee, has guided the STA’s investments in bicycle facilities since its adoption.

Solano Countywide Pedestrian Plan – This plan was also updated in 2004, and serves a function similar to that of the Bicycle Plan. The goal of the Pedestrian Plan is to encourage and support walking as a means of transportation in Solano County. This includes creation and enhancement of *connections* that support pedestrian movement, and the creation or enhancement of *places* that support pedestrian travel or activity. “Walking” in this context includes accommodating people using wheelchairs and other types of mobility assistance. This plan recognizes that pedestrian facilities are location-specific, and are linked to each other by other modes of travel, be they transit, bicycle or auto.

Safe Routes to School Plan – This is the newest of the TLC-related plans, and was adopted in February of 2008. The two most common reasons cited by parents as to why they do not let their children walk or bicycle to school is that the “school is too far away” and that there is “too much traffic danger”. Safe Routes to Schools is intended to encourage and assist children to walk or ride a bike to school, thereby improving children’s health and reducing auto trips. The plan was adopted after an extensive public outreach effort, including the involvement of all seven school districts and the Solano County Office of Education. The Safe Routes to School plan identifies Education, Enforcement and Encouragement programs and Engineering projects to improve the safety of children’s home-school-home trips.

Member Agency Documents:

None of the 7 cities and the county have community-wide TLC plans. However, several jurisdictions have adopted location-specific TLC plans.

Solano County Old Town Cordelia Plan – Solano County adopted a TLC Improvement Plan for Old Town Cordelia in September 2004. After a public outreach program was completed, the Plan was developed with 4 primary goals: installation of a new bike/pedestrian path, new trees and other landscaping, installation of historic markers, and installation of other bike/pedestrian-friendly amenities. Many of the elements described in the plan have subsequently been funded and installed.

Rio Vista Waterfront Plan – Rio Vista was one of 5 Bay Area communities to receive an MTC regional TLC planning grant in 2000 for its Waterfront Plan. The Plan was adopted in 2007, and served as the basis for a follow-up TLC capital grant for enhanced pedestrian crosswalks and landscaping in the downtown and riverfront areas. In a follow-up action, the City adopted a Waterfront Specific Plan, partly funded by STA-provided TLC planning funds. The Waterfront Specific Plan provides detailed land use information that can help implement a broad land use vision for the waterfront area, including TLC-supporting higher density land uses and supporting infrastructure.

Vacaville Creekwalk/Opportunity Hill Plan – The City of Vacaville received a TLC planning grant in 2005 for the extension of the Creekwalk project in downtown Vacaville and the development of a land use plan for the adjacent Opportunity Hill area. The project area is within walking distance of two transit centers in Vacaville, and will support additional residential

development adjacent to the historic downtown core of the city. The plan was adopted in November of 2007.

STA Jepson Parkway Plan – see description above.

Fairfield West Texas Street and Allan Witt Park Transportation Linkage Plans – The City of Fairfield developed two TLC plans for the western end of Texas Street. The plans identify improved pedestrian linkages, including crosswalks and signage, for the Allan Witt Park area of West Texas Street. Adjoining Witt Park are the Fairfield Transportation Center, a major regional transit and park-and-drive hub, shopping and multi-family housing.

Vallejo Sereno Bus Transit Center – This project provided plans for improved pedestrian access to the Sereno bus transfer center, located next to the intersection of Sereno Avenue and SR 29/Sonoma Blvd. The Sereno Avenue bus transfer facility is one of the major transfer points for Vallejo Transit, the largest transit provider in the county. The TLC plan served as the basis for a subsequent MTC TLC capital grant.

OPERATIONS

This section is divided into three parts to address the operations of both the bikeway network and pedestrian network collectively. To help measure the operations of non-motorized travel, three summary categories of data collection were considered. There are:

- Bicycle and Pedestrian Activity Data Collection (bicyclist and pedestrian counts);
- Safety (traveler-vehicle collision data); and
- Mode Share (usage statistics of all modes)

Bicycle and Pedestrian Activity Data Collection: Bicyclist and Pedestrian Counts

In 2002, the Metropolitan Transportation Commission (MTC) reported data from their Bicyclist and Pedestrian Data Collection project, which collected bicyclist and pedestrian counts. The purpose of conducting bicyclist and pedestrian counts is to determine the current usage levels at various types of bicycle and pedestrian facilities throughout the nine-county Bay Area region (Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, San Mateo and San Francisco counties). The counts alone do not determine the need or merit for improvements to a corridor or intersection. Although the STA has not conducted a countywide data collection effort, it is consistent with MTC’s efforts. The following table shows the most recent counts:

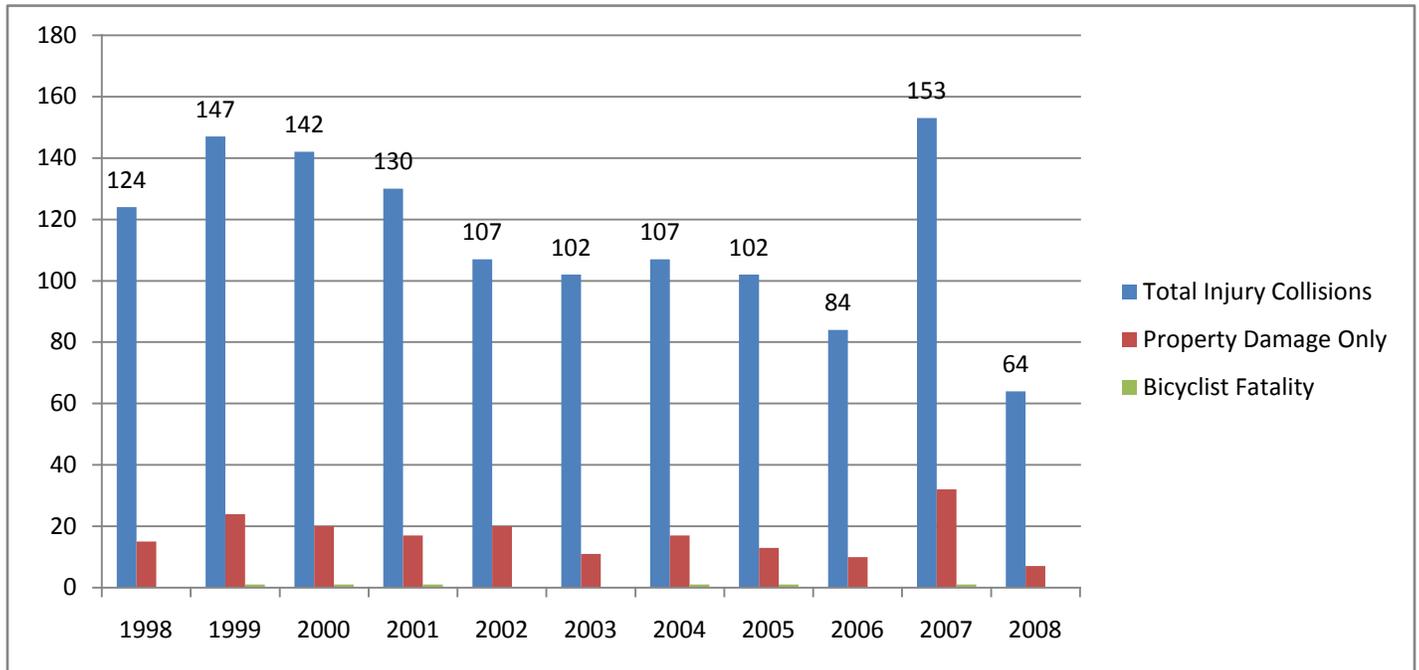
MTC BICYCLISTS AND PEDESTRIAN COUNTS (2002)

Agency	Location	AM Ped	AM Bike	PM Ped	PM Bike
Benicia	Military East @ 2 nd Street	19	3	15	0
County	Dixon-Davis Bike Route @ Vaughn	0	0	3	0
Dixon	First Street @ C Street	62	8	17	10
Fairfield	Hwy 12/Jameson Canyon Rd @ Red Top Rd	0	0	1	0
Fairfield	Travis @ Texas	94	17	95	33
Rio Vista	Downtown Waterfront Path	5	0	23	2
Suisun City	Main @ Lotz	35	3	55	1

Vacaville	Alamo @ Nut Tree	95	48	60	38
Vacaville	Downtown Creekwalk	75	37	159	47
Vallejo	Solano Bikeway @ Columbus Pkwy	2	0	0	4
Vallejo	Waterfront Path	64	0	123	0
Total:		451	116	551	135

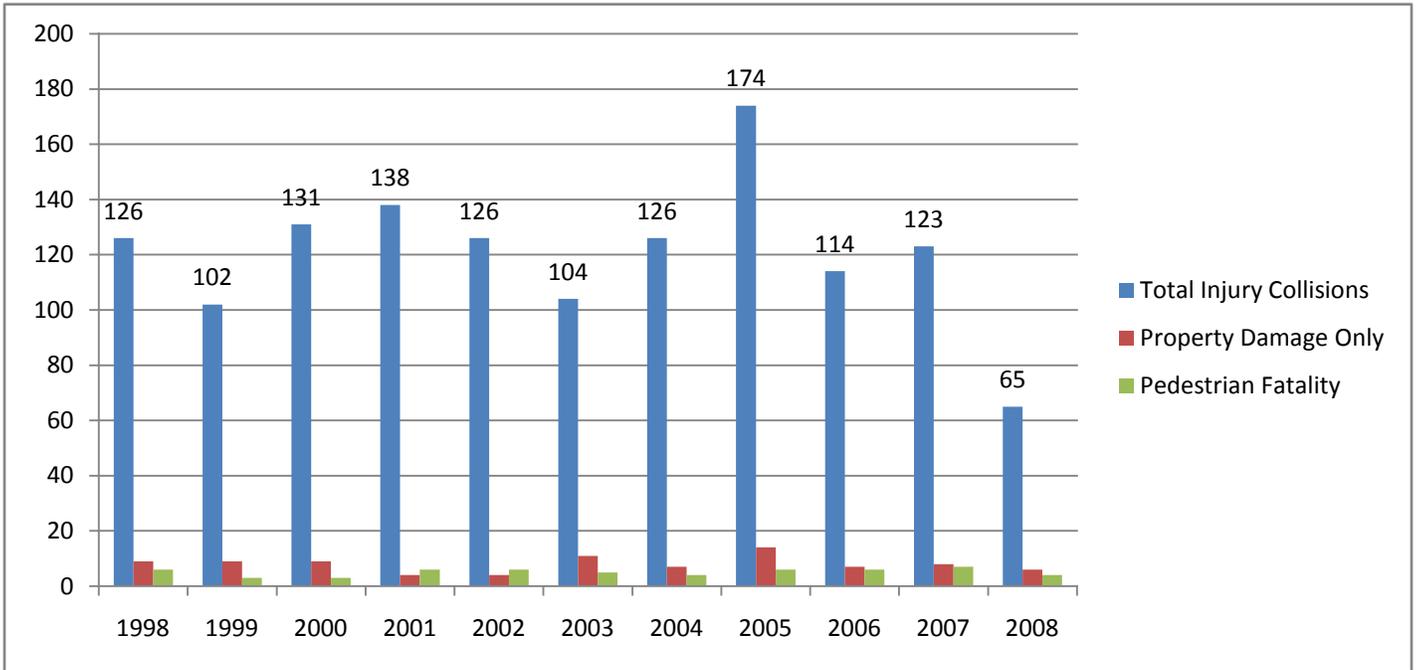
Safety: Traveler-Vehicle Collision Data (1998-2008)

BICYCLE/VEHICLE COLLISIONS IN SOLANO COUNTY



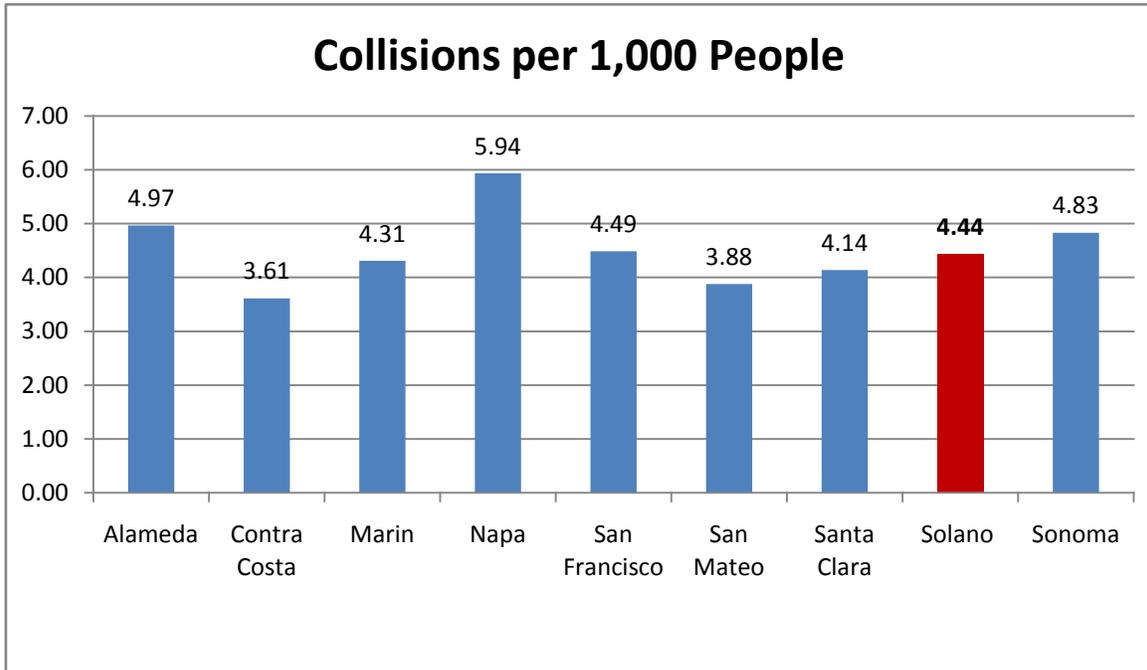
	Total Collisions	Total Injury Collisions	Property Damage Only Collisions	Fatal Collisions
1998	124	109	15	0
1999	147	122	24	1
2000	142	121	20	1
2001	130	112	17	1
2002	107	87	20	0
2003	102	91	11	0
2004	107	89	17	1
2005	102	88	13	1
2006	84	74	10	0
2007	153	120	32	1
2008	64	57	7	0

PEDESTRIAN/VEHICLE COLLISIONS IN SOLANO COUNTY



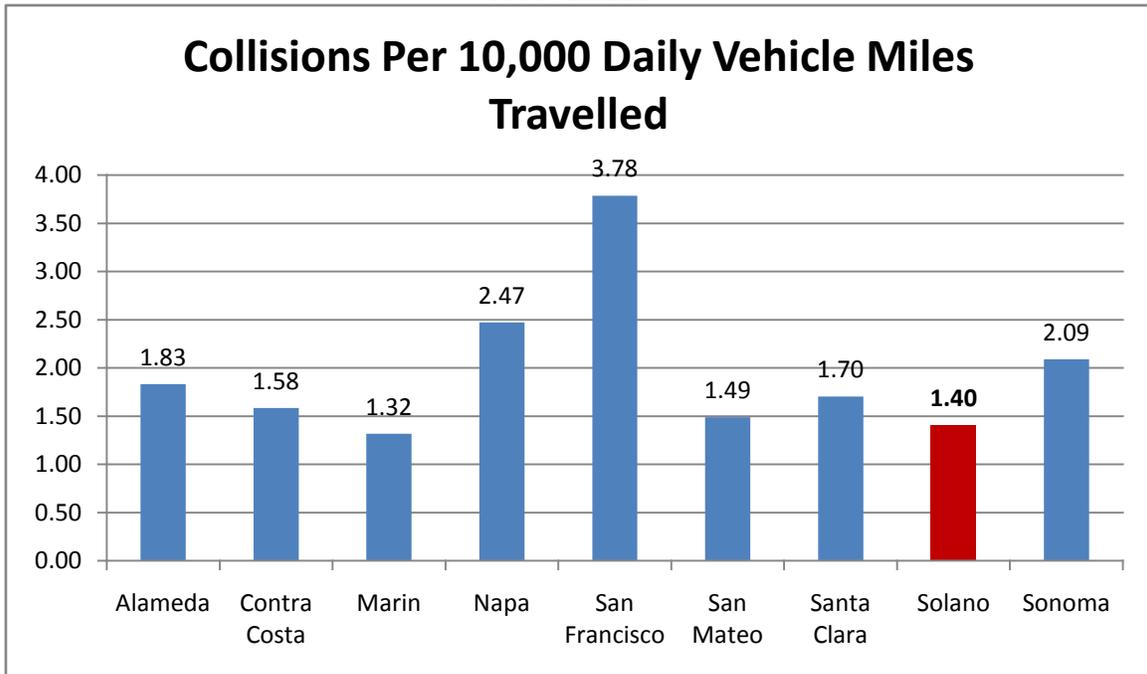
	Total Collisions	Total Injury Collisions	Property Damage Only Collisions	Fatal Collisions
1998	141	126	9	6
1999	114	102	9	3
2000	143	131	9	3
2001	148	138	4	6
2002	136	126	4	6
2003	120	104	11	5
2004	137	126	7	4
2005	194	174	14	6
2006	127	114	7	6
2007	138	123	8	7
2008	75	65	6	4

COMBINED BICYCLIST & PEDESTRIAN/VEHICLE COLLISIONS* PER 1,000 PEOPLE



*Total fatalities plus injuries in 2001; from Statewide Integrated Traffic Records System (SWITRS)

BICYCLIST & PEDESTRIAN/VEHICLE COLLISIONS PER 10,000 DAILY VEHICLE MILES TRAVELLED*

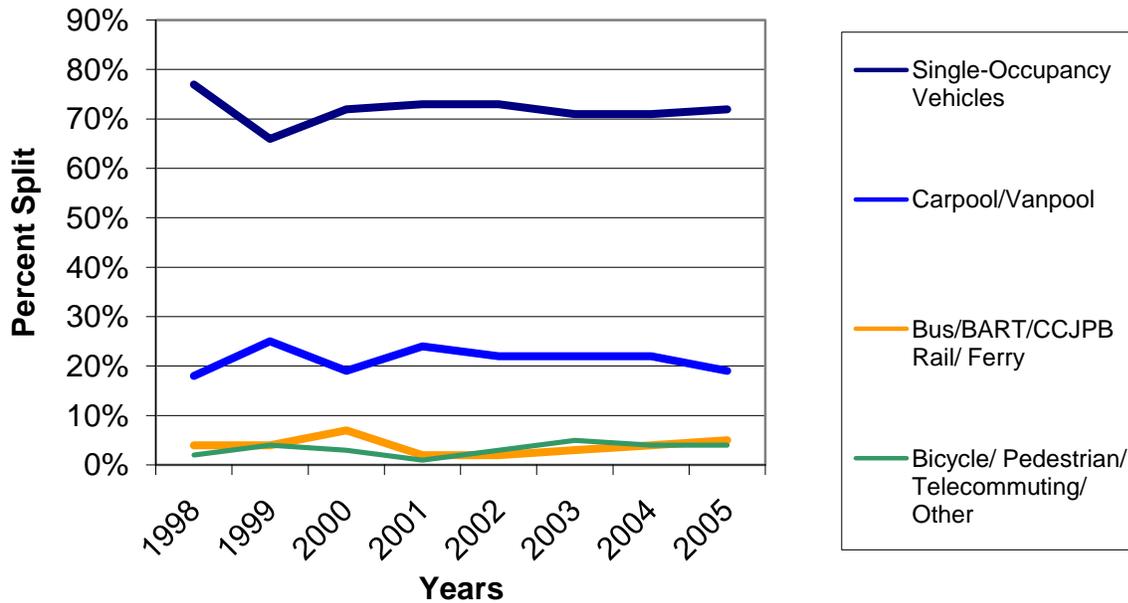


*2008 data from Caltrans, Office of Travel Forecasting and Analysis; www.dot.ca.gov/hq/tsip

Mode Share: Usage Statistics of All Modes

The 2007 Solano Congestion Management Program (CMP) defines the mode share or mode split as percent of trips per mode per year. It assumes that with further efforts to enhance and promote modes such as intercity transit, ferry, rail, ridesharing, non-motor vehicle travel and telecommuting, the use of single-occupant vehicles (as a percentage of all modes) will decrease. The current estimated mode split and past mode split percentages are as follows:

Multimodal Split in Solano County



	Single-Occupancy Vehicles	Bus/BART/Capitol Corridor Rail/ Ferry	Carpool/ Vanpool	Bicycle/ Pedestrian/ Telecommuting/ Other
2005	72%	5%	19%	4%
2004	71%	4%	22%	4%
2003	71%	3%	22%	5%
2002	73%	2%	22%	3%
2001	73%	2%	24%	1%
2000	72%	7%	19%	3%
1999	66%	4%	25%	4%
1998	77%	4%	18%	2%

Funding

Alternative Modes transportation have several dedicated funding sources. Only the Transportation Development Act (TDA) Article 3 funds are dedicated specifically to bicycle and pedestrian facilities. (Once every 5 years, a portion of the TDA Article 3 funding can be used to update bicycle and pedestrian master plans.) Other fund sources, such as the federal Congestion Mitigation for Air Quality (CMAQ) funds, can be used for a variety of projects or programs, not all of which are covered by the Alternative Modes element.

The following table shows the cumulative funding amounts from each program over the past four (4) fiscal years (FY):

Program	FY 2005/06	FY 2006/07	FY 2007/08	FY 2008/09	Total
SBPP ¹	\$327,256	\$302,000	\$953,098	\$2,285,000	\$3,867,354
TLC	N/A	\$125,000	\$1,400,000	\$2,262,000	\$3,787,000
CAF ²	\$290,000	\$360,000	\$420,000	\$420,000	\$1,490,000
TFCA ³	\$340,000	\$320,000	\$332,614	\$140 - 160,000	\$1,142,614
FY Totals:	\$957,256	\$1,107,000	\$3,105,712	\$5,117,000	\$10,286,968

1 - Solano Bicycle and Pedestrian Program (SBPP)

2 - Yolo-Solano Clean Air Fund (CAF) Program

3 - Transportation Fund for Clean Air (TFCA)

The Regional Transportation Plan (RTP) adopted by MTC in 2009 anticipates a doubling of money for TLC programs and projects. The RTP also proposes to dedicate regional bicycle and pedestrian funds specifically to bicycle projects. However, it is not certain that when money will actually be available, or in what year of the RTP it will be funded. SBPP funds are a mix of TDA and CMAQ. TDA is a relatively steady fund source, but is relatively small (average of \$375,000 per year for the last 4 years). CMAQ funds are provided through the federal transportation legislation. Because they are federal and related to air quality, there are limits on the use of the funds, and a high administrative burden. Similarly, TFCA and Clean Air funds are focused on projects or programs that have a direct impact on air quality; and, in the case of the TFCA funds, come with a substantial administrative burden.

Although the funding for Alternative Modes capital projects is relatively small and uncertain, there is almost no demand for operational funds. This is actually a benefit for Alternative Modes, since operation funds are typically the most unreliable types of funds.

Conclusions

Alternative modes facilities and vehicles provide a small proportion of the total number of commute and shopping trips on a county-wide basis. They appear to provide a slightly larger share of the recreational trips, and are starting to provide a growing portion of the home-school trip pattern. Alternate modes can provide an important link to mass transit, such as bus, train or ferry terminals. Programs such as TOD and TLC can improve pedestrian access to mass transit by increasing the number of dwelling units near transit centers, and/or by improving the quality of the non-motorized trip from housing to transit. Given the high proportion of Solano's commute that uses carpooling, it may be appropriate to increase the emphasis on improving bicycle and pedestrian access to park and ride lots.

Alternative fuel vehicles have the potential to play an increased role in providing mobility that produces fewer air pollutants, especially from fleet vehicles such as transit buses or delivery vehicles. This addresses the issue of air quality, but not the issue of congestion.

Whether the future emphasis of alternative modes is on bicycle and pedestrian facilities, TOD, alternative fuels, or a balanced approach as is currently taken, any change is likely to be incremental. Available funding and the typically slow pace of changes in consumer spending, especially for major ticket items such as vehicles or housing, mitigates against any sudden change.



DATE: July 3, 2009
TO: STA PAC
FROM: Sara Woo, Planning Assistant
RE: Informational Items – Discussion

VIII.A Solano Comprehensive Transportation Plan (CTP) Call for Projects: Solano Countywide Pedestrian Projects – (Sara Woo, STA)

On June 10, 2009, the STA Board authorized the Planning Director to execute a call for projects for the Comprehensive Transportation Plan (CTP). As part of this effort, STA planning staff will be working with the PAC and Bicycle Advisory Committee to identify appropriate bicycle and pedestrian projects. A list of projects has been prepared by STA staff for the PAC members to consider (**Attachment VIII.A**, page 31). Projects on this list include all projects from the 2005 Alternative Modes Element and 2004 Pedestrian Plan. The goal of the 2009 update will be to consolidate both lists into one list to be included in the Alternative Modes Element. This list of pedestrian projects will be mapped and used in the Countywide Pedestrian Plan as well. Criteria for selecting regional pedestrian projects will be developed by the PAC at their September 2009 meeting.

VIII.B California State Budget Update – (Sara Woo, STA)

The \$85 billion California State budget was signed by Governor Schwarzenegger on July 28, 2009. \$6.2 million was cut from State Parks, which may impact the Benicia State Recreation Area. STA staff is working with its legislative analyst Shaw Yoder Antwih Inc. to find out how the budget will impact transportation as well as specific impacts on bicycle and pedestrian funding. Further details will be provided at the August 12, 2009 PAC meeting. No attachments.

VIII.C Letter Regarding State Park Closures

At the July 2, 2009 Bicycle Advisory Committee (BAC) meeting, the committee expressed concern regarding this year's potential State Park closures. Benicia State Recreation Area (SRA) is on the list of parks slated for closure. If the Benicia SRA is closed, it would result in a transportation gap in the Benicia and Vallejo areas for bicyclists and pedestrians. The path is used frequently by local residents and workers to travel between Benicia proper and the suburban areas of Benicia and Vallejo. If the path is closed, those affected include bicycling and walking school children, commuters, and recreational users. At their July 2, 2009 meeting, the BAC made a request that STA staff prepare a letter to the governor that would explain this issue. Attached is a letter to the Governor and our State representatives in response to the BAC's request. The BAC made a special request to STA staff to have the letter drafted and submitted for inclusion at the July 8, 2009 STA Board of Director's meeting for approval. The letter was signed by Supervisor Jim Spring on Wednesday July 8, 2009 and mailed out on Thursday July 9, 2009 (**Attachment VIII.C**, page 39).

VIII.D

City of Benicia Park Road Pedestrian Accessibility

Caltrans is in the process of completing the construction of the Benicia-Martinez Bridge bicycle and pedestrian path. This path is parallel to Interstate 680 (I-680) which will provide a connection for non-motorized vehicle travelers between the cities of Benicia and Martinez. Caltrans anticipates completion by August 2009 with a ribbon cutting ceremony scheduled for Saturday August 29, 2009. The path has been planned by Caltrans for some time and the 2001 Countywide Bicycle Plan identified the objective to provide bicycle connectivity to the local community. However, an equivalent project for pedestrian connectivity is still needed. The segment of Park Road in need of pedestrian facilities is approximately 0.1 miles between Jefferson Street and the entrance to the bridge path. The current condition of the roadway is that there are two lanes with bike lanes in each direction and no shoulders.

STA staff and the City of Benicia is currently working to secure funding to construct a path for pedestrians. A status report will be provided at the August 12, 2009 meeting. No attachments.

VIII.E

MTC RPC Meeting Summary: 6/18/09

The Regional Pedestrian Committee (RPC) discussed the Routine Accommodations checklist policy and how they plan to improve the process. The MTC is planning to provide Bicycle and Pedestrian Counts in the San Francisco Bay Area. However, MTC staff is still considering different funding options to fund the counts (i.e. TDA Article 3, Regional Bicycle Program funds, other). STA staff and other staff representatives from other counties commented that MTC staff should consider other sources before TDA Article 3 funds. There would be 100 counts conducted throughout the nine (9) Bay Area counties. Each county would have approximately 10-12 locations for counts. The current count locations are attached for reference (**Attachment VIII.E**, page 42). The purpose of counts is to track the number of users over time only. In addition, the counts will not be used for project selection or funding criteria.

VIII.F

Solano Bicycle and Pedestrian Program Funding Outlook

The Solano BAC members have requested a regular update on available bicycle funding. The only anticipated Solano Bicycle Pedestrian Program funding source available for next year is Transportation Development Act Article 3 funds. Based on prior year estimates, STA staff estimates \$300,000 will be available for FY2010-11. However, this funding is dedicated to the McGary Road project. The remaining fund sources included in the SBPP program are Congestion Mitigation Air Quality (CMAQ) Improvement Program funds used for the Regional Bicycle Program and Eastern Solano CMAQ. The Metropolitan Transportation Commission is currently discussing the framework for how the CMAQ funds are allocated over the next few years. MTC is assuming that the federal transportation bill is extended. MTC is looking to allocate a total of \$35 million over the next six years split into two cycles of three fiscal years. The current funding split being discussed is \$14 million for the first cycle. MTC still needs to decide how much will be available for each county and which year the funds will be available. It is also possible that the \$14 million estimated may be reduced during the first cycle with the shortfall included in the second cycle. No attachments.

VIII.G Benicia-Martinez Bridge Bicycle-Pedestrian Path Ribbon Cutting Ceremony – (Sara Woo, STA)

The date for the ribbon cutting ceremony is Saturday August 29, 2009. STA and the City of Benicia will be coordinating a communitywide Bicycle Rodeo. A bicycle rodeo is a workshop that helps teach children the importance of riding a bicycle safely and what skills and precautions they need to develop to have a safe time on their bicycles. STA staff will need volunteers to assist with registration, helmet fitting, and safety checks. Members of the BAC and PAC interested in volunteering should contact STA staff, Sara Woo. The bicycle and pedestrian advisory committees will be invited to attend the ribbon cutting ceremony. Further information will be provided at the August 12, 2009 meeting. No attachments.

VIII.H Safe Routes to School Program Update – (Sam Shelton, STA)

The SR2S-AC met on July 29, 2009 (**Attachment VIII.H1**, page 43) to discuss the program and safety coordinator work plans for FY2009-10 and FY2010-11 (**Attachment VIII.H2**, page 44). The SR2S-AC also met to review and act on the criteria for selecting routes for the SR2S mapping project (**Attachment VIII.H3**, page 45). Additional information will be provided at the August 12, 2009 meeting.

Local Agency Alternative Modes Projects Listed in 2005 CTP

Benicia:

Widen State Park Road Overcrossing I-780 with Bike/Ped Access
Construct Benicia Bridge Bike Path and Walkway Improvements
Construct Park Road (Adams to Oak) Bike Path and Walkway Improvements
Construct First Street Streetscape Project
Construct 3 New Park-n-Ride Facilities
Install Bike and Walkway Connections to the Historic Arsenal, Clocktower and Camel Barn Facilities
Install Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge
Install Citywide Bike Path Improvements Per General Plan/ CIP
Install Citywide Walkway Improvements Per General Plan/ CIP
Install Citywide Traffic Calming Improvements
Construct Benicia Intermodal Transportation Station
Provide Ferry Service to Benicia

Dixon:

City Bikeway Plan
Provide a grade separated pedestrian crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center
Intercity Bike Routes (to Vacaville)
Downtown Streetscape Project (Phases 2 & 3)
Dixon Multimodal Transportation Center
Alternative vehicle partnerships
Air quality projects
Add additional park and ride lots along the I-80 Corridor

Fairfield:

Fairfield/Vacaville Multi-modal Rail Station
Expand Fairfield Transportation Center
Acquire Land and Develop Transit Operations Center
Commuter Information Systems (GPS)
ADA Access at bus facilities
Expand local bus service
Expand express bus service
Construct N. Texas Bus Transfer Facility
Provide change of mode facilities

Rio Vista:

Waterfront Bikeways
General Plan Pedestrian/Bike System
SR 12 Pedestrian Underpass
Riverfront Access Signage Project
SR 12/Church Park-and-ride lot
SR 12/Waterfront Streetscape Project
Community Design Program

Solano County:

Old Town Cordelia Improvement Project
Pleasants Valley Road Bike Route
Jepson Parkway Bike Path and Landscaping Project
Green Valley Corridor Landscaping Project
Reopening of McGary Road
Vacaville-Dixon Bike Route
Fulton Avenue Sidewalk
Solano County Bridge Replacements to Provide Pedestrians and Bicycles

Suisun City:

SR 12 Pedestrian/Bike Gap Closure Path
Driftwood Waterfront Pedestrian Plaza
Petersen Road Bike Path
Blossom/UPRR Pedestrian Grade Separation
SR 12 Pedestrian Path (south side)
Suisun Marsh Pedestrian/Bike Path
Park-and-ride lot Landscape Project
Eastern Suisun City Park-and-ride lot
Main Street Improvements (Phase 2)
Rail Station Improvements
Union Pacific Railroad Sound Walls
Kellogg Street Waterfront Improvements

Vacaville:

Ulatis Creek and Alamo Creek Bike Routes
Centennial Park Bike Route
Bicycle signage and markings
Bicycle route landscaping
Downtown Multi-Family Housing Program
Electric Vehicle Subsidy Program
Electric Vehicle Charging Station Program
Fleet replacement with alternative fuels

Vallejo:

Bay Trail Completion
I-80/Turner Overcrossing Bike Lanes
Blue Rock Springs Pedestrian/Bike Path
Columbus Parkway Pedestrian/Bike Path
I-780 Pedestrian/Bike Grade Separation
Fairgrounds Drive Pedestrian/Bike Path
Broadway Pedestrian/Bike Path
Mare Island Pedestrian & Bike System
Curtola Park-and-ride lot expansion
Ferry transit-oriented development
Investigate water taxi stops at Mare Island
Sonoma Blvd/ SR29 TLC Corridor

Table 2.1: Solano County Pedestrian/TLC Projects

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description (see Section 6.0 for more detail)	Project Type*	Status**	Location	Costs Accounted In Other CTP Elements		Separate Ped Project/ Enhancement Cost	Contact Info
1	Park Road Bike Lane and Sidewalks	City of Benicia	Class II bike lane along both sides of Park Road from Adams Street to Oak Road terminus of the Benicia Martinez Bridge bike path. This project improves bicycle and pedestrian safety and accessibility between downtown Benicia and the bridge bike path. This project also closes a major gap in the San Francisco Bay Trail	Connection	A/C	Park Road from Adams to Oak Street		\$300,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
2	First Street Streetscape and Parking Enhancements	City of Benicia	Construction improvements for decorative sidewalks and enhancements such as benches, decorative lighting, landmarks, signage, curb extensions, bus stop facilities, trees, and other special features in Benicia's historic downtown district on First Street.	Crossing/ Connection/ District/ Transit	A/C	First Street		\$2,000,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
3	Benicia High School Access Improvement Project	City of Benicia	Installation of a traffic signal at the intersection of Military West and West 11th Street at Benicia High School, and other improvements to manage drop-off and pick-up traffic and to improve pedestrian safety.	Crossing/ Connection	A/C	Intersection of Military West & West 11th Street at Benicia HS			\$350,000	Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
4	Benicia Intermodal Train Station	City of Benicia	Construction of a new intermodal transit station near the Benicia Industrial Park, including pedestrian facilities connecting to nearby areas.	Transit	P	West of I-680 near Lake Herman Road		\$3,000,000		Tonya Gilmore, Management Assistant II 746-4334 tgilmore@ci.benicia.ca.us
5	State Park Road/780 Bridge	City of Benicia	Widening of an existing bridge or construction of a separate Class I bridge facility at State Park Road to accommodate bicycle and pedestrian traffic from the Rose Drive/ Columbus Parkway intersection to the Benicia State Park.	Crossing/ Connection	A/C	State Park Road at I-780		\$2,500,000		Tonya Gilmore, Management Asst. II 746-4334 tgilmore@ci.benicia.ca.us
6	Vallejo Ferry Station Pedestrian and Streetscape Enhancements	City of Vallejo	Project will improve pedestrian linkages between the Vallejo Baylink ferry dock, the existing terminal building, the proposed Vallejo Station parking structure, landside transit facilities including regional bus stops, and an off-street bus transfer facility.	District/ Transit	C	Downtown Vallejo waterfront, generally one block		\$4,000,000		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
7	Downtown Vallejo Renaissance Project	City of Vallejo	Convert 4-lane streets in the downtown area into 2 lanes with diagonal and parallel parking; sidewalk widening; decorative crosswalks; sidewalk enhancements such as benches, decorative lighting, street trees, signage, landmarks and other special features; construction of pedestrian and vehicular gateway features; and construction of open space park areas and paseos.	District/ Crossing	A/C	Downtown Vallejo		\$5,500,000		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
8	Mare Island Bicycle and Pedestrian Access Improvements	City of Vallejo	Construction of a pedestrian and bicycle network to connect to residential, recreational, employment, and education uses throughout the island.	Corridor/ Connection	A/C	Mare Island		\$10,000,000 (private)		Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
9	Wilson Avenue Improvement Project	City of Vallejo	Street corridor project includes pedestrian paths and amenities along the waterfront north of Mare Island Causeway. Includes a key segment of the SF Bay Trail/Bay Area Ridge Trail.	Corridor/ Connection	P	Wilson Avenue			\$1,000,000	Brian Dolan, Planning Mgr 648-4326 bdolan@ci.vallejo.ca.us
10	River Park Project	City of Vallejo/ Greater Vallejo Recreation District	River Park is a major waterfront park and wetland restoration project including a segment of the Bay Trail, continuing north from the Wilson Avenue Improvement Project.	Corridor/ Connection	P	Vallejo waterfront from Mare Island Causeway to Sims Street			\$800,000 ped elements (\$6,800,000 total)	Hew Hesterman, Planner, Greater Vallejo Recreation District 648-4602 hew@svrtd.org
11	Vallejo Bay/Ridge Trail Connector	STACity of Vallejo	Connection from the existing regional Bay Trail/Ridge Trail east of the Carquinez Bridge along and under I-80 to Highway 29, at terminus of bike/pedestrian pathway across Carquinez Bridge.	Connection	P	along I-80 from Glen Cove to Sonoma Boulevard		\$600,000	\$400,000	Taner Aksu, Senior Engineer, City of Vallejo 648-4300 taksu@ci.vallejo.ca.us

*Project type: District = Pedestrian District Projects and Main Street Pedestrian Design Projects; Corridor = Pedestrian Corridor Projects; Transit = Pedestrian Access to Transit Projects;

Crossing = Crossing Improvement Projects; Connection = Pedestrian Connection Projects

**Status: A = Pending & Approved; Cand. = Candidate; C = Capital; P = Planning; H = HRP

Table 2.1: Solano County Pedestrian/TLC Projects (cont'd)

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description	Project Type*	Status**	Location	Costs Accounted In Other CTP Elements		Contact
							Separate Ped Project/Enhancement Cost	Cost	
12	Red Top Road Overcrossing	Solano County/ STA	Extension of Red Top Road with an overcrossing of Highway 12; part of the Highway 12 improvement project between I-80 and Rte. 29 - assumes a bike/ped addition to vehicular o.c. project	Connection	P	Red Top Road in the Green Valley area	\$800,000		Mike Duncan, Director of Projects, STA 424-6075
13	Homeacres Avenue Improvement Project	Solano County	Construct a sidewalk on Homeacres Avenue to link existing sidewalks on Benicia Road to a pedestrian overcrossing over I-780, leading to a local elementary school	Connection	Cand./C	Homeacres Avenue from Benicia Road to south of Taylor Avenue		\$165,000	Paul Wiese, Engineering Manager (707) 421-6072 pwiese@solanocounty.com
14	Fulton Avenue Improvement Project	Solano County	Construct a sidewalk on Fulton Avenue to provide a central pedestrian corridor for the Homeacres area of unincorporated Vallejo	Connection	Cand./C	Fulton Avenue from existing sidewalk west of Gillcrest Avenue to Old Glen Cove Road		\$407,000	Paul Wiese, Engineering Manager (707) 421-6072 pwiese@solanocounty.com
15	Old Town Cordelia Improvement Project	Solano County, City of Fairfield	Project will improve pedestrian/bicycle access along Cordelia Road between Lopes Road and Pittman Road by constructing a pedestrian/bicycle path. The project also includes gateway signs, historical markers, trees and lighting.	District/ Connection	A/C&P	Cordelia Rd between Lopes Rd and Pittman Rd	\$700,000		Paul Wiese, Engineer 421-6072 pwiese@solanocounty.com
16	Jepson Parkway Concept Plan	Cities of Fairfield, Suisun, Vacaville; Solano County	The Plan includes elements for: transit, with local and express bus and a future multi-modal rail station; bicycles and pedestrians, with a 10-foot wide bike path along most of the entire 12-mile length of the planned Parkway; a landscape element; a guide to transit-compatible land use and design, and roadway phasing and management.	Corridor/ Transit/ Crossing	AC	Jepson Parkway in Fairfield, Suisun City and Vacaville	\$15,600,000		Fairfield, Vacaville, and Solano County Public Works staff
17	West Texas Street Gateway Project	City of Fairfield	The project will enhance pedestrian linkages among the Fairfield Linear Bicyclist/Pedestrian Trail, the Fairfield Transportation Center, and the new Park Crossing Apartment project. Specific improvements include new sidewalks, signage, public art, and new street trees.	Corridor/ Transit/ Connection	AC	Texas Street between Oliver Road and Beck Avenue	\$1,500,000		Brian Miller, Associate Planner 428-7446 bkmiller@ci.fairfield.ca.us
18	West Texas Street Urban Village Project	City of Fairfield	Project will assist private developers create a high quality mixed use "urban village" on West Texas Street 1.5 miles from the Suisun Capitol Corridor Train Station. Includes land assembly, new sidewalks, street trees, pedestrian crosswalks, landscaping, signage, development of public plazas/ seating areas, and enhancements to transit stops.	District/ Corridor	AC	Texas Street at Pennsylvania Avenue	\$1,500,000 (private)		Brian Miller, Associate Planner 428-7446 bkmiller@ci.fairfield.ca.us
19	Downtown Fairfield Live-Work Center	City of Fairfield	Replacement of blighted land uses on the 1000 block of Texas Street with new mixed-use commercial/residential buildings that offer unique space attractive to downtown residents and commercial entrepreneurs.	District/ Corridor	Cand./C	Texas Street	\$1,500,000 (private)		Julia Moseley, Asst. Planner 428-7040 jmoseley@ci.fairfield.ca.us
20	Vacaville-Fairfield Train Station Urban Center	City of Fairfield	Development of a master plan and ultimately construction of the Fairfield Vacaville Train Station. Elements will include: mixed use concepts, pedestrian and bicycle circulation system enhancements/ system connections, public transit -connections - stations and - facilities.	District/ Transit/ Connection	Cand./C & P	Peabody Road at Vanden	(plan) \$200,000 \$3,500,000 (improvements)		Dave Feinstein, Associate Planner 428-7448 dfeinstein@ci.fairfield.ca.us Kevin Daughton, Public Works 428-7647 kdaughton@ci.fairfield.ca.us
21	Union Avenue to Main City of St. Streetscape Enhancements Program	Fairfield/ Suisun City/ Solano County	This project will involve enhancements of pedestrian corridors in the vicinity of the new County Government Center and improving the pedestrian links between downtown Fairfield and Suisun City. The project will include enhanced sidewalks, crosswalks, pedestrian scale wayfinding and transit signs, shade trees, pedestrian friendly lighting, landscaping for the new Civic Plaza, transit signs, and pedestrian gateway.	District/ Connection	AC	Union Ave betw. Texas St & Suisun City; Texas St betw. Jefferson St & Union Ave; Jefferson St betw. Texas St & Broadway	\$2,000,000		John Hilliard, Senior Planner 428-7447 jhilliard@ci.fairfield.ca.us

*Project type: District = Pedestrian District Projects and Main Street Pedestrian Design Projects; Corridor = Pedestrian Corridor Projects; Transit = Pedestrian Access to Transit Projects;

Crossing = Crossing Improvement Projects; Connection = Pedestrian Connection Projects

**Status: A = Pending & Approved; Cand. = Candidate; C = Capital; P = Planning; H = HIP

Table 2.1: Solano County Pedestrian/TLC Projects (cont'd)

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description	Project Type*	Status**	Location	Costs Accounted in Other CTP Elements		Separate Ped Project/ Enhancement Cost
							Cost	Cost	
22	North Texas Street Transportation Center and Community Hub	City of Fairfield	This project will be a new focal point for North Texas Street and the City. Its major role will be to serve as the Central Transfer Station (CTS) for the Fairfield/Suisun Transit (FST) local bus system. It will replace the current ineffective site at the Mall. Supports the proposed Teen Center across the street, and serves major destinations and connections for pedestrian, bicycling, and transit activity.	District/ Transit Connection	A/C	North Texas Street at Acacia Avenue	\$4,500,000		Dave Feinstein, Associate Planner 428-7448 dfeinstein@ci.fairfield.ca.us Kevin Daughton, Public Works 428-7647 kdaughton@ci.fairfield.ca.us
23	North Connector	STA, City of Fairfield, Solano County	Project involves roadway improvements needed to reduce congestion and improve mobility for local residents north of the Interstate (I- 80 between State Route (SR) 12 West to Abernathy Road and SR 12 East. Improvements include bike/pedestrian path, streetscaping, landscaping, traffic calming and gateway signs.	Corridor/ Connection	A	north of I-80 between SR 12 West to Abernathy Road and SR 12 East	\$5,000,000	\$500,000	Dan Christians, Assistant Executive Director 424-6075 dchristians@sta-snci.com
24	Driftwood Drive Pedestrian Project	City of Suisun City	Constructs a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the Suisun/Fairfield train depot that is used by Amtrak's Capitol Corridor service. Project elements include construction of walkways on both sides of the Suisun Marina and associated landscaping. This project is one phase of a larger project to create a public plaza at the waterfront.	District/ Transit/Connection	C	Driftwood Drive	\$550,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
25	Main Street Project/ Downtown Streetscape Improvement Project	City of Suisun City	The Redevelopment Agency launched a Façade Improvement Program for Main Street businesses. More than a dozen businesses participated by renovating their storefronts using matching funds provided by the Agency. The Agency has also constructed more than 300 new parking spaces between Main St. and the waterfront promenade.	District	A/C	Main Street	\$1,500,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
26	Highway 12 Central County Bikeway	City of Suisun City	Class I multi-use path segment will continue the existing east-west route through the Amtrak Station on Main Street via a Class I path on the north side of Highway 12.	Connection	P	Marina Blvd to Amtrak Station	\$679,000		Gerald Raycraft, Community Development Director 421-7335 planning@suisun.com
27	Vacaville Creek Walk Extension to McClellan Street	City of Vacaville	This project will extend the Vacaville Creek Walk to McClellan Street to include extended walkway, irrigation and landscaping improvements, parking improvements, and mixed use residential and commercial development to the east and south of the project area.	District/ Connection	Cand./C	School St from Creek Walk Plaza to McClellan Street	\$955,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
28	Vacaville Bus Terminal and Transfer Center	City of Vacaville	Timed transfer center to allow all City Coach, and interested intercity transit services, to meet and transfer passengers at one central location. Located in downtown, off of the north end of Kendall Street, the terminal would include bus shelters, bike racks, phone booths, and other amenities to support transit use.	Transit	A	Downtown Vacaville	\$2,500,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
29	Nut Tree Ranch Development Project	City of Vacaville	This city/private project will rebuild the historic 76-acre Nut Tree site just north of interstate 80. The project is envisioned to feature a range of specialty retail shops and cafes, picnic grounds and residential units. The goal is to create a special setting that will attract visitors and serve the community.	District	C	Nut Tree property	\$0 (private)		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
30	PG&E Easement Bike Path Project	City of Vacaville	This project connects from Linwood Street to North Orchard Avenue with a bridge over Alamo Creek to link Cheyenne Drive to Shady Glen Court. The PG&E Easement Bike Route serves as a connector to the primary system to Gibson Canyon and Foothill Drive, providing bicycle access for residences in northwestern Vacaville.	Connection	A	Linwood St. to Cheyenne Dr.	\$350,000		Charles Learned, Director of Housing and Redevelopment 449-5660 dhr@cityofvacaville.com
31	Downtown Streetscape Plan Phase 3	City of Dixon	Project will include constructing streetlights, bicycle racks, sidewalk replacement and additional trees on SR 113 from B St. to UPRR.	District	A/C	SR 113 from B St. to UPRR.	\$300,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us

*Project type: District = Pedestrian District Projects and Main Street Pedestrian Design Projects; Corridor = Pedestrian Corridor Projects; Transit = Pedestrian Access to Transit Projects; Crossing = Crossing Improvement Projects; Connection = Pedestrian Connection Projects

**Status: A = Pending & Approved; Cand. = Candidate; C = Capital; P = Planning; H = HIP



Table 2.1 Solano County Pedestrian/TLC Projects (cont'd)

Note: Highlighted projects are highest current priority pedestrian improvements for each agency.

#	Name	Agency	Description	Project Type*	Status**	Location	Costs Accounted In Other CTP Elements	Separate Ped Project/ Enhancement Cost	Contact
32	West 'B' St. Pedestrian Undercrossing	City of Dixon	Pedestrian undercrossing to replace existing at grade crossing at future train station location.	Transit/ Crossing	A/C	West 'B' Street at UPRR	\$2,000,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us
33	Multi-Modal Transportation Center	City of Dixon	Construction of a rail service platform to the multi-modal center to allow passenger trails to stop in Dixon per the Solano Rail Facilities Plan.	Transit	A/C	UPRR at West 'B' Street	\$3,000,000		Janet Koster, Senior Management Analyst 678-7031 jkoster@ci.dixon.ca.us
34	Waterfront Plan and Improvement Project	City of Rio Vista	Designed to beautify the waterfront and link it to downtown. Project goals include a public walkway along the river from City Hall to the Highway 12 Bridge, streetscape improvements to create a memorable entry into Downtown and to preserve views of the river from Front Street, and building designs that respect the character of Downtown.	District	A/C	Rio Vista Waterfront	\$2,000,000		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
35	Downtown Revitalization Project	City of Rio Vista	Includes streetscape and landscape improvements, and pedestrian and bicycle amenities.	District	A/C	Downtown Rio Vista	\$1,200,000		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
36	Highway 12 Corridor Planning Study/Improvements	City of Rio Vista	Corridor Plan will focus on design issues that need to be addressed to accommodate both future growth and projected increases in through traffic on Hwy 12 through Rio Vista, including pedestrian circulation along and across the highway. Alternative mode capital improvements will include potential bike lanes or a separate Class I multi-use path along Highway 12.	Corridor/ Crossing/ Connection	Cand./ A/C	Hwy 12 through Rio Vista	(plan) \$50,000 \$5,000,000 (Improvements)		Tom Bland, Planning Director 374-6451 bland@ci.rio-vista.ca.us
							\$84,784,000	\$3,622,000	

*Project type: District = Pedestrian District Projects and Main Street Pedestrian Design Projects; Corridor = Pedestrian Corridor Projects; Transit = Pedestrian Access to Transit Projects; Crossing = Crossing Improvement Projects; Connection = Pedestrian Connection Projects

**Status: A = Pending & Approved; Cand. = Candidate; C = Capital; P = Planning; H = HIP



Table 2.2: Pedestrian Project Concepts

#	Name	Agency	Description (See Section 6.0 for more detail)	Project Type*	"Placeholder" Cost	Concept Source
1	Connection from Cordella to King Ranch Open Space	Solano County	Connection from the existing trail at the south end of Cordella to the King Ranch Open Space Area - a recreational trail	Connection	\$100,000	Tri-City and Co. OS Plan/County Parks & Rec Element
2	Connection from Red Top Road to Lynch Canyon Open Space	Solano County	Connection from the planned trail on Red Top Road via McGary Road to Lynch Canyon Open Space Area - involves repair of McGary Road landslide for bike/ped access (Countywide Bicycle Plan Project #6 - \$500,000 estimate - add'l cost is pedestrian enhancement)	Connection	\$50,000	Highway 12 Improvement Plans - STA/Caltrens, County Parks and Rec. Element
3	Connection from Lake Herman Park to Sky Valley Open Space	Solano County	Connection from Benicia's Lake Herman Park north to Sky Valley Open Space Area - a recreational trail	Connection	\$100,000	Tri-City and Co. OS Plan, County Parks and Rec. Element
4	Safe Routes to School enhancements	City of Benicia	Safe Routes to School enhancements in many locations	Connection/ Crossing	\$500,000	Traffic, Pedestrian & Bicycle Safety Committee
5	I-780 overcrossing between high and middle schools	City of Benicia	Bike/pedestrian I-780 overcrossing between high school and middle school	Connection/ Crossing	\$2,000,000	General Plan Circulation Element; Traffic, Pedestrian & Bicycle Safety Committee
6	Civic Center area improvements	City of Benicia	Plaza, streetscape, crossing, transit connection, and Civic Center area improvements	District/Transit /Crossing	\$1,000,000	Traffic, Pedestrian & Bicycle Safety Committee
7	First Street pedestrian enhancements	City of Benicia	Additional First Street pedestrian crossing, street furniture, and parking improvements	District/ Crossing	\$1,000,000	Traffic, Pedestrian & Bicycle Safety Committee
8	Waterfront and Arsenal District pathway connections	City of Benicia / Bay Trail Project	Bay Trail and other pathway connections on Waterfront and through Arsenal District to Benicia-Martinez Bridge pathway and scenic overlook	Connection	\$500,000	Parks, Trails & Open Space Master Plan/Bay Trail Focus Study
9	6th Street Park crossing improvements	City of Benicia	Street narrowing, crossing improvements at 6th Street Park on Military East	Crossing	\$200,000	Traffic, Pedestrian & Bicycle Safety Committee
10	East H Street ball fields parking and crossing improvements	City of Benicia	Street narrowing and angled parking at ball fields on East H Street	Crossing	\$300,000	Traffic, Pedestrian & Bicycle Safety Committee
11	Sidewalk system gaps	City of Benicia	Complete gaps in the sidewalk system on major routes	Connection	\$500,000	Traffic, Pedestrian & Bicycle Safety Committee
12	Traffic calming	City of Benicia	Traffic calming, improved crossing and amenities on major routes	Corridor/ Crossing	\$1,000,000	Traffic, Pedestrian & Bicycle Safety Committee
13	Solano Square Circulation	City of Benicia	Improve site layout and pedestrian connections at Solano Square Shopping Center and Southampton Shopping Center (public/private project)	Connection/ Crossing	\$100,000	Traffic, Pedestrian & Bicycle Safety Committee
14	West 7th & Military intersection improvements	City of Benicia	Intersection redesign at Military West and West 7th Street - potentially traffic roundabout	Connection/ Crossing	\$1,000,000	Traffic, Pedestrian & Bicycle Safety Committee
15	Historic Arsenal pathway connections	City of Benicia	Pathway improvements throughout Benicia's historic Arsenal district, and connections to the waterfront, Bay Trail, and Benicia Bridge.	Connection	\$500,000	Traffic, Pedestrian & Bicycle Safety Committee
16	Ped & bike improvements to East E Street parking lot	City of Benicia	Pedestrian and bicycle improvements with sidewalk, pavements, lighting, signage, and landscaping improvements.	District	\$500,000	Traffic, Pedestrian & Bicycle Safety Committee
17	Glen Cove Bay Trail	Bay Trail / Ridge Trail / City of Vallejo / GVRD	Waterfront/Bluff top trail from Benicia S.R.A. thru Glen Cove Waterfront Park to Glen Cove Marina (using City streets - waterfront trail alt would be additional \$1 million +)	Connection	\$200,000	GVRD/Vallejo Trail Master Plan/Bay Trail Focus Study
18	Safe Routes to School projects	City of Vallejo	Safe Routes to School improvements to sidewalks, crossings at Lincoln Elementary School, Patterson Elementary School, Loma Vista Elementary School, Penny Cook Elementary School, Farragut Elementary School, Cave Elementary School	Connection/ Crossing	\$1,000,000	City of Vallejo Public Works and Police Departments
19	Connection from Wardlow Park to Blue Rock Springs	City of Vallejo/ Solano Co.	Wardlow Park/Blue Rock Springs Park trail corridor in Vallejo	Connection	\$100,000	GVRD/Vallejo Trail Master Plan/ County Parks and Rec Element
20	Intersection Improvements, Sonoma Blvd & Curtola	City of Vallejo	Improvements to the intersections of Sonoma and Mini, Sonoma and Redwood, and Curtola and Lemon	Connection/ Crossing	\$500,000	City of Vallejo Public Works and Police Departments

*Project type: District = Pedestrian District Projects and Main Street Pedestrian Design Projects; Corridor = Pedestrian Corridor Projects; Transit = Pedestrian Access to Transit Projects; Crossing = Crossing Improvement Projects; Connection = Pedestrian Connection Projects



Table 2.2: Pedestrian Project Concepts (cont'd)

#	Name	Agency	Description (See Section 6.0 for more detail)	Project Type*	"Placemaker" Cost	Concept Source
21	Sidewalks below and north of Highway 37 on Sonoma Trail Project	City of Vallejo/Bay	Improve sidewalk or multi-use path along Sonoma Boulevard	Connection	\$200,000	City of Vallejo Public Works and Police Departments
22	Linear Park extension, Fairfield Ave to Cement Hill Road	City of Fairfield	Linear Park extension from Fairfield Ave. northeast to Cement Hill Road	Corridor/Connection	\$500,000	Fairfield Master Trails Plan
23	Laurel Creek Trail extension, Foothill Pkwy to The Masters Drive	City of Fairfield	Laurel Creek Trail extension from Foothill Pkwy. to The Masters Drive	Corridor/Connection	\$200,000	Fairfield Master Trails Plan
24	West Texas St pedestrian improvements	City of Fairfield	Pedestrian corridor and crossing improvements - West Texas Street from Pennsylvania Ave to Beck Ave	Corridor/Connection	\$1,000,000	City of Fairfield Planning, Public Works and Police Departments
25	Safe Routes to School railroad crossings	City of Fairfield	Railroad crossings at East Tabor Ave and Sunset Ave (supporting Safe Routes to School - replace uncontrolled crossing near Blossom Ave - needs coordination with Suisun City concepts)	Connection/Crossing	\$1,200,000	City of Fairfield Planning, Public Works and Police Departments
26	Union-Main St overcrossing	Cities of Fairfield and Suisun	Union-Main Street Pedestrian Overcrossing Enhancement	District/Connection/Crossing	\$2,000,000	City of Fairfield Planning, Public Works and Police Departments/City of Suisun City Planning and Public Works Departments
27	Green Valley Rd path extension	Fairfield / Solano County	Extend pathway along Green Valley Road from New Neitzel Road to Neitzel Road	Connection	\$100,000	Fairfield Trails Master Plan/County Parks & Rec Element
28	Mangels Blvd path extension	Fairfield / Solano County	Extend pathway on Mangels Blvd. from west end to Solano Community College	Connection	\$100,000	Fairfield Trails Master Plan/County Parks & Rec Element
29	Safe Routes to School	City of Fairfield	Safe Routes to School enhancements in many locations	Connection/Crossing	\$800,000	City of Fairfield Planning, Public Works and Police Departments
30	Main St Urban Renewal	City of Suisun City	Urban renewal on east side of Main Street	District	\$200,000	City of Suisun City Planning and Public Works Departments
31	Safe Routes to School rail crossings	City of Suisun City	Address rail crossing safety at: Marina Blvd, Blossom Ave, Worley Road (needs coordination with Fairfield concepts)	Connection/Crossing	\$1,200,000	City of Suisun City Planning and Public Works Departments
32	Safe Routes to School	City of Suisun City	Other Safe Routes to School enhancements in addition to the railroad crossings	Connection/Crossing	\$500,000	City of Suisun City Planning and Public Works Departments
33	Multi-Use Marsh Path	City of Suisun City	Marina to Sunset on south side of Highway 12	Connection/Corridor	\$200,000	City of Suisun City Planning and Public Works Departments
34	Connection from Lagoon Valley to Paradise Valley	City of Vacaville/ Solano Co.	Connection from Lagoon Valley Reservoir south to Paradise Valley in Fairfield	Connection	\$200,000	Vacaville Parks, Rec & OS Master Plan; Solano Co. Parks & Rec Element
35	Creek Walk extension	City of Vacaville	Creek Walk extension to McClellan Street, or beyond	Connection	\$500,000	Vacaville Parks, Rec & OS Master Plan
36	Tri-City and County Regional Trail Connections	Solano County, Benicia, Vallejo & Fairfield	Connection from Fairfield/Rockville Hills Park, Cordelia, Benicia, and Vallejo to the growing Tri-City and County open space area and existing Lynch Canyon Preserve, Hiddenbrooke and Northgate Open Space	Connection	\$500,000	Tri-City and County Cooperative Plan
37	Safe Routes to School	City of Vacaville	Safe Routes to School enhancements in many locations	Connection/Crossing	\$500,000	City of Vacaville Planning and Public Works Departments
38	Safe Routes to School	City of Dixon	Safe Routes to School enhancements in many locations	Connection/Crossing	\$200,000	City of Dixon Planning and Public Works Departments
39	Connection from 2nd St. to Sandy Beach Park to Rio Vista	City of Rio Vista/Solano County	Trail extension along Beach Drive from Second Street to Sandy Beach Park and to downtown Rio Vista	Connection	\$100,000	Rio Vista Circulation & Mobility Element/Solano County Parks & Rec Element
40	Safe Routes to School	City of Rio Vista	Safe Routes to School enhancements in many locations	Connection/Crossing	\$200,000	City of Rio Vista Planning and Public Works Departments
41	Loop Trail System	City of Rio Vista	Loop path/trail system extending through and around downtown, including an inner and an outer loop	Connection	\$500,000	Rio Vista Circulation & Mobility Element
					\$21,550,000	

*Project type: District = Pedestrian District Projects and Main Street Pedestrian Design Projects; Corridor = Pedestrian Corridor Projects; Transit = Pedestrian Access to Transit Projects; Crossing = Crossing Improvement Projects; Connection = Pedestrian Connection Projects



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

Area Code 707
424-6075 • Fax 424-6074

Members: July 8, 2009

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

The Honorable Arnold Schwarzenegger
Governor of the State of California
State Capitol Building
Sacramento, CA 95814

RE: Closure of Benicia State Recreation Area Inconsistent with Clean Air Policies

Dear Governor Schwarzenegger:

On behalf of the Solano Transportation Authority (STA), I am writing to request your reconsideration of the closure of the Benicia State Recreation Area (SRA). The 720 acre Benicia SRA is a valuable transportation, environmental, and community asset to all the residents of Solano County.

If the Benicia SRA were to be closed, the major bicycle/pedestrian connection between Downtown Benicia and the City of Vallejo would be eliminated. Annually, the Benicia SRA entertains approximately 247,000 visitors. If the Benicia SRA were to close, it would be difficult to find a substitute route that would offer bicycle and pedestrian commuters an alternative to the automobile.

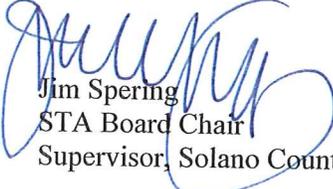
The enclosed map shows the potential disconnect between areas within the region should this proposed closure occur. It will be important to consider the economic and environmental benefit that would be lost due to a complete closure of this facility.

Many people currently commute by bicycle from Benicia to Vallejo's transit services which include bus routes and the Bay Link Ferry to San Francisco. In addition, these transit services provide connections to other regional transit systems such as the Bay Area Rapid Transit (BART). Benicia bicycle commuters also have access to the Al Zampa Bridge allowing bicycle commuters access to jobs in Contra Costa and the rest of the Bay Area. The Park's "thru route" also serves commuters from Vallejo going to work in the Benicia Industrial Park (Valero refinery and other major industries) as well as students coming from the west end of town to the high school. Closing the Benicia SRA would result in the closure of a vital network of alternative transportation modes. This would be inconsistent with clean air policies and strategies to address climate change that provide encouragement to commuters to get out of their cars. Furthermore, the closure of the Benicia SRA would make it more difficult for the cities of Benicia and Vallejo to meet the objectives of Senate Bill (SB) 375 and Assembly Bill (AB) 32.

Again, closing the Benicia State Recreation Area would create a significant transportation gap that would prevent commuting bicyclists and pedestrians access to regional transit services in Solano County.

We request you reconsider your proposed closure of the Benicia State Recreation Area.

Sincerely,


Jim Spering
STA Board Chair
Supervisor, Solano County

Enclosure: Map of Benicia State Recreation Area

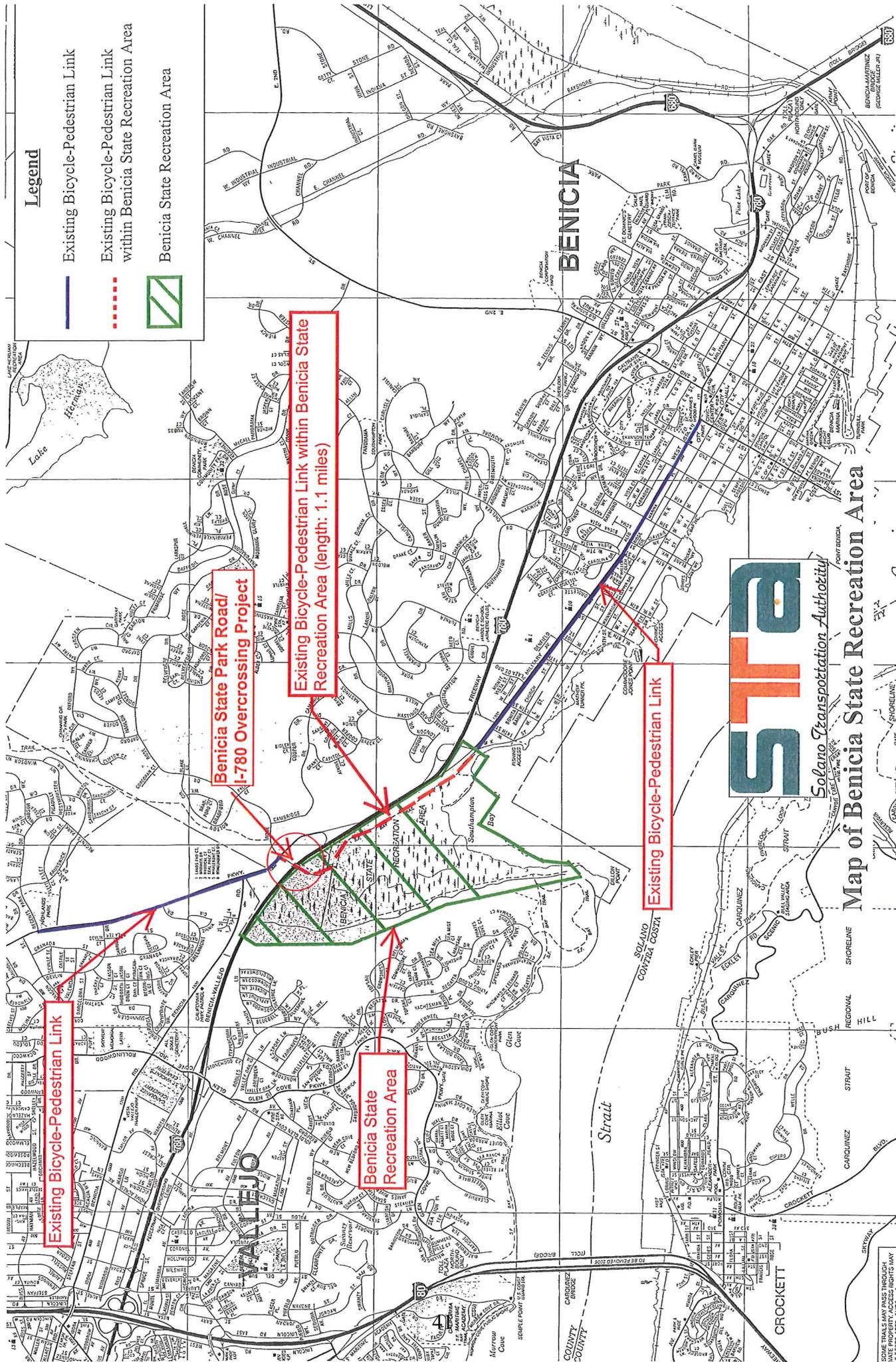
Cc: STA Board Members
The Honorable Patricia Wiggins, Senator, 2nd District
The Honorable Lois Wolk, Senator, 7th District
The Honorable Noreen Evans, Assembly Member, 7th District
Solano County Board of Supervisors
Mayor and City Council, Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo
Benicia Chamber of Commerce
California Budget Conference Committee

Legend

Existing Bicycle-Pedestrian Link

Existing Bicycle-Pedestrian Link
within Benicia State Recreation Area

Benicia State Recreation Area



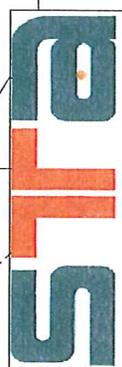
Existing Bicycle-Pedestrian Link

Benicia State Park Road/
I-780 Overcrossing Project

Existing Bicycle-Pedestrian Link within Benicia State
Recreation Area (length: 1.1 miles)

Benicia State
Recreation Area

Existing Bicycle-Pedestrian Link



Solano Transportation Authority

Map of Benicia State Recreation Area

SOME TRAILS MAY PASS THROUGH
PRIVATE PROPERTY. ACCESS RIGHTS MAY
VARY.

MTC Bike/Ped Data Collection Project
 Count Location List
 Solano County

Int. #	Jurisdiction	Location	Counts		# of Collisions	Bikeways		Transit Center	School	Activity Center
			Bike	Ped		Local	Regional			
SL01	Benicia	Military West @ 2nd St	x		3	exists/proposed	2/5			
SL02	County	Dixon-Davis Bike Route @ Vaughn	x	x	0	existing	2/0			
SL03	Dixon	First Street @ C St	x		1		2/0	school		
SL04	Fairfield	Hwy 12 Jameson Canyon @ Red Top Rd	x	x	1	exists/proposed	0/5	HS		Lee Bell Park
SL05	Fairfield	Travis @ Texas	x	x	12		0/0	Elem		
SL06	Rio Vista	Downtown Waterfront Path	x	x		existing	0/0			
SL07	Suisun City	Main @ Lotz	x	x	0	existing	5/0		Elem	City Hall Shopping
SL08	Vacaville	Alamo @ Nut Tree	x	x	10	existing	2/0			
SL09	Vacaville	Downtown Creekwalk	x			existing	0/0			
SL10	Vallejo	Solano Bikeway @ Columbus Pkwy	x	x	0	Solano Bikeway	1/0			
SL11	Vallejo	Waterfront Path	x	x		existing	0/0	Ferry Terminal		

KEY:

- Jurisdiction - City in which intersection is located
- Location - Intersection where count is to be taken
- Bike - Bike count
- Ped - Pedestrian count
- Collisions - Reported # of bicycle collisions from MTC 2001 Regional Bike Plan map
- Local BW - Local bikeways (trail, path, lane, route) present on one or more of streets of intersection
- Reg BW - 1 - Existing Class 1 Bicycle Facility 4 - Proposed Class 1 Bicycle Facility
- 2 - Existing Class 2 Bicycle Facility 5 - Proposed Class 2 Bicycle Facility
- 3 - Existing Class 3 Bicycle Facility 6 - Proposed Class 3 Bicycle Facility
- Transit Center - Transit Center located adjacent to intersection
- School - School located adjacent to intersection
- Activity Center - Activity Center or attractor located adjacent to intersection



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Members:

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Fairfield
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Solano County
Suisun City
Vacaville
Vallejo

SR2S-AC

SAFE ROUTES TO SCHOOL ADVISORY COMMITTEE MEETING AGENDA



Wednesday, July 19, 2009
Start at 11:30 a.m. in STA Main Conference Room

**STA Main Conference Room
One Harbor Center, Suite 130
Suisun City, CA 94585**

The STA Safe Routes to School Advisory Committee is responsible for guiding the STA's Safe Routes to School Program and recommending projects and programs for funding countywide to the STA Board.

<u>ITEM</u>	<u>ACTIVITY</u>	<u>ADMINISTRATOR</u>
I.	CALL TO ORDER—SELF INTRODUCTIONS & OPPORTUNITY FOR PUBLIC COMMENT	Sam Shelton
II.	APPROVAL OF AGENDA: JULY 29, 2009	Sam Shelton
III.	APPROVAL OF MEETING MINUTES: 4-9-09, 5-23-09, 6-18-09 (To be tabled)	Sam Shelton
IV.	INFORMATION ITEMS (2:30 – 2:45 p.m.)	
A.	SR2S Program Status <i>Informational</i>	Sam Shelton, Judy Leaks
B.	SR2S Advisory Committee Review of Funded SR2S Projects <i>Informational</i>	Sam Shelton
C.	FY 2009-10 SR2S Work Plan <i>Informational</i>	Sam Shelton
V.	ACTION ITEMS	
A.	SR2S Mapping Project, Map Template <i>Recommendation:</i> <i>Approve the "SR2S Mapping Project Template Map".</i>	Kenny Wan & Kate Binning, Fehr & Peers
B.	BAAQMD Representative on SR2S-AC <i>Recommendation:</i> <i>Forward a recommend to the STA Board to appoint a BAAQMD representative to the SR2S-AC.</i>	Sam Shelton
VI.	ADJOURNMENT The next SR2S-AC meeting will be scheduled for September 2009, STA Main Conference Room.	

SR2S-AC MEMBERS

Bill Bowen
Rio Vista
Chief of Police

John Aycock
Vacaville USD
Superintendent

Garland Wong
Fairfield
Traffic Engineer

Frank Hartig
Benicia Police,
Deputy Chief

Dee Alarcon
Solano County
Superintendent of Schools

Lynne Williams
Pedestrian Advisory
Committee Rep.

Jeff Knowles
City of Vacaville
Deputy Public Works
Director

Mike Segala
Bicycle Advisory
Committee Rep.

Jim Antone
Yolo-Solano
Air Quality Management
District

Robin Cox
Solano County
Public Health

SR2S Program and Safety Coordinator FY 2009-10 and 10-11 Workplans

Tasks	FY 2009-10					Safety Coord 1000 hrs
	hrs/task	# events	Total Hours	Schools reached	Prog Coord 1500 hrs	
Kickoff Meeting	2	1	2	x 60 =	120	120
Followup Meeting	1.5	1	1.5	x 70 =	105	
Bike Rodeos	3	2	6	x 60 =		360
Safety Assemblies	2	2	4	x 60 =		240
Walk & Roll events	2.5	4	10	x 60 =	600	
Event Prep & Admin	2	1	2	x 60 =	120	
B2SN-Parents	1	1	1	x 60 =	60	60
Wk Audits, Mtgs, Maps	6	1	6	x 60 =	360	
Hours per school			32.5		TOTAL	900
					Extra	100

Tasks	FY 2010-11					Safety Coord 1000 hrs
	hrs/task	# events	Hours TOT	Schools	Prog Coord 1500 hrs	
Kickoff Meeting	1.5	1	1.5	x 40 =	60	60
Followup Meeting	1	1	1	x 100 =	100	
Bike Rodeos	3	1	3	x 100 =		300
Safety Assemblies	2	2	4	x 100 =		400
Walk & Roll events	2	3	6	x 100 =	600	
Event Prep & Admin	1	1	1	x 100 =	100	
B2SN-Parents	1	1	1	x 100 =	100	100
Wk Audits, Mtgs, Maps	5	1	5	x 100 =	500	
Hours per school			17.5		TOTAL	960
					Extra	40

Scheduling and attending a kick off meeting for each school

Multiple school reps at one meeting, kickoffs not needed for existing schools

Kickoff Meeting

Double check on dates, materials, marketing

Materials will be more uniform, less options for schools to personalize. Follow up can be over the phone.

Followup Meeting

Prep, Setup, time facilitating rodeo, clean up, certificate materials

Only one event instead of two per school

Bike Rodeos

Prepare and present two safety assemblies

Same

Safety Assemblies

Prepare materials (prizes, tickets, food), Setup at school, organize volunteers.

3 events instead of 4

Walk & Roll events

STA Staff Training & Assistance, Misc event prep

Misc event prep reduced to 1 hour from 2 hours

Event Prep & Admin

Attend back to school nights or similar events.

Same

B2SN-Parents

PM Pick-up Walking Audit, Evening Planning meeting, Safe Route Map production with STA staff.

Same

Wk Audits, Mtgs, Maps

Same



MEMORANDUM

Date: ~~June 30, 2009~~ Revised July 6, 2009

To: SR2S Advisory Committee

From: Kate Binning, Fehr & Peers

**Subject: *Safe Routes to School (SR2S) Mapping Project –
Criteria Selection***

RS09-2708

CRITERIA OVERVIEW

The purpose of this memorandum is to document recommended route selection criteria for the SR2S Mapping Project. By identifying criteria early in the mapping process, we will be able to focus our data collection and analysis around the most pertinent route characteristics valued by the Advisory Committee. Although the intention is to streamline the mapping process with consistent criteria application and the use of ArcGIS planning tools, the project team suggests that professional judgment and a detailed review of draft school maps by each school's representatives will yield the most valuable product. This memorandum was revised to reflect the outcome of the SR2S Route Selection Criteria Subcommittee meeting on July 2, 2009.

RECOMMENDED CRITERIA

Table 1 identifies eight initial route selection criteria for establishing preliminary safe routes to school. The extent to which criteria are available in a GIS-compatible format will streamline both the data collection process and preliminary route selection. Data will be mapped within 15-minute walk-area boundaries or the school service area boundary, whichever is greater¹.

Table 1 also identifies five route refinement criteria. We anticipate that consistent traffic volume, critical speed and collision data will be difficult to obtain in a format useful for the mapping analysis; therefore, we are not recommending their use as initial route selection criteria. Once preliminary safe routes are identified by applying the initial route selection criteria, we envision engaging the SR2S Committee and each school's focus group in a discussion regarding route refinement, which may include a discussion regarding route compatibility with adjacent zoning. Route refinement may also be based on candidate staging locations to encourage walking school bus or bike train activities.

¹ Assuming there is not a large discrepancy in the total land area covered.

OTHER CONSIDERATIONS

Megan's Law

The California Department of Justice's Megan's Law Web site (www.meganslaw.ca.gov) provides address information for designated registered sex offenders. Although specific home addresses are provided for approximately half of the approximately 60,000 offenders required to register, the remaining half are only available at a zip code level. We do not recommend using registered sex offender addresses as criteria to determine safe routes to school. The Megan's Law Web site acknowledges the limitations of the data and issues the following disclaimer: *"Because information can change quickly, and there may be gaps in data received, the California Department of Justice makes no representation; either expressed or implied that the information on this site is complete or accurate"*. In addition, not all sex offenders are subject to public disclosure.

As an alternative, STA and project partners may consider providing a disclaimer explaining the limitations of the data and a link to the Megan's Law Web site on the published safe routes to school maps. The City of Pasadena used a similar approach.

CRITERIA WEIGHTING

Fehr & Peers facilitated a preference exercise with the SR2S Route Selection Criteria Subcommittee to determine the perceived importance of the initial route selection criteria. Each Subcommittee member was given eight votes to cast across the eight criteria. The four highest ranking criteria are provided below in descending order:

1. Presence of sidewalk
2. Intersections with crossing guards
3. Traffic control devices
4. Roadway speed limit

This ranking may be applied to the mapping exercise to determine the initial safe routes.

TABLE 1: DRAFT ROUTE SELECTION CRITERIA

Initial Route Selection Criteria				
Criteria	Description	Relevance	Source	Application
Route Directness	Comparison of the shortest network (roadway centerline) to the "direct line" shortest distance between school and a geographic group of homes	Identifies geographic barriers and shortest routes	Parcel and centerline GIS files; pedestrian and bicycle paths	Preference given to the shortest routes Value = 1 – 100%
Presence of Sidewalk	Line layer depicting sidewalk on one or both sides of the street	Provides vertical and horizontal separation from vehicle traffic	Aerial photography and GPS-integrated video	Preference given to routes with complete sidewalks Value = 1 – 100% Score range of treatment (e.g., narrow sidewalk versus separated sidewalk)
Roadway Speed Limit	Centerline segment identifying posted speed limits	Indicates level of comfort and safety associated with crossing and walking adjacent to vehicle traffic	Jurisdiction records and GPS-integrated video	Preference given to low speed limit streets Value = 25, 30, etc.
Number of Lanes	Centerline segment identifying observed number of vehicle travel lanes	Indicates level of comfort and safety associated with crossing and walking adjacent to vehicle traffic	Aerial photography, jurisdiction records, GPS-integrated video	Preference given to the least number of lanes Value = 2, 3, 4, etc.
Traffic Control Devices	Point layer locating each traffic control device (e.g., stop-, yield-, roundabout-controlled or signalized intersections)	Utilizes existing controlled crossings	Aerial photography, jurisdiction records, GPS-integrated video	Preference given to controlled crossings Value = 0 to 100 Score range of treatment
Crosswalks	Point layer locating each marked crosswalk location or crossing treatment	Utilizes existing priority crossings	Aerial photography, jurisdiction records, GPS-integrated video	Preference given to marked crossing locations Value = 0 to 100
Bicycle Facilities	Line layer depicting established bikeways by classification	Utilizes existing established bikeways	Aerial photography, jurisdiction records, GPS-integrated video	Preference given to established bikeways Value = Class I - III
Intersections with Crossing Guards	Point layer locating each protected crossing location	Utilizes existing priority crossings	School district or representatives	Preference given to locations with crossing guards Value = 0 to 100; Consider the number of guards required

TABLE 1: DRAFT ROUTE SELECTION CRITERIA

Route Refinement Criteria					
Criteria	Description	Relevance	Source	Ranking	
Potential Student Gathering Areas	Point layer locating likely candidate locations	Identifies potential locations for students to congregate for walking and biking groups	School district or representatives; project team	Route refinement	
Adjacent Land Use	Parcel-level zoning (e.g., industrial, residential, retail, vacant, etc.) and related features (Number of commercial driveways)	Ability to assess routes in relationship to existing and potential land use	Zoning file provided by the County	Route refinement	
Traffic Volume	Centerline segment with total bi-directional average daily traffic volume; Recognize differences in traffic conditions between the morning and afternoon release, which may be a barrier to walking and biking	Indicates level of comfort and safety associated with crossing and walking adjacent to vehicle traffic	Jurisdiction records – requires a map or GIS database with segment volumes identified within the study area	Route refinement where available	
Critical speed (85th percentile) and other speed surveys (AB 321)	Centerline segment with recorded 85th percentile speed	Indicates level of comfort and safety associated with crossing and walking adjacent to vehicle traffic	Jurisdiction records - requires a map or GIS database with segment 85th percentile speeds identified within the study area	Route refinement where available	
Pedestrian / Bicycle Collisions	Point layer locating historical (last three years) pedestrian and bicycle collision data	Identifies potential conflict areas	Jurisdiction records - requires a map or GIS database with segment and intersection collisions identified within the study area	Route refinement where available	
Barriers	Point layer locating potential barriers or hazards as determined by the school or SR2S Committee	Identified locations to potential avoid or areas for improvement	School district or representatives; SR2S Committee	Route refinement	
Source: Fehr & Peers, 2009					

STA Safe Routes to School Mapping Project

TABLE 2: CRITERIA VALUE ASSIGNMENT

Criteria	Value Applied to Walking Network Segments
Route Directness	Preference given to the shortest routes Value = 1 – 100%
Presence of Sidewalk	Preference given to routes with complete sidewalks Separated sidewalk = 100 Attached sidewalk = 50 No sidewalk = 0
Roadway Speed Limit	Preference given to low speed limit streets 25mph = 100 30mph = 75 35mph = 50 40mph = 25 45mph = 0
Number of Lanes	Preference given to the least number of lanes 2 lanes = 100 3 lanes = 75 4 lanes = 50 5 lanes = 25 6 lanes = 0
Traffic Control Devices	Preference given to controlled crossings Signal and all stop-controlled intersections = 100 Side-street stop-controlled intersections = 50 Uncontrolled intersections = 0
Crosswalks	Preference given to traffic-controlled marked crossing locations Marked crosswalks at controlled locations = 100 Enhanced crosswalks at uncontrolled locations = 75 Marked crosswalks at uncontrolled locations = 50 Locations without marked crosswalks = 0
Bicycle Facilities	Class I bike path = 100 Class II bike lane = 75 Class III bike route = 50 Not assigned = 0
Intersections with Crossing Guards	Preference given to locations with crossing guards Location with guard = 100 Location without guard = 0
Source: Fehr & Peers, 2009	



DATE: August 3, 2009
 TO: STA PAC
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
TIGER Grants for Surface Transportation	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
Bay Area Air Quality Management District (BAAQMD) Bicycle Facility Program (BFP)*	Avra Goldman, BAAQMD (415) 749-4994	September 14, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Rural Projects	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009
FTA Grant Program – 5317 New Freedom Program for Rural Projects	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009

* New funding opportunity

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



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA PAC
FROM: Sara Woo, Planning Assistant

This summary of the ARRA TIGER Grants for Surface Transportation is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public transportation agencies.

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

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

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

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

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

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



FUNDING OPPORTUNITY

BAAQMD Bicycle Facilities Program (BFP)

Application Due September 14, 2009

TO: STA PAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Public agencies are eligible.

Program Description: The Bay Area Air Quality Management District's (Air District's) Bicycle Facility Program (BFP) provides grant funding to reduce motor vehicle emissions through the implementation of new bikeways and bicycle parking facilities in the Bay Area. The BFP is funded through the Transportation Fund for Clean Air (TFCA) program.

Funding Available: Approximately \$1.4million is available for JARC rural projects.

- Eligible Projects:
- Class I – Bicycle Paths
 - Class II – Bicycle Lanes
 - Class III – Bicycle Routes
 - Bicycle Lockers and Racks
 - Secure Bicycle Parking
 - Bicycle Racks on Public Transportation Vehicles

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

Program Contact Person: Avra Goldman, Environmental Planner I (BAAQMD), (415) 749-5093 agoldman@baaqmd.gov

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Rural Projects

Application Due September 25, 2009

TO: STA PAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5317 – New Freedom program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit organizations, state or local government authority, operators of public transportation services, including private operators of public transportation services, and tribal governments.

Program Description: The FTA 5317 New Freedom program provides funding to assist transit operators and public agencies to provide “new” transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

Funding Available: Approximately \$0.7 million is available for New Freedom Rural Projects.

Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<ul style="list-style-type: none">• Acquisition of accessibility equipment beyond ADA requirements• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

Program Contact Person: Tracey Frost, Acting Branch Chief (Caltrans), (916) 654-8222
tracey_frost@dot.ca.gov

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