Solano Transportation Authority

Final

SOLANO PDA INVESTMENT AND GROWTH STRATEGY

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Draft Version 2

Solano Transportation Authority

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Solano Transportation Authority

Executive Summary

Transportation and Land Use Plannning has always been an important part of the Solano Transportation Authority (STA) and its member agencies. The most recent transportation and land use plan adopted by the STA Board was the Transportation for Sustainable Communities (TSC) Plan (adopted on March 14, 2012). The Plan was ahead of its time in that the STA took the initiative to evaluate existing and potential Priority Development Areas (PDA) before the Metropolitan Transportation Commission (MTC) required PDA Investment and Growth Strategies. The TSC became the foundation for Solano County's PDA Investment and Growth Strategy as its intent meets MTC's guidelines to strengthen the relationship between transportation and land use through the promotion of smart growth development and sustainable transportation projects in Solano County.

Supporting Sustainability Initiatives

By creating communities that offer transportation options and encouraging development patterns that foster multi-modal transportation, the STA and partner agencies reduce dependence on single-occupant vehicle travel. The purpose of the PDA Investment and Growth Strategy is to provide details and justification to help the Solano Transportation Authority (STA) and its member agencies pursue and allocate funding to implement strategic projects and programs, which result in sustainable communities.

Sustainable communities are those that endure and improve over time, and do so as part of a larger network of communities. Sustainable communities are characterized by a balanced approach to improving the economy, environment and social fabric, and are adaptable to changing circumstances.

Vision

Solano Transportation Authority seeks 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.

Multi-agency Collaboration for a Sustainable Future

The PDA Investment and Growth Strategy serves as a mechanism to enhance livability primarily through collaboration with local cities and the County of Solano. This also provides consistency with OBAG and implements CTP Policy of local decisions in a regional context. Through this collaboration and partnership, the PDA Strategy informs planning and implementation of key land use planning and transportation infrastructure projects that support sustainable land use development.

A Working Group was established to provide guidance of the original TSC Plan development, which this PDA Investment and Growth Strategy is based on. The Working Group included public works, transit and planning staff from each of the cities and the County of Solano. The Working Group was responsible for reviewing a series of memorandums prepared for the TSC Plan prior to

presentation to the STA's Alternative Modes Policy Committee and both the STA Bicycle and Pedestrian Advisory Committees. Participants of the Working Group were an integral part in fact-finding and data gathering for projects and planning activities within their jurisdiction.

Priority Transportation Projects Consistent with Regional and Local Initiatives

Six goals with supporting objectives were developed to guide the selection of candidate projects. The original TSC Plan presented 17 transportation projects for funding consideration which the PDA Investment and Growth Strategy carried over. All projects were originally evaluated against objective prioritization criteria as described on Page 54. Projects were further evaluated as part of MTC's OBAG funding consideration. The STA's OBAG funding criteria is included as Appendix A. Of the 17 original transportation projects identified, more than half were approved for OBAG planning and capital funds.

Although not required, projects are typically located within or connected to a PDA. The PDA designation applies to areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the needs of residents in a pedestrian-friendly environment served by transit. Twelve PDAs have been established within Solano County as part of the FOCUS Program co-led by the Association of Bay Area Governments (ABAG) and the MTC. The cities of Benicia, Fairfield, Vacaville, Vallejo, and Suisun City have active PDAs. The Cities of Benicia, Dixon and Rio Vista have PDA Investment Areas; however, they are defined as Rural Community Investment Areas and Employment Investment Areas. Chapter 6 presents the PDAs and Chapter 7 summarizes the candidate projects.

2012 TSC Candidate Projects

Benicia

Benicia Intermodal Station

Benicia Industrial Park Transit Hub

Sulphur Springs Creek Trail Connectivity

Dixon

West 'B' Street Pedestrian/Bicycle Undercrossing

Fairfield

West Texas Street Gateway Project

Fairfield/Vacaville Intermodal Station

Rio Vista

Rio Vista Waterfront Improvements

Suisun City

Railroad Avenue Extension (Marina Blvd. to Main St.)

Lotz Way Bike and Pedestrian Improvements

Suisun Train Station: Safe Routes to Transit

Vacaville

Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements

Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)

Vacaville Transportation Center Phase 2

Allison/Ulatis Priority Development Area Bike/Pedestrian Improvements

Vallejo

Vallejo Station Parking Structure Phase B

Downtown Vallejo Streetscape

Sonoma Boulevard Corridor

1 Introduction

Overview

Solano County is uniquely positioned in the center of two distinct geographic and economic regions – the Bay Area and Sacramento Valley. As the "heart" of the larger "mega-region", Solano's sustainable land use and transportation projects are critical. The PDA Investment and Growth Strategy serves as a mechanism to enhance livability primarily through collaboration with local cities and the County of Solano. Through this collaboration and partnership, the PDA Strategy will assist with planning and implementation of key transportation infrastructure projects that support sustainable land use development.

The PDA Strategy updates the STA's Transportation for Sustainable Communities Plan, originally adopted on March 14, 2012.

The intent of the PDA Investment and Growth Strategy remains the same – *to strengthen the relationship between transportation and land use through the promotion of smart growth development and sustainable transportation projects in Solano County.*

Sustainable communities are those that endure and improve over time, and do so as part of a larger network of communities. Sustainable communities live within their means, in part by having a rough balance between resources used and produced. Sustainable communities are characterized by a balanced approach to improving the economy, environment and social fabric, and are adaptable to changing circumstances.

Recently, discussions of sustainability have focused on energy and transportation. In that light, the PDA Strategy addresses improving sustainability by providing transportation and land use options that allow for less use of fossil fuel energy.

By creating communities that offer transportation options and encouraging development patterns that foster multi-modal transportation, the STA and partner agencies reduce dependence on single-occupant vehicle travel. The PDA Strategy highlights several projects that promote PDA implementation.

Purpose

The purpose of the PDA Investment and Growth Strategy is to provide details and justification to help the Solano Transportation Authority (STA) and its member agencies to pursue and allocate funding to implement projects and programs, which result in sustainable communities. The PDA Investment and Growth Strategy also was developed to meet MTC's requirement for OBAG funding. In addition, the purpose of the PDA Strategy is to demonstrate the following:

- Benefits for sustainable communities planning and implementation in Solano County.
- Relationship to similar federal, state and local efforts.
- Coordinated county-wide vision and goals for linking transportation planning and land use.

Interagency Collaboration

Working Group

A Working Group was established to provide guidance for original PDA Strategy development from which the PDA Investment and Growth Strategy is based on. The Working Group included public works, transit and planning staff from each of the cities and the County of Solano. The Working Group was responsible for reviewing a series of PDA Strategy memorandums before presentation to the STA's Alternative Modes Policy Committee and both the STA Bicycle and Pedestrian Advisory Committees. Participants of the Working Group were an integral part of fact-finding and data gathering for projects and planning activities within their jurisdiction.

STA Bicycle and Pedestrian Advisory Committees

The STA Bicycle and Pedestrian Advisory Committees are separate citizen-based committees with participants appointed by city mayors and the County Board of Supervisors. Both committees are responsible for reviewing and providing input on bicycle and pedestrian-related planning, funding, and construction projects. Each committee meets on a regular basis, at least once every two months. STA staff presented draft materials reviewed by the Working Group to the STA Bicycle and Pedestrian Advisory Committees for feedback.

STA Alternative Modes Committee

The STA Alternative Modes Committee is a policy-based committee that includes elected officials appointed by the STA Board. The primary role for the Alternative Modes Committee in the TLC Plan process was to provide guidance on overall policy direction. Similar to the Bicycle and Pedestrian Advisory Committees, STA staff presented draft materials reviewed by the Working Group for policy input.

The complete list of participants on the Working Group, STA Bicycle and Pedestrian Advisory Committees and STA Alternative Modes Committee are found on the acknowledgements page.

Suisun-Fairfield Train Station

Solano County Priority Development Area (PDA) Tour

A significant component of PDA Investment and Growth Strategy interagency collaboration was a Solano County PDA Tour event held on November 3, 2011.

PDAs are locally-designated planned locations that are anticipated to accommodate future concentrated residential and employment growth. Current policies are in place to support transportation improvements within these designated areas to accommodate anticipated growth. Solano County currently has nine PDAs designated. The PDAs are the subject of Chapter 6.

STA staff invited ABAG staff, Metropolitan Transportation Commission (MTC) staff and all members of the Working Group and oversight committees to participate in the county-wide PDA Tour.

The goal of the PDA Tour was to educate staff, public participants, and policy makers about the nexus between transportation and land use as well as showcase current projects planned within the nine active PDAs. Staff from each of the member agencies presented their PDAs and priority projects "virtually" in the STA conference room to participants. ABAG also presented an overview on the FOCUS Program and regional PDAs.

The virtual tour was followed by a bus tour of four PDAs: Suisun Downtown & Waterfront; Vacaville Downtown; Fairfield West Texas Street Gateway; and, Vallejo Downtown & Waterfront.

Following the bus tour, MTC presented on the evolution of TLC funding towards PDAs.

OBAG Public Outreach

The primary method of outreach was to use each of the STA citizen and staff advisory committees to hold a public input meetings, and to solicit comments by way of the STA website. The website solicitation was in the three most-spoken languages in Solano County – English, Spanish and Tagalog. At the STA TAC and Board meetings and the September 12, 2012 Public Workshop, STA staff fluent in Spanish and Tagalog was present. STA also emphasized projects that are in existing STA plans, which have already gone through a public vetting and hearing/approval process. Finally, STA conducted a unified public comment meeting, which included presentations and comments from both the STA advisory committees and members of the general public on September 12, 2012.

Priority Development Area Tour - Suisun Train Station

2 PDA Investment and Growth Strategy

The PDA Investment and Growth Strategy serves as a mechanism to enhance livability through implementation of key land use planning and transportation infrastructure projects and programs. This section characterizes some of the co-benefits of PDA projects. Formal goals and objectives, which are presented in Chapter 4, were established to provide a clear vision for the PDA Investment and Growth Strategy.

Supporting Sustainable Housing Options

Market demand for more compact, mixed-use development and housing is expected to be strongly influenced by continued population growth and a shortfall in available and affordable housing. Support for alternatives to conventional auto-oriented development continues to grow as residents seek opportunities to live near where they work, shop and play. PDA projects enhance connectivity between residential and supporting land uses.

Providing for a Growing Senior Population

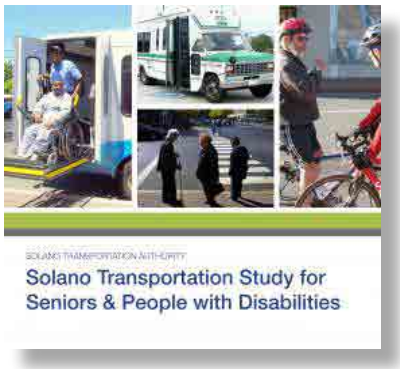
A substantial increase in the demand for transit service, housing near transit, and health and support services is likely to occur to support daily living for a growing senior population. The STA recently updated the Solano Transportation Study for Seniors and People with Disabilities. This study is a long-range planning document, which identifies potential strategies to address the needs of seniors and people with disabilities in Solano County. PDA projects accommodate senior mobility and preserve quality of life for this important group of citizens.

Achieving Air Quality Standards

Solano County is located within two separate air basins, Sacramento and the Bay Area. The northeast portion of Solano County, which represents approximately one-third of the County, is within the Sacramento Federal Non-attainment Area. The majority of Solano County lies within the San Francisco Bay Area Non-attainment Area. PDA projects support smart growth planning and transportation initiatives to reduce greenhouse gas emissions and improve local air quality.

Improving Quality of Life

Transit- or pedestrian-oriented development and PDA projects provide enhanced conditions for alternative travel modes. Communities that foster attractive and safe places to walk, bike, and gather benefit from economic reinvestment, community pride and improved personal health.



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3 Regional, State, Federal and Local Supporting Programs

A number of current federal, state, regional, and local programs support PDA Investment and Growth Strategy objectives and encourage, primarily through monetary or policy support, sustainable development and transportation projects in Solano County. This section provides a brief overview of the major supporting programs starting with two of the most significant regional initiatives, FOCUS and the OneBayArea Grant (OBAG) Program.

Programs of Regional Significance

FOCUS and OBAG Program

ABAG and MTC co-lead this program with support from the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). FOCUS was established to create a development and conservation strategy for the Bay Area. This land use collaborative is a voluntary, incentive-based program, for local governments and regional agencies. FOCUS encourages the development of "complete communities" (i.e., neighborhoods with housing, jobs, shopping, parks, schools, and other services near transit services) as a way to increase the range of housing and transportation choices in the region. The PDA Investment and Growth Strategy supports the region's FOCUS Program by identifying and prioritizing transportation projects that support PDA investments. Solano County currently has 12 PDAs described in detail in Chapter 6.

Funding provided by MTC's OBAG will be a major funding source for incentivizing transportation projects that support the FOCUS Program's principles for sustainable communities. The OBAG provides a programming funding plan for Federal Congestion Mitigation Air Quality Improvement Program (CMAQ), and Surface Transportation Program (STP) for the next three years. These funds were traditionally used as part of MTC's TLC Program. Unlike MTC's prior TLC Program, the OBAG requires that 50 percent of the total funding allocation for Solano County must be spent on eligible transportation projects within or supporting PDA's. On March 13, 2013, the STA Board approved $4.6 Million in OBAG funding for nine PDA Capital and Planning Projects. This was in addition to a previous action to dedicate $2.5 Million in OBAG funding for the bicycle/pedestrian undercrossing safety project in the City of Dixon's PDA.

MTC Transportation for Livable Communities (TLC) Program

As discussed in the previous section, MTC's TLC Program was traditionally funded by TE , STP and CMAQ funds. In the past, MTC split available TLC Program Funds into two programs: an MTC-administered Regional Program and a Bay Area Congestion Management Agency (CMA) administered County Local Program. Regional and Local TLC Programs provided direct financial incentives for cities, counties, and community-based organizations to support projects that encourage pedestrian, transit or bicycle trips and spur smart growth development projects.

From program inception, STA and member agencies have been recipients of grants from both the TLC Community Design Planning Program (commonly referred to as TLC Planning Grants) and the Capital Program. The TLC Program was expanded in 2000 to include a Housing Incentive Program (HIP). The HIP awarded TLC capital grants to cities or counties that build high-density hous-

ing within walking distance of a major transit station or transit corridor. MTC's 2005 Transit Oriented Development policy created the Station Area Planning Grant program to complete supportive land use plans at Resolution 3434 stations. Both the TLC Planning Grants and the HIP have since been terminated and the majority of TLC funding was most recently administered through the Capital Program, Station Area Planning Program and the Technical Assistance Program.

In July 2010, MTC approved 22 TLC grants to finance pedestrian, bicycle and streetscape improvements near public transit in communities throughout the Bay Area. A local match of 20 percent was required with the typical maximum grant award was approximately $1 million.

The new funding program, under OBAG, is proposed to have more funding administered by the CMAs for capital projects that support PDAs; however, a small portion of Regional TLC funds will continue to be available for planning projects that also support PDAs. This decision was influenced in part by a ten-year evaluation of the program conducted in 2007, entitled Ten Years of TLC: An Evaluation of MTC's Transportation for Livable Communities. In 2008, Reconnecting America's Center for Transit Oriented Development (CTOD) also reviewed the program and made recommendations for implementing TOD projects in the Bay Area.

In 2009, MTC adopted recommendations to strengthen the nexus between the TLC Program and FOCUS infill projects. In 2010, the program was officially refined to limit MTC TLC funding to projects with PDAs consistent with the FOCUS Program.

Federal Programs

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)

Signed by Congress in 2005, SAFETEA-LU is the most recent surface transportation act authorizing federal spending on highway, transit and transportation-related projects.

SAFETEA-LU has been extended through March 2012 in anticipation of a new surface transportation act. Both the Intermodal Surface Transportation Efficiency Act (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21) predate SAFETEA-LU. In California, federal funding is administered by Caltrans via the Surface Transportation Program (STP) and the Congestion Mitigation & Air Quality Improvement Program (CMAQ). Caltrans assigns a significant portion of the funding to regional planning agencies such as MTC to allocate towards regionally significant transportation projects and programs. MTC, in turn, coordinates with the CMAs to identify those projects and programs. The OBAG program is a significant element in MTC's overall process for allocating new federal funding for federal fiscal years 2012-13 to 2014-15.

MAP-21

On July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP 21) replaced SAFETEA-LU as the federal transportation law. MAP 21 maintains many of the SAFETEA-LU elements such as CMAQ and STP funds, but replaces the TE program with the new Transportation Alternatives (TA) program. MAP 21 puts a larger emphasis on the development of performance standards to measure the effectiveness of projects and programs that are put in place.

Partnership for Sustainable Communities

In June 2009, the Department of Housing and Urban Development (HUD), the Environmental Protection Agency (EPA), and Department of Transportation (DOT) announced the formation of a joint program entitled "Partnership for Sustainable Communities." In 2010, the Partnership released a notice of funding availability con-

sisting of $35 million in TIGER II Planning Grants and $40 million in Sustainable Community Challenge Grants for local planning activities that integrate transportation, housing, and economic development. Additionally, HUD announced $100 million available through the Sustainable Communities Regional Planning Grant Program. Criteria for all grants are based on the following six objectives.

- Providing more transportation choices
- Promoting equitable, affordable housing
- Enhancing economic competitiveness
- Supporting existing communities
- Coordinating policies and leveraging investments
- Valuing the uniqueness of communities and neighborhoods

State Programs

Proposition 84 Sustainable Community Planning Grants

The State Strategic Growth Council is currently allocating $60 million for community planning grants over a three year period. The Council is a cabinet-level committee tasked with improving air quality and transportation by assisting state and local entities in planning sustainable communities and meeting Assembly Bill 32 goals (AB32). The first grant cycle in 2010 awarded $22 million across 44 California communities. The current grant cycle closed February 15, 2012 with a final cycle anticipated in 2013. The program does not require a local match, but does emphasize local commitment and collaboration across jurisdictions. The grant program includes the following three focus areas.

- Local sustainable planning for cities and counties
- Regional SB 375 Plus planning for MPOs
- Regional planning activities with multiple partners

California Department of Transportation (Caltrans) Programs

Four key bicycle and pedestrian eligible funding sources that Caltrans managed previously were consolidated into one program called the Active Transportation Program. The program includes $134.2 Million from:

- Bicycle Transportation Account (BTA)
- Safe Routes to Schools
- Community-Based Transportation Planning Grants Program
- Environmental Enhancement and Mitigation Program

The Active Transportation Program was created to streamline the application process by being more efficient in providing one application procedure rather than four separate procedures. The Active Transportation Program will include funding for capital and planning related projects that support land use and transportation links as well as bicycle and pedestrian projects.

Other Regional and Local Initiatives

Transportation Planning Land Use Solutions (T-PLUS) Programs

The T-PLUS program is structured to move funds from the regional level to the local level, which enables greater flexibility to implement relevant projects and programs. STA's T-PLUS program provides technical and financial assistance to STA member agencies to plan and implement transportation and land use strategies that promote smart growth concepts.

Prior to the 2012 OBAG, the STA has provided $275,000 in planning grants and approximately $4.4 million in capital grants under the County TLC Program. Projects included development of a TLC Toolkit and TLC workshops with each city, an expanded traffic model to include transit and alternative modes, the award-winning Jepson Parkway TLC Corridor Plan and the North Con-

nector TLC Corridor Concept Plan. T-PLUS funding has also enabled the creation of Planning for the Northern California Megaregion – Coordinating Transportation and Land Use in the I-80/Capitol Corridor Plan (also known as the I-80 Smart Growth Corridor Plan). STA also recently awarded a T-PLUS Planning Grant to the City of Fairfield for the Fairfield Transportation Center/W. Texas Street Gateway Project.

Additional Local Funding Sources

Additional funding sources available for alternative mode, TLC-type projects include funding for clean air projects from the following:

- Bay Area Air Quality Management District's (BAAQMD) Transportation Fund for Clean Air Program (TFCA)
- Yolo Solano Air Quality Management District Clean Air Funds

Relevant Planning and Policy Direction

Numerous planning documents and policy statements issued by MTC, STA and member agencies apply directly to the PDA Plan and the previous Transportation for Sustainable Communities Plan. Chapter 4 provides a synthesized group of goals and objectives informed by direction given in these and other planning and policy documents.

Solano Comprehensive Transportation Plan

STA adopted the 2030 Solano Comprehensive Transportation Plan (CTP) in 2005, providing a transportation vision and prioritizing funding to meet the mobility needs of Solano County. The CTP is currently being updated. In the past, the CTP identified overall transportation policies for three key plan elements: Transit Element; Arterials, Highways, and Freeways Element; and, Alternative Modes. The 2035 CTP will introduce an integrated land use component.

Solano Orderly Growth Initiative (Proposition A)

Solano County residents have made preserving the County's agriculture and natural resources a priority as part the Solano Orderly Growth Initiative. The Orderly Growth Initiative was first passed by the voters in 1984 and renewed again 1994 and in 2006. The purpose of the Orderly Growth Initiative is to focus urban development within incorporated cities, and to maintain the essentially rural nature of the unincorporated County. Changes to the General Plan designation of agricultural lands in the unincorporated County require voter approval. As part of the 2006 renewal, the Orderly Growth Initiative was approved with a new expiration date of 2036. This 20 year commitment ensures that large scale development occurs only within the cities, thereby preserving agriculture and open space.

Local General Plan Policies

Each of the STA member agencies have individual land use and transportation policies that reflect varying levels of commitment to sustainable development practices. In general, the PDA candidate projects presented in this plan consistently demonstrate increased emphasis on a balanced multimodal transportation system and strategic development projects advancing "complete communities".

4 Goals & Objectives

Vision

Solano Transportation Authority seeks 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.

Goals

This Chapter introduces six goals and related objectives based on a review of existing local and regional planning documents pertaining to transportation and land use planning. The goals and objectives were developed in consultation with the 2012 Transportation for Sustainable Communities Working Group and the STA's Alternative Modes Committee.

Alternative Modes Committee

Vallejo Station Intermodal Facility

Goal 1: Balance Transportation System

- Manage existing infrastructure, enhance services that maintain mobility, and create programs which promote multi-modal connectivity and access for all.
- Improve linkages to key land use and transit facilities of regional significance.
- Implement planning and design practices that balance multi-modal access to goods and services for local residents with vehicle mobility for regional travel.

Goal 2: Enhance Quality of Life

- Foster "people-oriented development" – affordable and healthy living near quality jobs, food, education, and care.
- Invest in existing and unique community assets, projects, and programs.
- Connect people to parks, cultural/civic attractions, shopping, and other places of gathering.

Goal 3: Promote Economic Development

- Create complete communities with multi-modal amenities, which support local development and job growth.
- Incentivize local jobs and retail growth to reduce vehicle miles traveled (VMT) associated with travel out of the area.
- Invest in employment density and supporting activities consistent with local planning, with special emphasis within priority development areas and around transit facilities.

Goal 4: Link Transportation and Land Use

- Promote location efficient development with quality multi-modal access.
- Implement "Complete Streets" based on context to promote active transportation for short distance travel.
- Implement "Transit-Oriented Developments" to provide access to local and regional activities for medium/long distance travel.

Goal 5: Support Public Health and Safety

- Provide safe and active transportation to healthy food, educational institutions, employment centers, and care facilities.
- Design "Complete Streets" based on context to connect residents of all ages and abilities to goods/services.

Goal 6: Conserve Environmental Resources

- Reduce water, land, and energy consumption through cost-efficient infrastructure investments and ecosystem planning.
- Create communities which foster non-motorized and shorter distance travel.

These goals and objectives are the basis of the prioritization criteria used to score candidate projects presented in Chapter 7.

5 Best Practices & Past Successes

Past efforts in Solano County have been heralded as hallmark TLC projects. Notably, downtown Suisun City's revitalization has been regarded as inspiration for the initial launch of MTC's TLC Program. The Civic Center complex was the regional "best practice" example used to propose the TLC Program to the MTC and in subsequent TLC grant meetings and workshops. Projects presented in this chapter represent some of the current best practices for PDA projects.

Where noted, some projects were recognized in MTC's "Transportation for Livable Communities-Works in Progress" (2004) document, which provided an overview of TLC's accomplishments and lessons learned during the earlier years of the regional program. In Works in Progress, MTC credited the following five key principles for the success of individual projects: maximize community and stakeholder involvement; integrate transportation and land-use; provide transportation choices and linkages; encourage compact development; and, support neighborhood revitalization and "placemaking".

Significant Solano County projects are highlighted in this section along with other suburban TLC projects from the greater Bay Area identified as leading examples by MTC staff as part of an interview conducted for this Plan.

Solano County Completed TLC Projects

STA and local agency partners have implemented a variety of improvements through at least partial support of TLC Program funding. Projects have ranged from infrastructure for new or infill transit-oriented developments to extensions of bicycle and pedestrian networks to downtown streetscape projects. The following list of completed Solano County TLC projects, which are arranged by funding source, exhibit the benefits of this program.

TLC Planning Grants – Regional Program (MTC)

City of Fairfield West Texas Street- $25,000 (FY 01-02)

City of Fairfield Fairfield/Vacaville Train Station Urban Center- $250,000 (FY 05-06)

City of Rio Vista Waterfront- $15,000 (FY 99-00)

Solano County- Old Town Cordelia- $50,000 (FY 02-03)

STA's Jepson Parkway- $35,000 (FY 97-98 and FY 98-99)

City of Vallejo Sereno Bus Transit Center- $40,000 (FY 00-01)

TLC Planning Grants – Solano County Program (STA)

City of Fairfield Allan Witt Park Transportation Linkage- $50,000 (FY 05-06)

City of Fairfield West Texas Street Pedestrian Improvements and Streetscape Implementation Plan- $50,000 (FY 06-07)

TLC Housing Incentive Program Grants – Regional Program (MTC)

City of Vallejo Sereno Transit Village- $382,000 (FY 02-03)

TLC Capital Program – Regional Program (MTC)

City of Rio Vista Main Street Streetscape Improvements- $650,000 (FY 99-00)

City of Suisun City Main Street Project- $195,000 (FY 99-00)

City of Suisun City Jepson Parkway Bike Route (Walters Rd)- $500,000 (FY 01-02)

City of Suisun City Driftwood Drive Pedestrian Project- $350,000 (FY 03-04)

City of Vacaville Davis Street Gateway and Pedestrian Project-

$482,000 (FY 03-04)

City of Vallejo Georgia Street Extension- $800,000 (FY 00-01)

City of Vallejo Intermodal Station- $1.9 million (FY 2005-06)

TLC Capital Program – Solano County Program (STA)

City of Benicia State Park Road and Pedestrian Bridge- $1 million (FY 08-09)

City of Suisun City Driftwood Drive Waterfront Project- $372,000 (FY 07-08)

Solano County- Old Town Cordelia Improvement Project- $1.3 million (FY 08-09)

City of Vallejo Downtown Streetscape- $1.277 million (FY 10-11)

Vacaville – Creekwalk Extension Phase II - $461,000 (FY 08-09)

Featured Project Successes

The following projects exemplify successful implementation of the TSC vision. Local reinvestment by private developers.

Fairfield – West Texas Street Master Plan

Highlights: The Master Plan identified three key "opportunity sites" suitable for redevelopment and proposed conceptual concepts for high quality mixed-use urban infill.

Description: The Master Plan document was completed in 2002. The West Texas Street Pedestrian Improvements and Streetscape Implementation Plan, which was an outcome of the Master Plan, was completed in 2005. This project established the basic design concepts for improvement of the corridor, including gateway entry features, intersection enhancements, pedestrian crossings, a street tree program, and street furniture/signage/public monuments/public art. The Master Plan also proposed design guidelines for private development along West Texas Street, focusing on street tree placement, screening of parking areas, and placement of buildings. The Plan resulted in improvements at the 5th Street and West Texas Street intersection and became the foundation for design options for the West Texas Gateway Plan.

Rio Vista – Waterfront Plan and Main Street Revitaliza-

West Texas Street Gateway Master Plan

tion

Highlights: MTC Works in Progress (2004) – Featured project recognized for high private development potential and an extensive community engagement process.

Description: This significant redevelopment project addressed an under-utilized and blighted stretch of the riverfront. The Rio Vista Waterfront Plan identified two phases of improvement. Phase 1 created a pedestrian/bicycle linkage between Main Street and Highway 12, which resulted in direct shoreline access for the first time. Phase 2 constructed a second trail to complete the link from Main Street to the Helen Madere Bridge. Regional TLC grants were used to construct pedestrian-friendly streetscape enhancements along Main Street.

Rio Vista - Main Street Streetscape Enhancements

Multiple Jurisdictions – Jepson Parkway Concept Plan and Bikeway

Highlights: MTC Works in Progress (2004) – Featured project recognized for bikeway connection and land use planning. The Jepson Parkway Concept Plan was awarded a Tranny Award by the California Transportation Foundation in 2000.

Description: The Jepson Parkway Concept Plan was created to improve local traffic conditions and encourage a sustainable nexus between transportation and land use. Jepson Parkway enhanced multimodal mobility by transforming a series of narrow local roads into a significant north-south travel route for local residents. Adjacent to most of the Parkway, a Class I bicycle path will be provided. The project also includes safety improvements, such as medians, traffic signals, shoulders, and separate bike lanes. Suisun City has completed the Walters Road Widening and Vacaville has completed the Leisure Town Road Overcrossing. Fairfield and Vacaville are currently in the process of designing a "complete street" for a portion of the Jepson Parkway Project that was devised from the Concept Plan.

Jepson Parkway

Suisun City – Main Street and Driftwood Drive Pedestrian Enhancements

Highlights: MTC Works in Progress (2004) – Featured project recognized for land use connections and transportation choices including the Amtrak Station.

Description: Suisun City's Main Street is the gateway to a revitalized downtown and waterfront area serving a vibrant downtown business district and residential neighborhoods. Completed improvements include new pedestrian walkways, drinking fountains, street trees and lighting along Main Street, between the downtown and the Amtrak Station. Streetscape enhancements have succeeded in creating a "destination" along the waterfront and within downtown Suisun City.

Main Street

Driftwood Drive

Vacaville – Creekwalk Extension Phase II

Highlights: Created pedestrian-oriented development.

Description: Phase II of the Creekwalk concept extends improvements along Ulatis Creek from the current terminus in Andrews Park, east along School Street to McClellan Street. Project features include new pedestrian walkways and amenities such as street furniture, landscaping, and observation decks, with educational kiosks, cantilevered over the creek. Monument signage at the corner of School and McClellan Streets provides a gateway feature for the eastern entry to Andrews Park. The project provides pedestrian connections between residential areas, downtown services, and employment centers in the historic downtown. Additionally, the project has been identified as an important open space and circulation component of the Opportunity Hill Master Plan, a redevelopment concept plan for the eastern downtown area that includes high density residential and mixed use, in a pedestrian-oriented development.

Vacaville Creekwalk

Vallejo – Georgia Street Extension

Highlights: MTC Works in Progress (2004) – Featured project recognized for neighborhood revitalization and extensive community involvement.

Description: Beginning with the Vallejo Waterfront Redevelopment Plan in 2000, significant investments have been made to revitalize Vallejo's waterfront and create public gathering places in downtown. One key recommendation of the Redevelopment Plan was to connect Georgia Street between Santa Clara Street and through Mare Island Way to reestablish the physical link between the waterfront and downtown. This key connection was opened in 2004.

Vallejo –Transit Center

Highlights: Award-winning project recently opened in June 2011.

Description: The Vallejo Transit Center was the first completed phase of the Vallejo Intermodal Station project, which will be the primary ferry/transit terminal in the North Bay providing transit to nearly 700,000 riders a year. The City of Vallejo broke ground in August 2009, marking a critical milestone as the new bus terminal is the first phase of the transit oriented development envisioned in the City's Waterfront and Downtown Specific Plans. This phase included relocation and improvement of the City's existing downtown bus transfer center and construction of the Transportation Administration Building.

Benicia- State Park Road Bicycle-Pedestrian Overcrossing

Highlights: Bridged the bicycle and pedestrian gap by connecting housing and commercial developments on the north side of I-780 to Benicia State Park and housing on the south side of I-780.

Description: Also known as the Rose Drive/Interstate 780 Bicycle and Pedestrian Overcrossing, the completion of this project improved an unprotected overcrossing over I-780 by constructing a separated and protected Class I multiuse path adjacent to the freeway overcrossing. The project provides a connection between downtown Benicia and the city of Vallejo through the Benicia State Recreation Area. It provides a safer connection for school children, residents, and visitors of the area. In addition, the segment closed a major gap for the Bay Area Ridge Trail and San Francisco Bay Trail systems.

Benicia State Park Road Bicycle-Pedestrian Overcrossing

Vallejo Station - Transit Center

Georgia Street Extension Grand Opening

Lessons Learned in TLC Planning

Additional insight was gained from MTC regarding future opportunities and challenges associated with the program. Provided below are specific elements for consideration on future projects:

- Projects are found to require design changes if submitted too early in the design process. The latest regional requirements suggest 35-percent level drawings for detailed review by engineering staff. For example, lack of right-of way or the inability to implement project features, such as narrowed travel lanes, has stalled some projects.
- The historic dollar amount provided for grants may be too small. Consideration should be given to awarding fewer but larger grants. Applicants may desire to submit only one or limited projects for consideration to demonstrate the priority and significance of the project.
- Many of the "best practice" examples have a high dollar amount local match. MTC increased the match requirement to 20% from 11.5% and gave projects extra points for higher match based on its TLC Program Evaluation in 2008 that found average match was over 50%. High local match is indicative to project sponsor commitment and, in some cases, willingness to approve permits for higher density within the project area.
- Focus on simplicity and quantification when scoring and ranking projects. Example evaluation criteria could include: design elements included, especially with an emphasis on non-standard design elements; planning commitment, demonstrated by the number of units or projects approved in the area in the last five years and zoning changes; and, the level of local match.

It's worth restating key lessons learned during the course of the regional TLC program as published in MTC's "Transportation for Livable Communities-Works in Progress" (2004) document and in Ten years of TLC (2008). All of the following components are still relevant to current projects as demonstrated by best practice examples provided in this chapter.

- Local champions and project sponsors are essential to generate support, ensure consistency with community visions and propel the project through to completion.
- Partnerships between local governments, transportation service providers and a broad range of community stakeholders are critical during all project phases.
- Time and financial commitment from project participants are necessary to solve complex planning challenges and establish realistic finance plans.
- Innovation and flexibility in planning, design and funding are paramount in order to deliver TLC projects.
- Grants should be very clearly tied to adopted land use plans calling for intensification of uses near transit.
- Provide fewer, large grants to allow cities to implement projects more likely to support infill development and to improve the public realm.

Benicia State Park Road Bicycle-Pedestrian Overcrossing Ribbon-Cutting Ceremony

Greater Bay Area Suburban TLC Examples

In addition to these "lessons learned", MTC suggested other project examples in the greater Bay Area implemented in similar suburban setting as the projects identified in this plan. These examples offer insight into the type of competitive projects funded through the regional program.

Santa Rosa Pedestrian Linkages

This project created a pedestrian connection between the east and west sides of downtown Santa Rosa and established a culinary and cultural arts market at the Santa Rosa Plaza. The project included improved crossings under Highway 101 and at downtown intersections, reconfigured intersections, widened sidewalks, lighting, signage, street trees and other amenities. This project made a clear connection to prioritizing pedestrians and pedestrian connections, particularly with respect to a freeway underpass, which is major challenge with infill development. The project focused on connecting downtown. The City had a very successful local outreach partner, fVision, which fostered a collaborative effort between the community and city. They jointly developed a downtown plan for Railroad Square.

Old Courthouse Square, Downtown Santa Rosa

(Source: Wulfnoth, Wikimedia)

Morgan Hill Projects and Gilroy Downtown

Both of these projects were consistent with key priorities of the TLC program – fostering sustainable development and improving the pedestrian environment, which are also goals of the TSC Plan.

Downtown Gilroy was among the City's top priorities given the loss of some of the region's agricultural and food processing industries.

Morgan Hill has an ambitious downtown specific plan with a high level of design focused on revitalization and putting pedestrians first. Community workshops were held to determine how to make downtown Morgan Hill safe, accessible and active. The downtown village identity will be established with landscaping enhancements to signal entry into a special pedestrian zone.

The Cities of Benicia, Rio Vista and Vallejo submitted candidate TSC projects for improvements within their downtown areas.

Downtown Gilroy

Downtown Benicia

Union City Redevelopment around BART

The city leveraged its transportation asset to encourage an appropriate level of development. Both elements complement each other with the right blend of density to utilize access improvements to and from the BART station.

Livermore Pedestrian Transit Connections Project

Similar to Union City, this project stems from a specific neighborhood vision and has been years in the making. The project included land purchase for affordable housing and construction of pedestrian pathways from new high density housing to activity centers including the ACE transit center. The $1.2 million grant includes specific connections to downtown.

Downtown Rio Vista

Additional Projects

Although not a suburban location, *Richmond* was mentioned as a good example of thoughtful design resulting in a sense of place. The project offers visual consistency along a linear corridor while providing connectivity from the BART station to key destinations including the Kaiser Permanante Richmond Medical Center.

San Leandro was mentioned for its impressive community plan and supportive TLC grant clearly connecting downtown to the BART station. The *Ohlone-Chenowyth TOD in San Jose* is an attractive project with a private developer listed as co-project sponsor.

Many of the STA member agencies have invested in transit access improvements as part of comprehensive revitalization efforts. The City of Dixon's Train Station, which was completed in 2007, is one example. Dxon hopes that the Train Station will be a catalyst for mixe-use development and downtown revitalization.

TOD near Richmond BART Station

Dixon Train Station

6 Priority Development Areas

Priority Development Areas (PDAs) are locally-identified infill development areas near transit and within existing communities. They are generally areas of at least 100 acres where there is local commitment to developing more housing along with amenities and services to meet the needs of residents in a pedestrian-friendly environment served by transit.

Original PDAs

The following nine areas within Solano County were originally designated as PDAs by ABAG:

1. Benicia – Downtown
2. Fairfield – Downtown South
3. Fairfield – Fairfield/Vacaville Train Station
4. Fairfield – North Texas Street Core
5. Fairfield – West Texas Street Gateway
6. Suisun City –Downtown and Waterfront District
7. Vacaville – Downtown
8. Vacaville – Allison/Ulatis Area
9. Vallejo –Downtown and Waterfront

Solano County original PDAs are served by Transit Facilities of Regional Significance (TFORS). The Fairfield Downtown South and Suisun City Downtown and Waterfront District PDAs are immediately adjacent to the Suisun-Fairfield Train Station on the Amtrak Capitol Corridor. The Fairfield West Texas Street Gateway PDA includes the Fairfield Transportation Center. The Downtown Vacaville PDA is a quarter-mile from the Davis Street park-and-ride lot, while the Vacaville Allison/Ulatis Area PDA includes the Vacaville Transportation Center and includes the Cernon Street Transit Plaza. The Vallejo Downtown and Waterfront PDA includes the Vallejo Intermodal Station. Finally, the Fairfield-Vacaville Train Station PDA is centered around a planned transit center that includes a Capitol Corridor train stop, bus connections and a park-and-ride lot.

Based on projections prepared by ABAG, the nine Solano PDAs have the potential to account for almost 35 percent of the projected 25-year growth in Solano County.

New PDAs

ABAG approved three new PDA's shortly after the STA Board approved the 2012 Transportation for Sustainable Communities Plan:

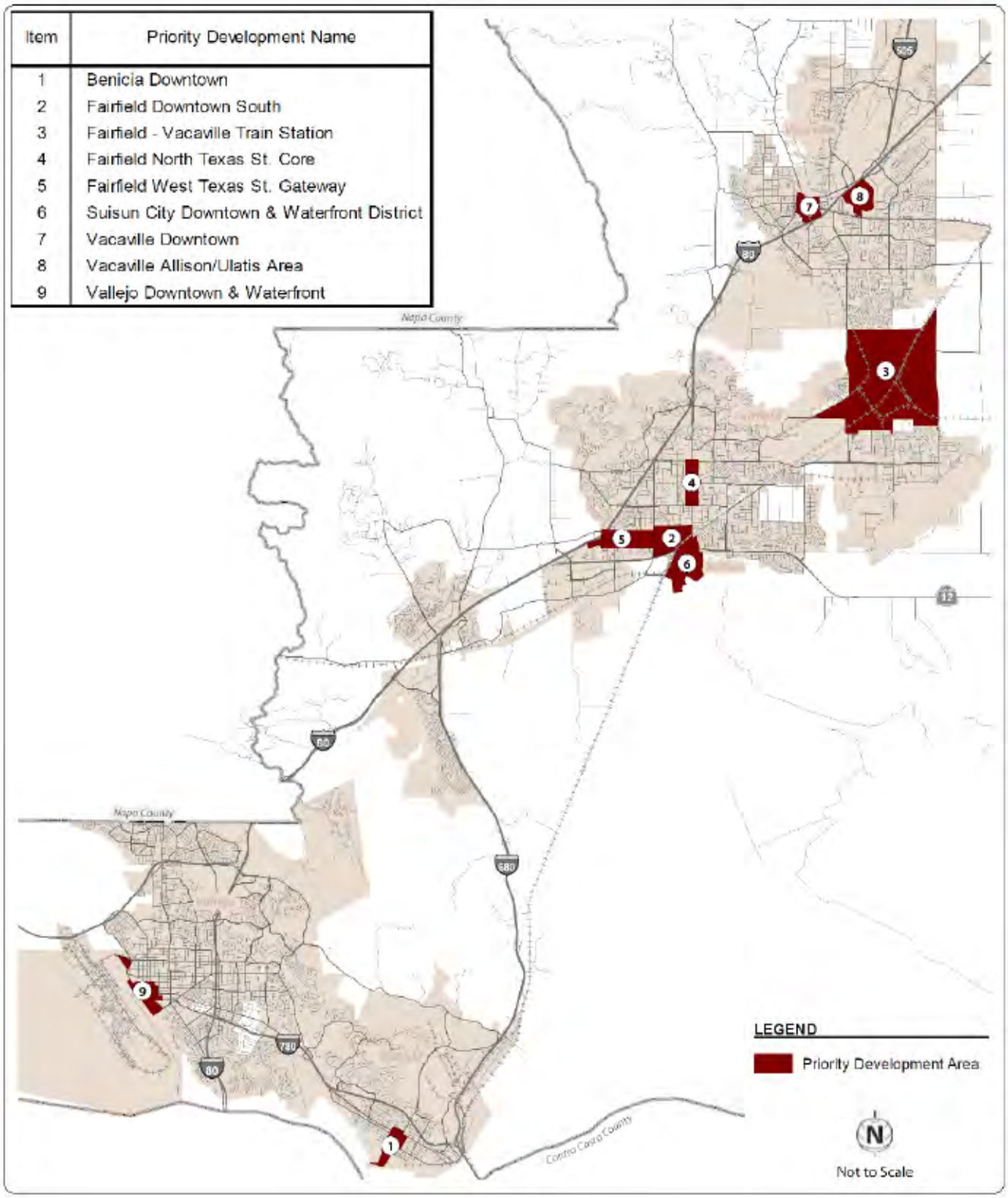
- Benicia - Northern Gateway (Employment Investment Area; 925 acres)
- Dixon - Downtown (Rural Investment Arear; 130 acres
- Rio Vista - Downtown (Rural Town Center; 100 acres)

All three investment areas have focused growth potential in either their downtown areas or industrial park. Each includes planned or existing transit intercity service. The new PDAs are summarized on Page 43.

PDA Fact Sheets and Boundaries

Following Figure 1 are fact sheets and boundary maps of the PDAs. The Original PDAs are presented alphabetically by jurisdiction followed by a separate section that describes the three new Investment Areas.

Figure 1: Original Priority Development Areas



Original Priority Development Area Fact Sheets

Benicia – Downtown

Planned PDA
Transit Town Center

Area Description – Existing

- 145 acres bound by N Street on the north, First Street Pier on the south, West 2nd Street on the west and East 3rd Street on the east
- Abundance of commercial and retail land uses
- Well-connected street grid
- Solano Square
- City Hall, Civic Center, City Park
- Open space and waterfront

Transit

- SolTrans, including connection to Pleasant Hill BART station
- Major transit stop at Military West Highway and First Street

Housing & Jobs

	2008	2035
Single Family Housing Units	67	75
Multi Family Housing Units	521	605
Jobs	477	575

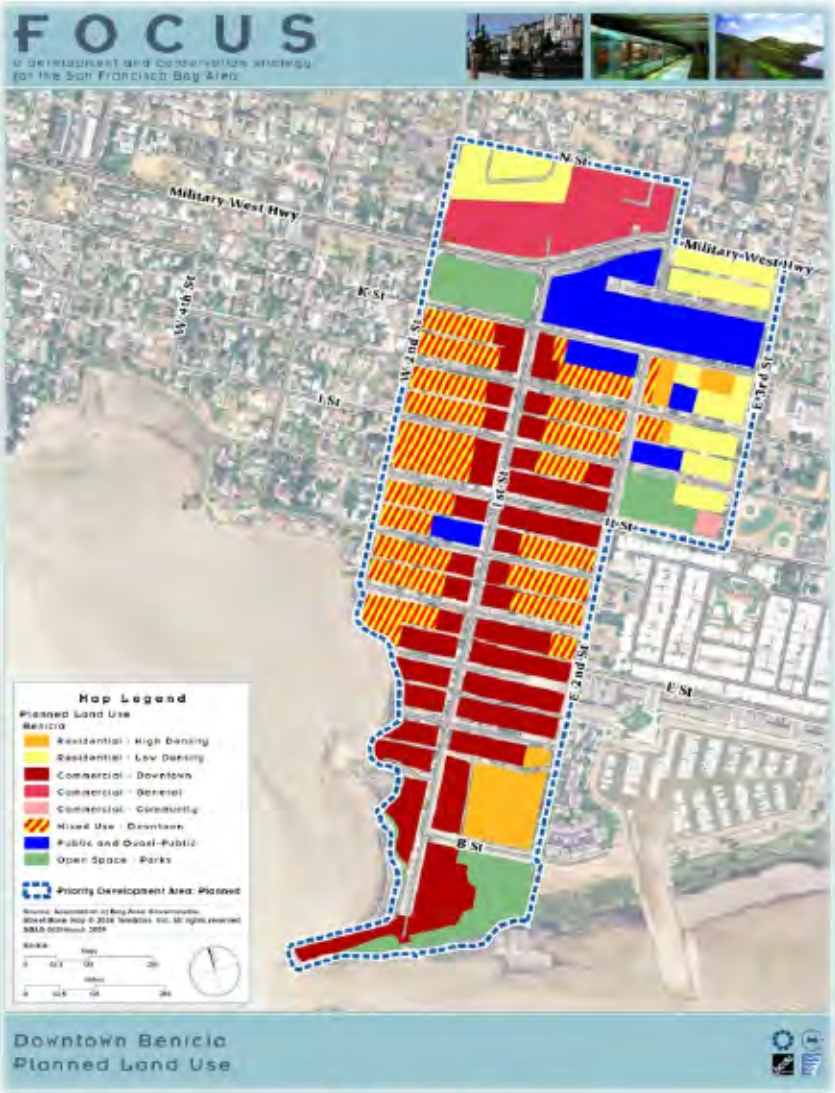


Figure: PDA Planned Land Use
Source: ABAG, 2009, Reprinted with permission

Vision

- ***Primary destination for local and visitor activity***
- ***Complete neighborhood with a wide range of housing, services, civic uses and public spaces accessible within a five-minute walk***
- ***New intermodal facility with direct connections to BART – includes park and ride with SolTrans bus service***

Related Efforts

- Downtown Mixed Use Master Plan, adopted 2007
- Analysis of the Benicia Breeze System Service Strategy Report, 2008

Contact

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Current and Planned Projects

- First Street Pedestrian and Traffic Calming Improvements
- Parking Management Study
- Solano Square Retrofit – Vision, Master Plan, Design Standards
- Military West Highway and First Street Intersection Improvements
- Bus Shelter Upgrades

Figure 1-BEN: Benicia - Downtown PDA

Fairfield – Downtown South

Planned PDA

Area Description – Existing

- Approximately 250 acres bound by Kentucky Street on the north, Highway 12 and the UPRR on the south, Pennsylvania Avenue on the west and North Texas Street on the east
- PDA boundary expanded in 2011
- Pedestrian overcrossing to Fairfield-Suisun Train Station and downtown Suisun
- Solano County Government Center
- Union Avenue commercial corridor
- Small lot residential, office and commercial
- PG&E substation

Transit

- Fairfield-Suisun Transit, BART connections
- Fairfield-Suisun Train Station, Amtrak Capitol Corridor, Greyhound

Housing & Jobs

	2007	2035
Housing Units	50	350
Jobs	2,000	2,500

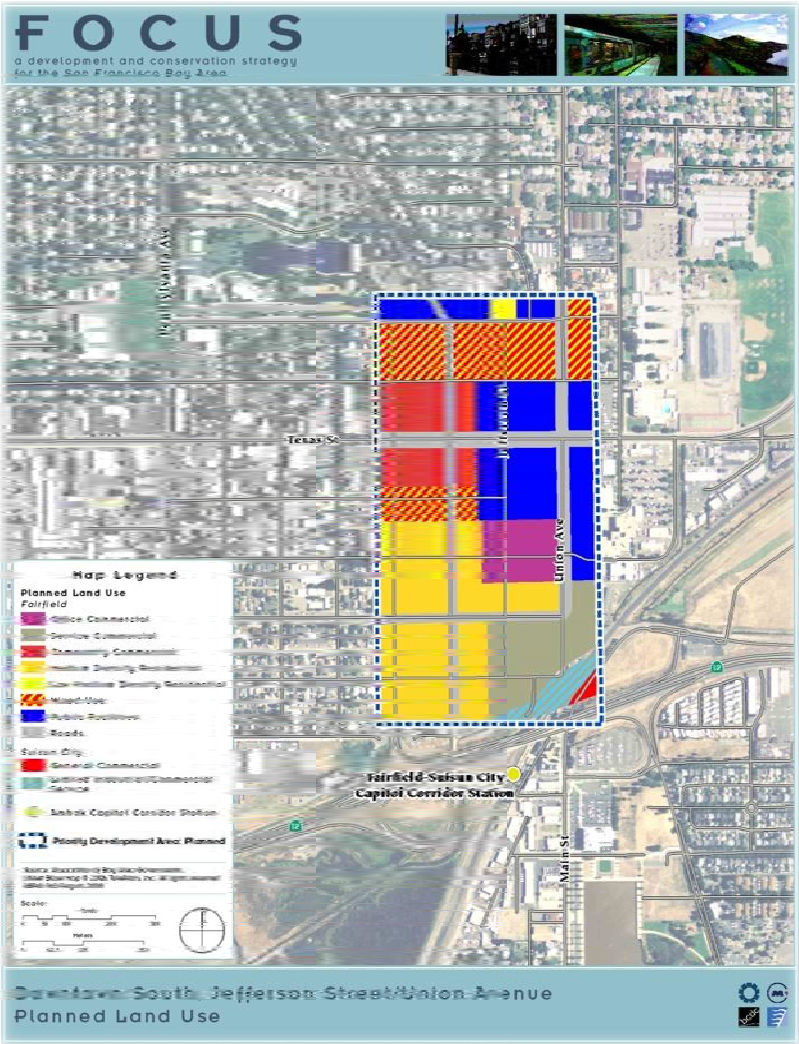

Figure: PDA Planned Land Use
(Illustration does not reflect PDA boundary expansion in 2011)
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Mixed use urban center with higher density residential and office***
- ***Enhanced streetscapes along Union Avenue and Jefferson Avenue side streets south of Delaware Street***
- ***Redevelopment of existing vacant and underutilized properties***
- ***Pedestrian connectivity projects to activity centers including Armijo High School and downtown Fairfield***

Related Efforts

- Union Avenue Streetscape, completed 2008
- Private development – McInnis Corners
- 80-to-80 Corridor Revitalization Plan, 2008

Current and Planned Projects

- Downtown South Street Lighting Program
- Infill housing and mixed use property acquisitions, lot consolidation, affordable housing subsidies
- Infrastructure to support development (Water/Sewer)

Contact

Brian Miller 707-428-7446 bkmiller@ci.fairfield.ca.us

Figure 1-FDS: Fairfield - Downtown South PDA

Fairfield/ Vacaville Train Station

Potential PDA

Area Description – Existing

- Approximately 3,000 acres in northeast Fairfield near Peabody and Vanden Roads
- PDA boundary expanded in 2011
- Industrial and service commercial uses incompatible with planned multimodal transportation center

Transit

- None currently
- Planned Fairfield / Vacaville Intermodal Station for Capitol Corridor

Existing and Planned Housing / Jobs Balance

	2007	2035
Housing Units	10	6,800
Jobs	50	500

Vision

- ***3,000 housing units within ½ of train station***
- ***Transit-oriented-development (TOD) with medium to high density housing centered around "main street"***
- ***Convenient access to regional passenger rail via Capitol Corridor***
- ***Multimodal "hub"***
- ***Pedestrian-scale design***
- ***Preserve 60% of area as open space and high priority conservation areas***

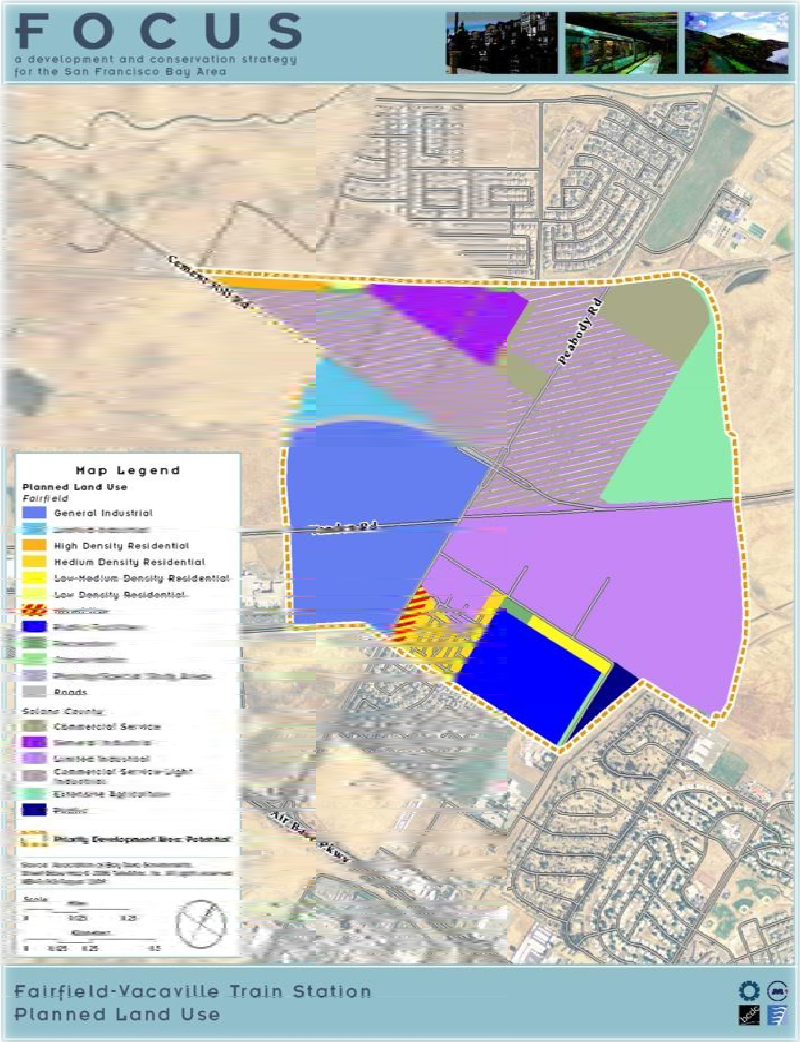

Figure: PDA Planned Land Use
(Illustration does not reflect PDA boundary expansion in 2011)
Source: ABAG. 2009, Reprinted with permission

Related Efforts

- Fairfield Train Station Specific Plan

Contact

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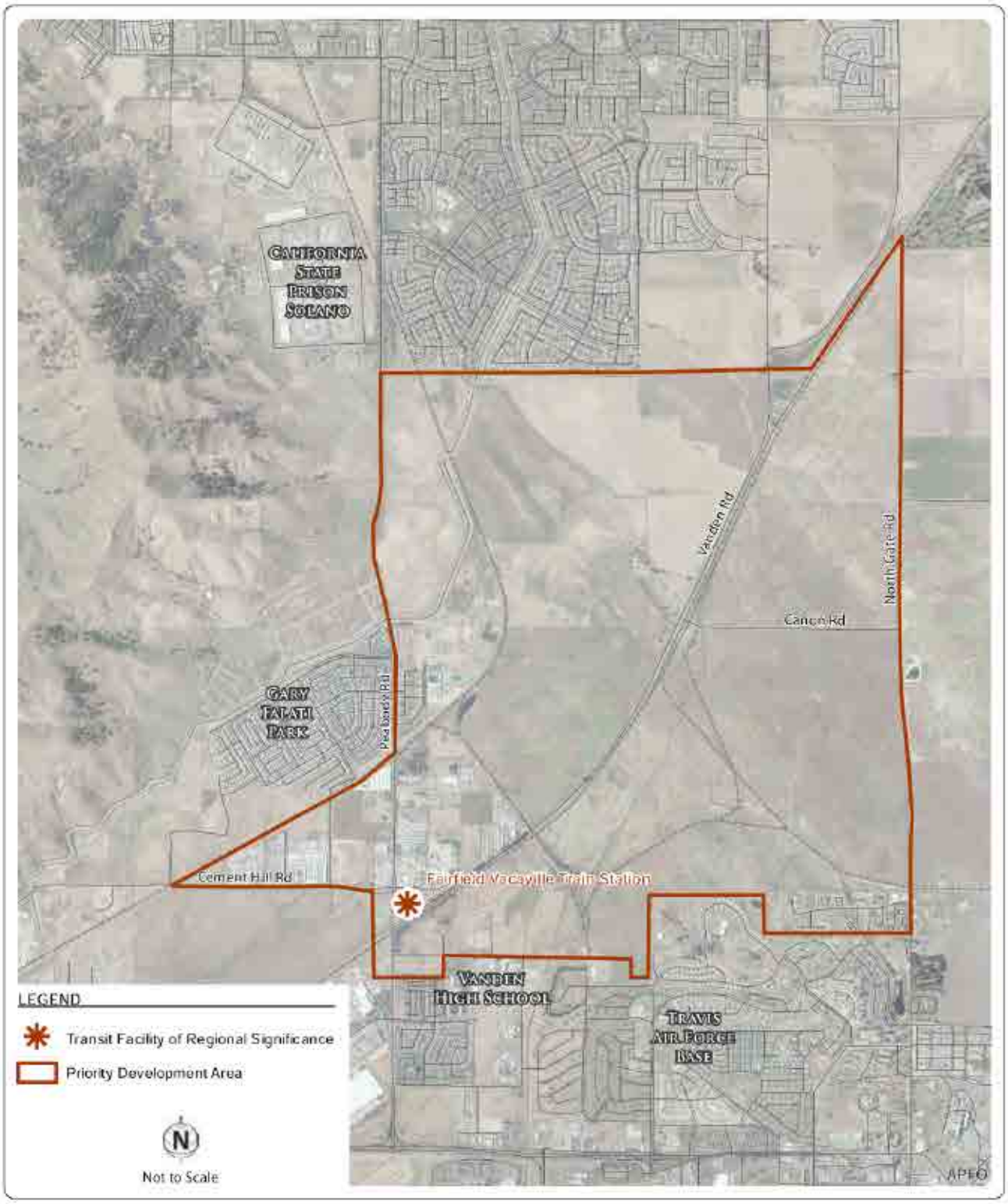
bkmiller@ci.fairfield.ca.us

Current and Planned Projects

- Train Station
- Peabody Road Railroad Overcrossing
- Housing, site assembly and infrastructure development
- Pedestrian connections to Train Station
- Parking garage
- Infrastructure to support development (Water/Sewer)

Figure 1-FVT: Fairfield / Vacaville Train Station PDA



Fairfield – North Texas Street Core

Potential PDA

Area Description – Existing

- 120 acres centered around the intersection of North Texas Street, East Tabor Avenue
- Commercial business corridor
- Fairfield Linear Park provides four miles of continuous off-street pedestrian and bicycle facilities
- Near Fairfield High School

Transit

- Fairfield-Suisun Transit, BART connections
- Planned Central Transfer Facility

Housing & Jobs

	2007	2035
Housing Units	50	300
Jobs	Unknown	TBD

Vision

- ***Mixed use commercial corridor***
- ***Streetscape improvements including trees, wider sidewalks and landscaping***
- ***Pedestrian crossing improvements on East Tabor Avenue, across North Texas Street, and at Alaska Avenue***
- ***Fully-landscaped Linear Park***
- ***Enhanced transit access including more frequent bus service to job and transit centers***
- ***Neighborhood preservation***

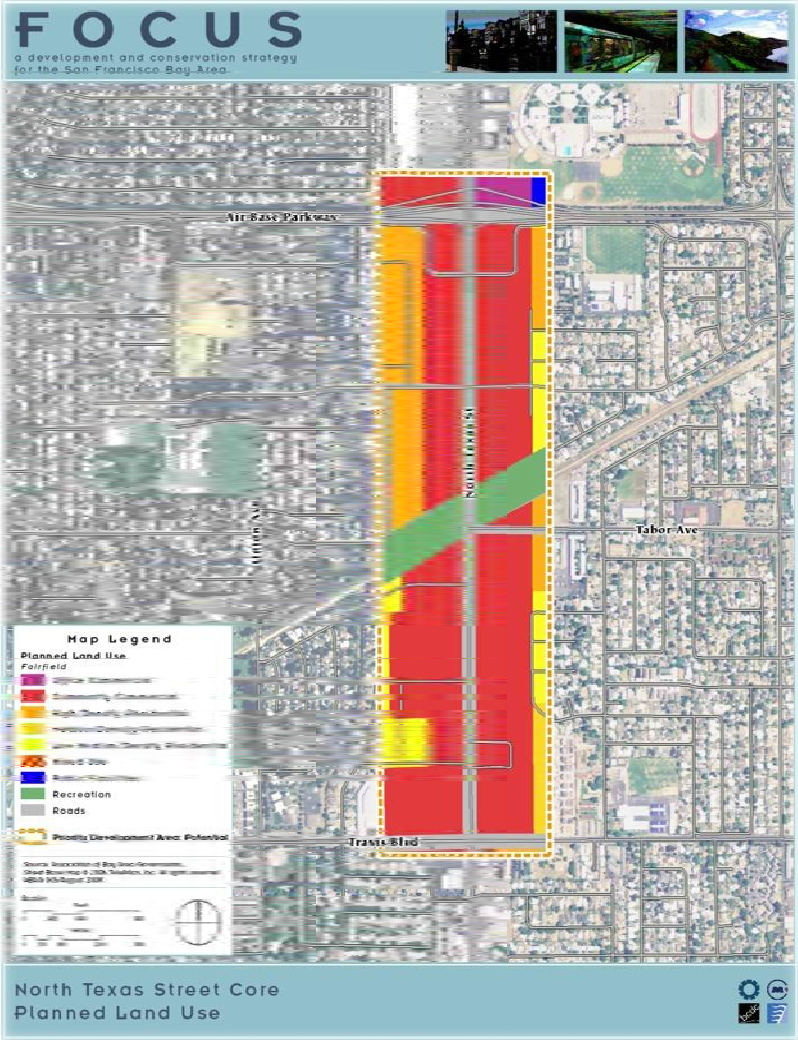


Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Related Efforts

- North Texas Streetscape Plan
- Linear Park Master Plan
- Private development – Providence Walk

Current and Planned Projects

- Enhanced bus service
- Linear Park landscaping and enhancements
- Infill housing and mixed use property acquisitions, lot consolidation, affordable housing subsidies
- Streetscape enhancement

Contact

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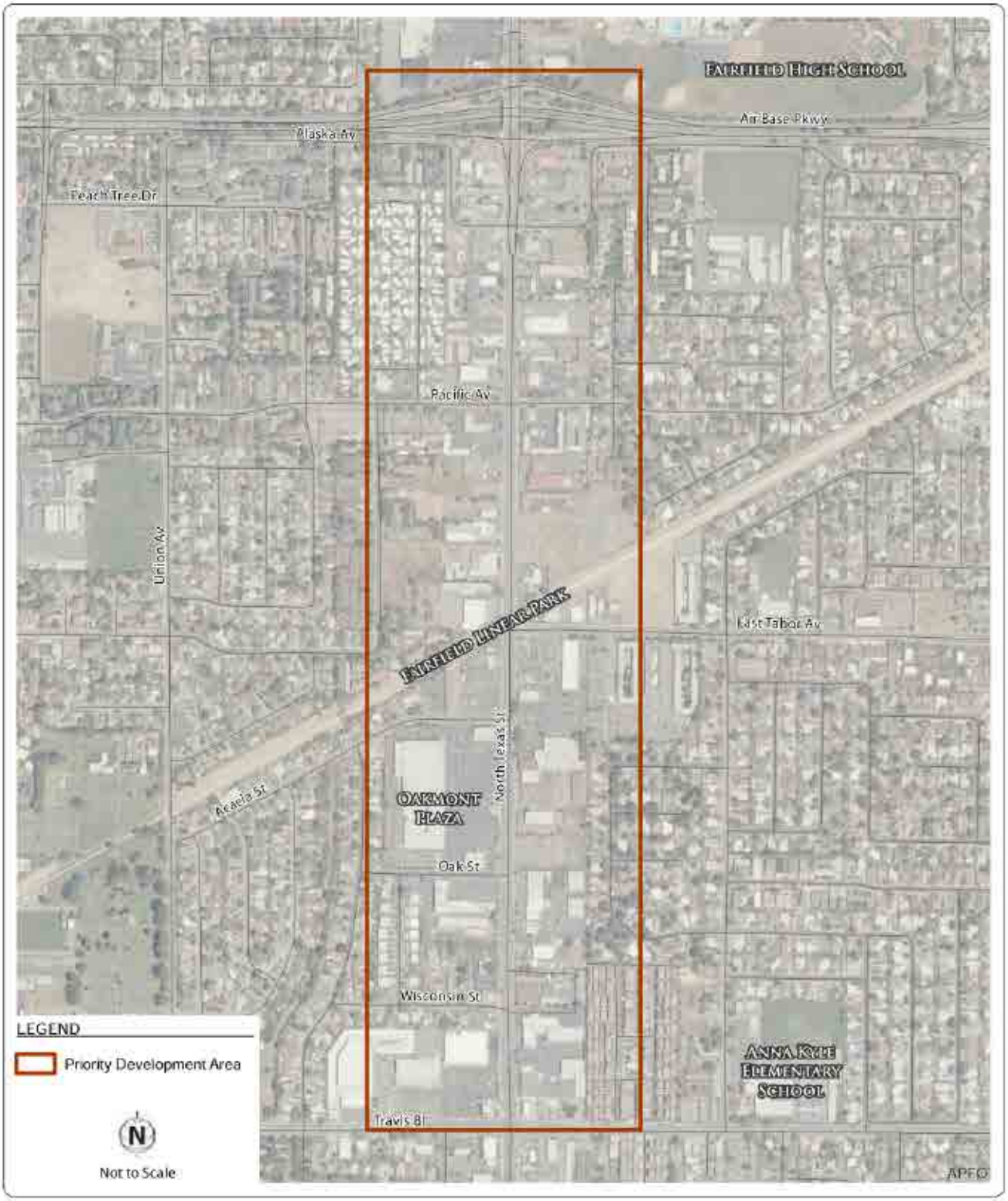
Figure 1-FNT: Fairfield - North Texas Street Core PDA



Fairfield -West Texas St. Gateway

Potential PDA

Area Description – Existing

- 340 acres bound by West Texas Street on the north, Woolner Avenue on the south, Auto Mall Parkway on the west and Pennsylvania Avenue on the east.
- PDA boundary expanded in 2011
- Commercial business corridor
- I-80 access
- Allen Witt Community Park

Transit

- Fairfield-Suisun Transit, Rio Vista Transit, BART connections
- Fairfield Transportation Center

Housing & Jobs

	2007	2035
Housing Units	350	1000
Jobs	1000	2000

Vision

- ***Mixed use urban corridor – new residential and commercial infill development***
- ***Gateway treatments***
- ***Revitalization of Winery Square Shopping Center***
- ***Improved pedestrian connections for Allen Witt Community Park and the Fairfield Transportation Center***
- ***Redevelopment of existing vacant and underutilized properties***

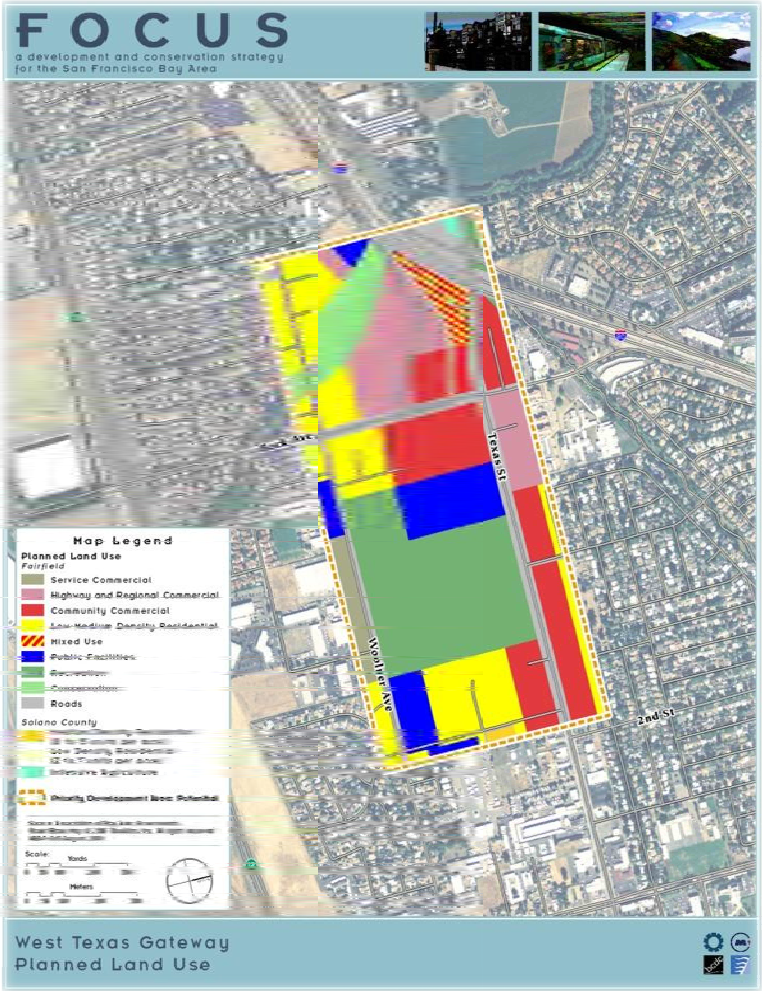


Figure: PDA Planned Land Use
(Illustration does not reflect PDA boundary expansion in 2011)
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Related Efforts

- West Texas Streetscape Plan
- Fairfield Transportation Center and Parking Garage
- Allen Witt Park Aquatic Center
- Private development – 200 unit high-density apartments

Current and Planned Projects

- Safe Routes to Transit Study
- West Texas Gateway improvements
- Fairfield Transportation Center Expansion and Access Improvements
- I-80 Undercrossing lighting and public art
- East Gateway improvements
- Beck Avenue intersection modifications
- Allan Witt Park streetscape enhancements

Contact

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Figure 1-FWT: Fairfield - West Texas Street Gateway PDA

Suisun - Downtown & Waterfront

Planned PDA
Transit Town Center

Area Description – Existing

- 448 acres bound by Union Pacific Railroad on the north and west, Marina Boulevard on the east, and Suisun Bay on the south.
- Open space including Suisun March, Harbor Plaza and Josiah Park
- Pedestrian overcrossing to the Solano County Government Center
- Central County Bikeway
- Suisun City Hall

Transit

- Fairfield-Suisun Transit, BART connections, Greyhound
- Suisun-Fairfield Train Station, Amtrak Capitol Corridor

Housing & Jobs

	2010	2035
Housing Units	9,320	11,630
Jobs	4,500	7,080

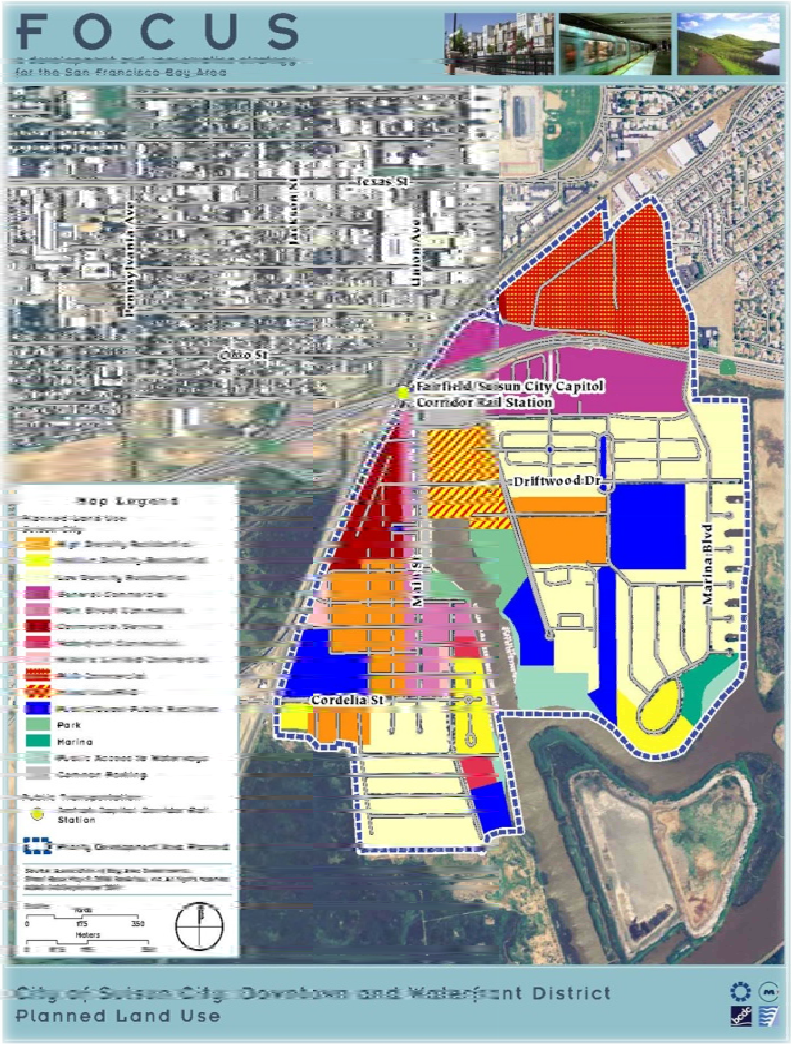

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Unique waterfront destination***
- ***Improved pedestrian and bicycle connections***
- ***Major in-fill redevelopment within ½ mile of the Suisun-Fairfield Train Station***
- ***Revitalized downtown anchored by a multimodal transit hub, Suisun-Fairfield Train Station***
- ***Open space preservation***

Related Efforts

- Downtown Waterfront Specific Plan
- Redevelopment Concept Plan and Development Guidelines
- Private development – Delta Cove (mixed-use), Main Street West (mixed-use), Hampton Inn and Suites
- Safe Routes to Transit Study
- Railroad Avenue Extension
- Marina Boulevard Overcrossing
- Infrastructure to support development (Water/Sewer)

Contact

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Current and Planned Projects

Figure 1-SUI: Suisin City - Downtown & Waterfront PDA

Vacaville – Downtown

Planned PDA
Transit Town Center

Area Description – Existing

- 300 acres generally bound by Monte Vista Avenue on the north, Interstate 80 on the south, West Street on the west and Depot Street on the east.
- Primarily commercial land uses
- Ulatis Creek multi-use trail
- Andrews Park and Georgie Duke Sports Center
- Proximate to Vacaville High School

Transit

- Vacaville City Coach and Fairfield-Suisun Transit
- Bus Transfer Station

Housing & Jobs

	2008	2035
Housing Units	635	1,000+
Jobs	1,000+	2,000+

Vision

- ***Revitalized downtown with improved parking management***
- ***Mixed-use development and high-density housing***
- ***Infrastructure improvements to eliminate density capacity restrictions***
- ***Improved pedestrian, bicycle and transit connections***
- ***Affordable housing***

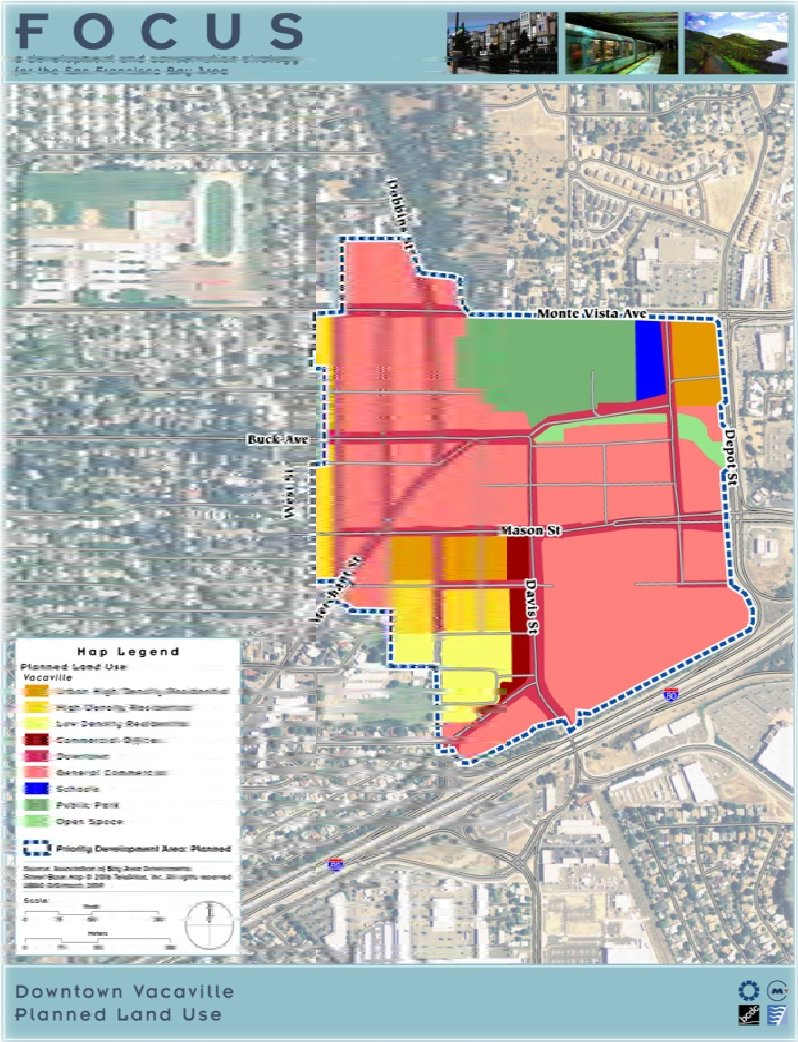

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Related Efforts

- Opportunity Hill Master Plan and Design Guidelines, 2008
- Vacaville Town Square
- Water and Sewer Infrastructure Studies, 2007
- Bus Transfer Station Improvements
- Five-year Redevelopment Implementation Plans

Current and Planned Projects

- Opportunity Hill streetscape improvements
- Infrastructure to support development (Water/Sewer)

Contact

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slcunningham@cityofvacaville.com

Figure 1-VDT: Vacaville - Downtown PDA

Vacaville – Allison/Ulatis

Planned PDA
Suburban Center

Area Description – Existing

- 290 acres bound by Interstate 80 on the north, Elmira Road on the south, Ulatis Creek on the west, and Putah Canal on the east.
- I-80 / Allison Drive interchange
- Commercial, office and retail
- Ulatis Cultural Center and County Library
- Ulatis Creek multi-use trail
- Utility infrastructure in place to support development

Transit

- Vacaville Transportation Center
- Vacaville Transit

Housing & Jobs

	2008	2035
Housing Units	611	827
Jobs	3,480	4,290

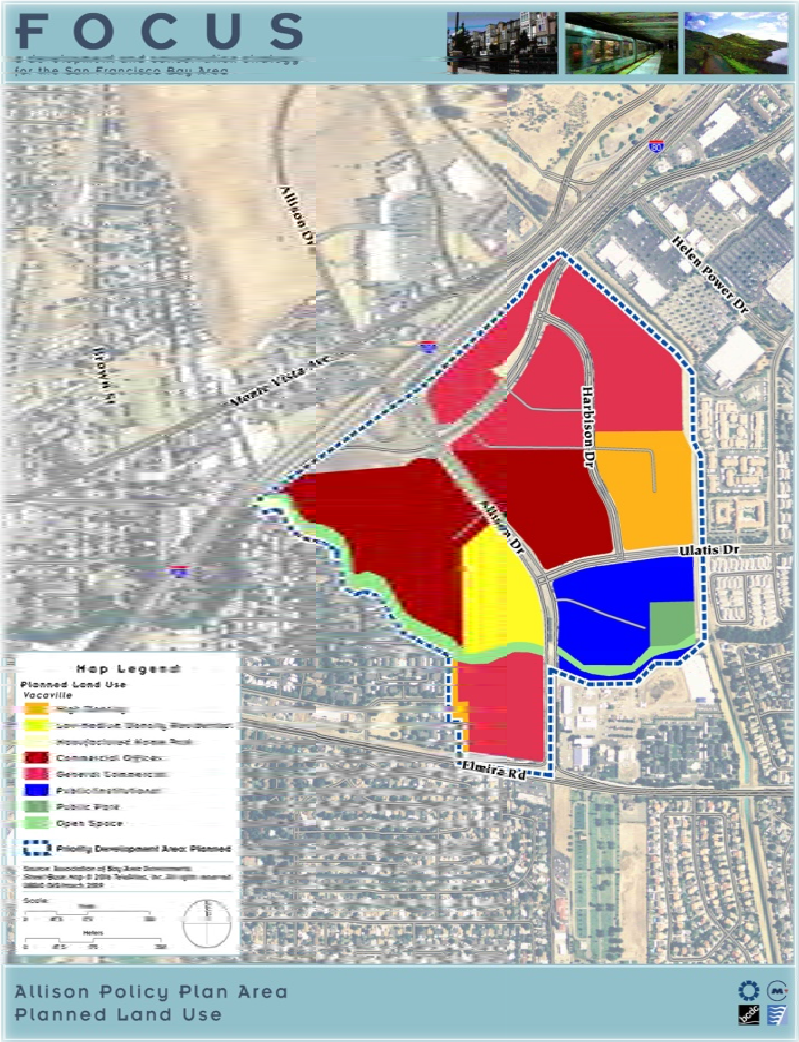

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Smart growth development anchored by a regional transit hub – Vacaville Transportation Center***
- ***Development of existing vacant and underutilized properties***
- ***Medium to high density housing within ½ mile of the Vacaville Transportation Center***
- ***Expand Ulatis Creek Trail system as a natural open space recreational corridor***

Related Efforts

- City of Vacaville General Plan, amended 2004
- Allison Business Area Policy Plan, amended 2008
- Vacaville Transportation Center

Current and Planned Projects

- Safe Routes to Transit Study
- Vacaville Transportation Center Phase 2 – Parking Structure
- Streetscape and public art enhancements
- Ulatis Creek Multi-use Trail (I-80 to Allison Drive)

Contact

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Figure 1-VAU: Vacaville - Allison / Ulatis Area PDA

Vallejo – Downtown & Waterfront

Planned PDA

Area Description – Existing

- Waterfront area consisting of 92 acres west of Mare Island Way; Historic downtown contiguous to the waterfront consisting of 97 acres south of Capitol Street and west of Sutter Street
- Two regionally significant transit facilities
- Historic downtown

Transit

- Vallejo Transit Center serving SolTrans bus service
- Vallejo Ferry Terminal serving Baylink Ferry
- Independent shuttle service to Napa County
- Greyhound bus service

Housing & Jobs

	2008	2035
Housing Units	1,350	3,350
Jobs	1,900	4,200

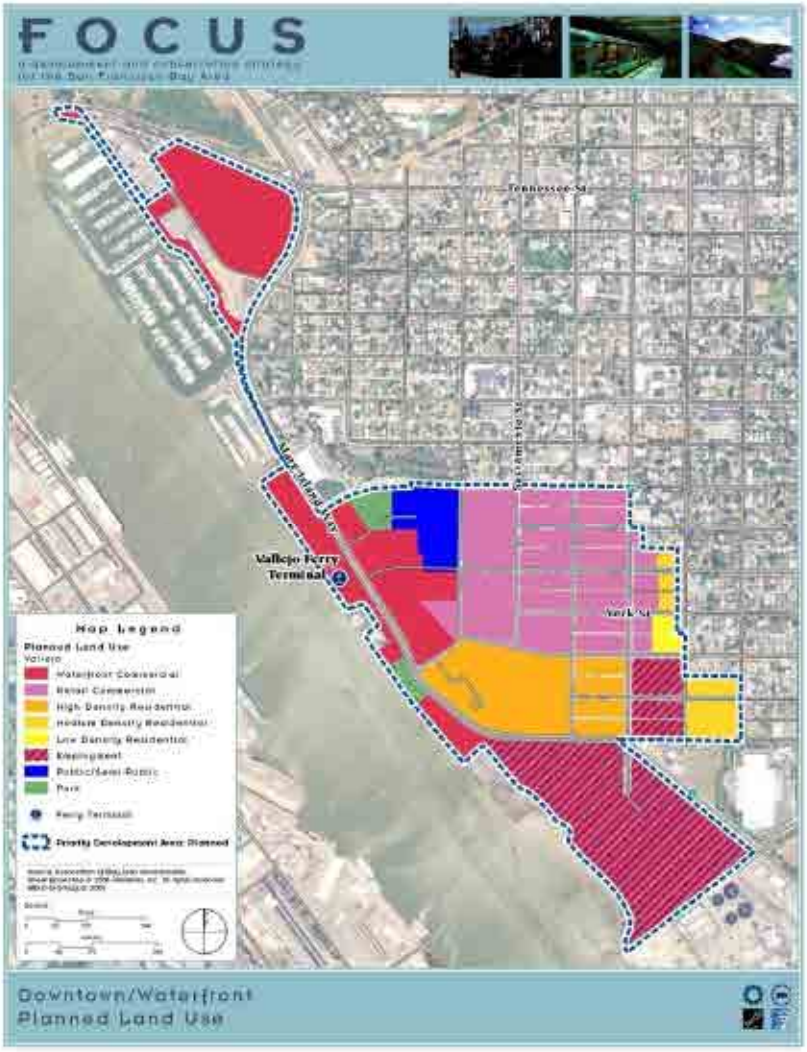

Figure: PDA Planned Land Use
Source: ABAG. 2009, Reprinted with permission

Vision

- ***Consolidate surface parking to structured parking***
- ***High-density, mixed-use redevelopment within walking distance to regional transit centers***
- ***Modified land use regulations for ground floor retail and higher densities***
- ***Preserve historic architectural character***

Related Efforts

- Vallejo Waterfront Planned Development Master Plan
- Downtown Vallejo Specific Plan
- Martin Luther King Jr. Unity Plaza
- Private development – State Farm Office Building
- Empress Theater Renovation
- Capitol Street Extension
- State Farm Office Building (private development)

Current and Planned Projects

- Safe Routes to Transit Study
- Vallejo Intermodal Station
- Vallejo Downtown Streetscape

Contact

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Figure 1-VAL: Vallejo - Downtown & Waterfront PDA

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New Priority Development Areas Summary and Map Boundaries

City of Benicia Northern Gateway - Benicia Industrial Park Priority Development Area

The 925-acre Northern Gateway Benicia Industrial Park Priority Development Area (PDA) presents a tremendous opportunity to grow Benicia's industrial area into a jobs rich employment center characterized by connected and complete streets, fixed transit, bus service, access to everyday needs, and parkland amenities.

The area is situated along the HWY 680 and the Capitol Corridor Amtrak line and has access to HWY 780. Benicia foresees this PDA as a regional destination to "cleantech" industries and green collar jobs as well as serving as an alternative point of entry to reach Benicia's tourism attractions, including the waterfront and downtown. In addition, growth in workforce serving uses is envisioned to provide access to everyday worker needs. Cleantech and green collar jobs may be complemented with a mix of live-work housing, artists' studios, cultural institutions, small markets and convenience stores, restaurants, hotels, bed and breakfast accommodations, and retail, all of which are allowed by right or with a use permit in Benicia's industrial and commercial zoning districts.

Four primary capital projects for this PDA have been identified: (l) a new transit hub at Industrial Way and Park Road, (2) pedestrian improvements, such as proper sidewalks, street trees, street lights, and a full complete streets program for Industrial Way and Park Road, the primary thoroughfares, (3) an improved public access trail for Sulphur Springs Creek to connect with the Bay Trail and to streets and pathways leading into the Industrial Park, and (4) a new Capital Corridor Commuter Train Station along HWY 680.

With a new transit stop along the Capitol Corridor line, Benicia would be positioned as a regional rail destination for business and commerce while helping to offset greenhouse gas emissions from automobiles.

The proposed PDA already has infrastructure in place that will enable it to grow into successful, walking and bicycling corridors along Park Road and Bayshore Road that will enhance everyday business operations and provide amenities for its workforce. In addition, complementing this employment center is Benicia's Downtown PDA, which provides a rich housing supply and additional employment opportunities and tourism. Together, Benicia's proposed employment center PDA and the existing downtown PDA will create a complete and connected community while becoming a regional jobs destination for outlying areas and reducing commutes to the inner Bay Area. Altogether, these efforts aim to facilitate development of new and expanding businesses in a setting that provides alternative means of travel into and out of the employment center and beyond.

To be successful, Benicia will have to channel more growth and development in this pre-existing urbanized area at densities that support transit. As a PDA, Benicia's Industrial Park can position itself to become an example of how an existing employment center can undergo retrofit in a way that makes it more sustainable, more walkable, and provide a true sense of place for not just residents, but workers, who spend much of their time in a workplace setting. Because the existing Benicia Downtown PDA provides a dense housing and jobs land use pattern, it can connect in a meaningful way with the Northern Gateway - Benicia Industrial Park PDA to create a balanced community. Achieving this balance will serve as an example of Smart Growth not only in the ABAG region, but also beyond.

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Benicia - Industrial Park PDA

Map of Industrial Park PDA in City of Benicia.

LEGEND

Benicia Industrial Park PDA

Planned Transit Hub

City of Dixon - Downtown Rural Investment Area

The Dixon Rural Investment Area includes the city's Downtown commercial and surrounding household areas, as well as a planned Capitol Corridor Train Station. The train station is anticipated to be a hub for intercity and local bus services. The city estimates 425 existing household units and 225 jobs exist within the PDA and estimates households and jobs to grow to 700 and 500 respectively by 2040. The City's last planning effort for the downtown area was conducted in 1996 as part of their Downtown Revitalization Plan. In 2007, the City Council adopted downtown Design Guidelines developed by the Downtown Dixon Business Association. The purpose of the Guidelines is to provide a specific set of design recommendations to help ensure the preservation and visual improvement of the downtown. Ultimately, the City hopes that many of the existing buildings in Old Town that are underutilized will be renovated and reused. The City hopes the upper floors of many of these same buildings, which once were used as hotel rooms or apartments, will again be used for residences. A number of vacant lots identified in the city's housing element, many of which have been identified for either mixed use, commercial/residential or multiple family, could be developed with higher density housing (20 to 30 units per acre).

Having the Capitol Corridor train stopping in Dixon will help serve as a catalyst for this vision to be realized. The Capitol Corridor train will lead to the development of this area as a rural town center with new jobs and higher density housing. The creation of the new jobs and housing will help with the City's jobs housing balance and will reduce the need for commuters to travel to their jobs by car in Davis, Sacramento and the East Bay. Much like Davis to the city's east, many more of Dixon's residents in time would be able to work, shop, eat and play without having to leave the City.

Dixon - Downtown Rural Investment Area PDA

Map of Downtown PDA in City of Dixon.

LEGEND

Dixon Downtown PDA

Planned Transit Station

City of Rio Vista - Downtown Rural Investment Area

The Rio Vista Downtown PDA Rural Investment Area includes the Downtown/ Waterfront, Historical Residential, and Highway Commercial areas south of Hwy 12. The PDA contains about 100 acres and extends generally between the Sacramento River waterfront, Highway 12, Seventh Street and California Street. This area was designated primarily because it contains most of Rio Vista's traditional town center, includes the major transportation corridors leading into the downtown area and contains substantial opportunities for housing, commercial and mixed- use development. This area has substantial infrastructure needs including flooding, deteriorated roads and alleys, and inadequate parking improvements, water and sewer lines. Also, the area has traffic and safety needs along Highway 12, particularly the need for "complete street" improvements including an additional traffic signal(s), and safety improvements for bicyclists, pedestrians and transit riders.

The 2000 U.S. census estimated that approximately 6.9% of the Rio Vista population of 4,571 or about 315 persons reported that they walked to work. Assuming that about 1/3 of those residents, or about 1500 currently live within 1 mile or less of the Bridge to Beach pathway, then approximately 100 residents currently live within walking distance of the pathway and many more new residents would actually could or do walk to work, school or recreation if more enhancements (i.e. signage, lighting, gathering areas, benches) were made to the route.

As the waterfront and the rest of downtown further develop with some 400 new residential units, plus an estimated 300+ new commercial and visitor-oriented jobs, and increased numbers of outside visitors coming to the downtown particularly on peak during weekends to conduct business, and shop, the PDA area will return the area to its traditional role as the dynamic core center of the community.

Rio Vista's Downtown PDA envisions:

- A revitalized downtown waterfront, enhanced Main Street shopping corridor and an enhanced State Route 12 Highway Commercial Corridor.
- Rehabilitation of the traditional historic residential, commercial and civic core of the City of Rio Vista.
- Reintroduction of water ferry transit service that had traditionally provided service between Sacramento and other Bay Area communities.
- Revitalizing the core area into its prior, very vibrant, full-service downtown, with more compact mixed-use growth including hotels, bed and breakfasts, restaurants, entertainment, professional offices, and new visitor-oriented opportunities.
- Redeveloping the waterfront including a new 200-year flood wall, public promenade, public amenities, boat docks and the new Bridge to Beach Multi-Use pathway.
- Enhancing Front Street, Second Street and other connecting streets and alleys.
- Repaving all the downtown streets and create additional safe routes to school.
- Upgrading parking, landscaping, sewer, water and undergrounding electrical utilities.

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Rio Vista - Downtown PDA

Map of Downtown PDA in City of Rio Vista.

7 Candidate PDA Projects

This chapter includes PDA candidate projects within the seven cities in Solano County – Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo. The projects highlighted in this chapter are an update to those included in the 2012 Transportation for Sustainable Communities Plan and provides an overview of the project status, type, cost, and location relationship to PDAs.

Project Types

The following are requirements and candidate project examples that provided guidance on the type of projects eligible for PDA funding.

Project Requirements

Projects are not required to be within a PDA; however, regional funding may be limited if they are outside a PDA. The following requirements apply to the PDA program:

- Pertains to a defined physical location
- Results in a discrete and clear work product
- Results in implementation or project advancement that can be completed within one year (e.g., project report, construction drawings, etc.)
- Nexus to an existing or planned multimodal facility (e.g., transit station, transit route, bikeway, or pedestrian facility)

Project Categories

The following section describes possible PDA project categories to organize candidate projects. Examples provided do not represent the full range of possible projects. Individual project proposals were evaluated on how well they meet the prioritization criteria described in this chapter.

Streetscapes

- Road diets
- Beautification with pedestrian enhancements
- Complete street infrastructure planning and design

Multimodal Improvement Projects

- Class I bikeways
- Pedestrian overcrossing, etc.
- Transit facility upgrades and connectivity

Transportation Demand Management

- Surface parking lot replacement with structured parking and TOD residential development (priced parking and supportive policies required)

Relationship to Project Goals

PDA goals were first presented in Chapter 5. From these goals, input from the TLC Working Group, and scoring criteria for the MTC TLC Program, performance criteria were developed to help prioritize the original TSC projects within each jurisdiction. A brief description of the performance criteria are presented on the next page followed by a list of the highest scoring projects.

The projects were further evaluated with similar criteria for OBAG funding.

Appendix A contains the numeric results of the original TSC. Projects were awarded five points for satisfying each of the 17 performance criteria below. Five additional points were awarded to projects located within an existing PDA. Ten additional points were given to projects with local funding commitment.

Performance Criteria

Goal 1: Balance Transportation System

- Bicycle access: New or improved bicycle improvements (e.g. Class I, II or III bicycle infrastructure, sidewalks, crosswalks, roadway configurations, streetscape improvements, traffic calming, complete streets, reduced speeds limits)
- Pedestrian access: New or improved pedestrian enhancements (e.g. sidewalks, crosswalks, roadway configurations, streetscape improvements, traffic calming, complete streets, reduced speeds limits)
- Transit access: New or improved transit connections (e.g. increased headways, bike and pedestrian access to transit stations, crosswalks, bus stop and station beautification, surrounding streetscape improvements, complete streets)
- Managed vehicle access: Emphasis on transportation demand management and system management strategies (e.g. parking pricing integrated with parking cash out programs, discounted transit passes, and improved bicycle and pedestrian access)

Goal 2: Enhance Quality of Life

- Promotes community culture: Sense of place; "People-oriented development" by connecting neighborhoods and facilitating resident's participation in the goals of the project
- Quality travel options with supporting programs: Programs that encourage community walking, bicycling and transit use (e.g. Safe Routes to School "walking school buses" and "bike to work days" and regional "spare the air days")

Goal 3: Promote Economic Development

- Project ready for implementation: Project environmental review or construction "shovel ready"; Financing solidified
- Leverages private investments: Public-private partnerships, innovative financing, private interests
- Jobs/revenue catalyst: Increases local revenue through access to Solano County jobs and businesses

Goal 4: Link Transportation and Land Use

- Integrates land use and transportation
- Physical connection between housing and jobs/destinations (e.g. schools, parks, restaurants)
- Incorporated in local project list: Signifies local commitment and interest
- Housing affordability component

Goal 5: Support Public Health and Safety

- Enhances active transportation: Bicycle/pedestrian access through improved infrastructure contributes to healthier lifestyles
- Supports bicycle and pedestrian safety measures: Traffic calming, improved lighting, reduced speed limits

Goal 6: Conserve Environmental Resources

- Reduces greenhouse gas emissions: Best management land use planning and transportation practices; Transportation demand management
- Reduces water, land, energy consumption: Promote core rather than fringe development consistent with local or regional Climate Action Plan goals

Project List By Jurisdiction

The remainder of this chapter summarizes candidate projects under consideration and is organized alphabetically by jurisdiction with a summary figure (Figure 2 series) identifying project locations.

A total of 17 projects were selected for consideration (list to right). The projects highlighted with an asterisk (*), over half of the list, were approved for capital or planning funds the OBAG Program. Some jurisdictions submitted projects that were too conceptual and lacked the detail necessary to score the projects according to the prioritization criteria. These projects have been added to a "watch list" and are provided in this report as an informational item.

Highest Scoring Projects

Based on an evaluation of all 17 projects against consistent performance criteria, top ranking projects were determined. These projects and their scores (out of 100) follow.

Ranking

1. Downtown Vallejo Streetscape Phase 3 *-90 points*
2. West Texas Street Gateway Project *-85 points*
3. West 'B' Street Pedestrian/Bicycle Undercrossing *-85 points*
4. Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way) *-80 points*

All four of the highest ranking projects received planning or construction funds as part of the 2013 OBAG Program.

PDA Tour - Vallejo Station

Benicia

Benicia Intermodal Station

*Benicia Industrial Park Transit Hub**

Sulphur Springs Creek Trail Connectivity

Dixon

*West 'B' Street Pedestrian/Bicycle Undercrossing**

Fairfield

West Texas Street Gateway Project

Fairfield/Vacaville Intermodal Station

Rio Vista

*Rio Vista Waterfront Improvements**

Suisun City

Railroad Avenue Extension (Marina Blvd. to Main St.)

Lotz Way Bike and Pedestrian Improvements

*Suisun Train Station: Safe Routes to Transit**

Vacaville

Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements

*Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)**

Vacaville Transportation Center-Phase 2

*Allison/Ulatis Priority Development Area - Bike/Pedestrian Improvements**

Vallejo

Vallejo Station Parking Structure Phase B

*Downtown Vallejo Streetscape**

Sonoma Boulevard Corridor

Benicia

The City of Benicia had three projects considered as PDA projects eligible for funding. Five additional projects are included on a "watch list" discussed after the candidate project descriptions follow. Figure 2-BEN indicates the approximate location of each of the candidate projects.

Benicia Intermodal Station

This project would evaluate alternative sites to construct a Capitol Corridor commuter train station along the I-680 Corridor. This project would include a train platform, park and ride facility with 200+ spaces, bus transfer facility, long-term bicycle storage and multimodal access improvements.

Project Type: Conceptual Planning; Capital Project

Cost: $3,000,000

BEN-1: Benicia Industrial Park Transit Hub

This project would renovate the existing bus stop for Regional Route 40 to include a new bus shelter and bays for additional bus service for Intercity and local Bus Routes to connect the Industrial Park, Downtown Benicia, and I-680. Additional improvements include a new parking structure with bicycle lockers for commuters. There are currently 6,500 employees at the Industrial Park. The proposed transit hub is approximately one acre and is located south of Industrial Way and east of Park Road. This project also proposes improvements for pedestrian safety. This area was designated as a PDA Employment Investment Area. The STA Board approved planning funds as part of the OBAG fund packages to plan for access improvements.

Capital Corridor Train - Benicia

Project Type: Design and Construction

Cost: $1,250,000

Approved OBAG Planning Funds: $250,000

BEN-2: First Street Streetscape and Parking Enhancements

Project Description: Construct improvement for bus turnouts, sidewalk improvements, bicycle parking, lighting and trees in Benicia's historic downtown district along First Street.

Project Type: Conceptual Planning & Design

Cost: To Be Determined

Other Benicia Projects

The following five projects were also submitted by Benicia; however, they lack sufficient detail for consideration as a PDA candidate project at this time. They have been placed of the "watch list" for consideration in future PDA Plan updates as more information becomes available.

Bicycle/Pedestrian Improvements, Benicia Industrial Park

Project Description: Collectors and local streets throughout the Benicia Industrial Park lack sidewalks for safe employee and visitor navigation between sites and throughout the industrial park. This project would provide proper sidewalks along all streets. The Benicia Industrial Park was approved for PDA Planning funds to look at transportation and land use synergy, including access to I-680 and the proposed transit station. The plan will also look at pedestrian and bicycle circulation.

Solano Square Neighborhood Retrofit, Downtown Infill

Project Description: Redevelop and design the existing Solano Shopping Square. Since 1999, Benicia's General Plan has included a policy to redesign the aging shopping center. With an oversupply of asphalt and a poor internal circulation network, this site has the opportunity to revive Benicia's downtown into a thriving civic, cultural, and retail destination.

Ferry, Water Taxi

Project Description: Establish a new ferry stop at the end of First Street in downtown Benicia, serviced by the Water Emergency Transportation Authority (WETA)/ Baylink. The service could provide connection across the Carquinez Strait to the Capitol Corridor train stop in Martinez, to the existing ferry terminal in Vallejo, and/or to the ferry terminal in downtown San Francisco. The ferry stop would directly support the downtown Benicia PDA.

East E Street Infill

Project Description: Conduct a development feasibility analysis for the City-owned vacant parcel at East E Street and East 2nd Street.

First Street Streetscape and Parking Enhancements

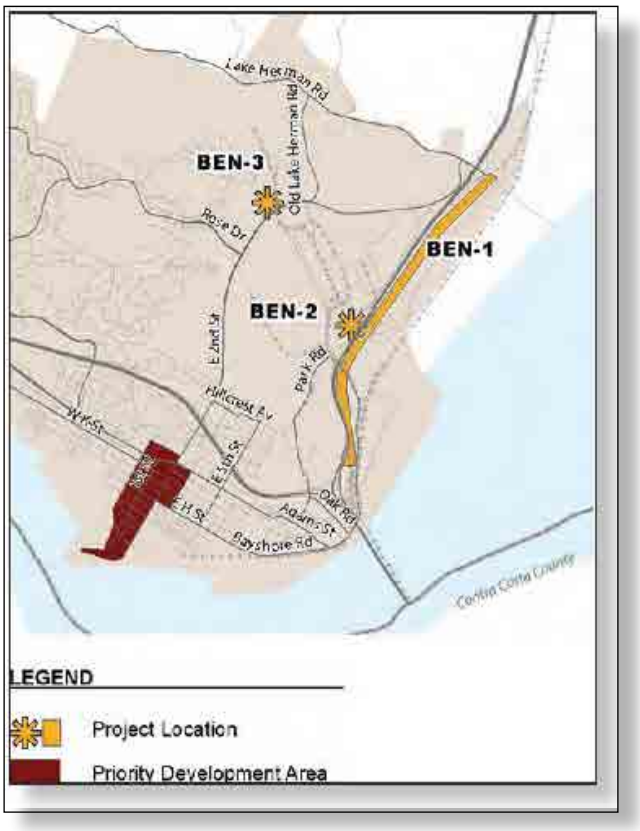
Project Description: Construct improvement for bus turnouts, sidewalk improvements, bicycle parking, lighting and trees in Benicia's historic downtown district along First Street.

First Street - Downtown Benicia

Figure 2-BEN: Benicia Candidate Project Locations

BEN-1: Benicia Industrial Park Transit Hub

BEN-2: Sulphur Springs Creek Trail Connectivity



Dixon

The City of Dixon has one PDA poject included in the original 2012 TSC Plan. The project was also included in the original TLC Plan (2004).

West 'B' Street Existing Crossing

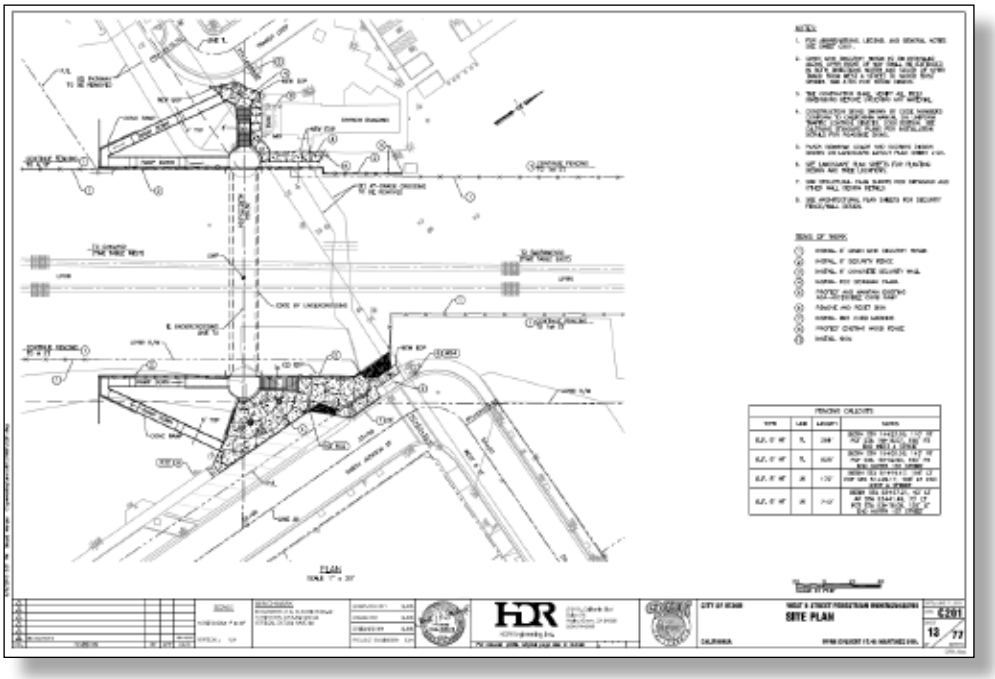
DIX-1: West 'B' Street Pedestrian / Bicycle Undercrossing

The West B Street Undercrossing Pedestrian Safety Improvement is nearing construction with a $1 million local match. Design is complete and NEPA approval is expected in February 2012. Construction is scheduled to begin in Fall 2012. The goal of the project is to improve safety for pedestrians at a location where multiple fatalities have occurred. The undercrossing is also needed for access to the transit station. The project is on the City's project list for capital improvements, and is within the proposed PDA boundary submitted to ABAG in December 2011. This project is fully funded after the STA Board approved the $2.5 Million in OBAG funding at their March 12, 2012 meeting.

Project Type: Capital Project

Cost: $6,100,000

Approved OBAG Planning Funds: $2.535 Million



West 'B' Street Undercrossing Concept Plan

Figure 2-DIX: Dixon Candidate Project Location

DIX-1: West 'B' Street Pedestrian/Bicycle Undercrossing

Fairfield

The City of Fairfield has two PDA projects. Both projects are located within existing PDA boundaries. Brief project descriptions are followed by Figure 2-FAI, which indicates the approximate locations of the candidate projects.

FAI-1: West Texas Street Gateway Project

Completed phases of the West Texas Street Plan include the West Texas Street Master Plan (2002), which established basic design concepts for improvements to the West Texas Street corridor including gateway entry features, intersection enhancements, and pedestrian crossings. The West Texas Pedestrian Improvement and Streetscape Implementation Plan (2005) provided initial design concepts for key intersections and locations along the corridor.

STA has provided $150,000 to the City for design and to prepare construction drawings for the third phase of the project. Environmental review is currently underway. The plan will focus on the "gateway" area between Oliver Road and Beck Avenue, with an emphasis on the bus exit ramp, reconfigured intersection, and direct pedestrian access to the Fairfield Transportation Center from West Texas Street. This project will generate construction drawings for the gateway area suitable for capital funding at the regional level.

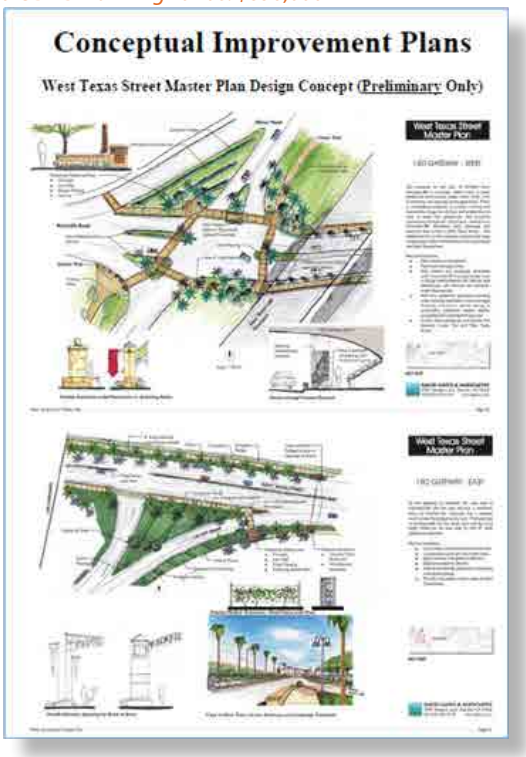
The project is part of the City's project list for capital improvements, and is within a regional Priority Development Area.

This project is also included in Fairfield's new specific plan proposal for West Texas Gateway and Downtown Fairfield's PDA. The STA Board approved OBAG PDA planning funds to develop the specific plan at their March 12, 2012 meeting.

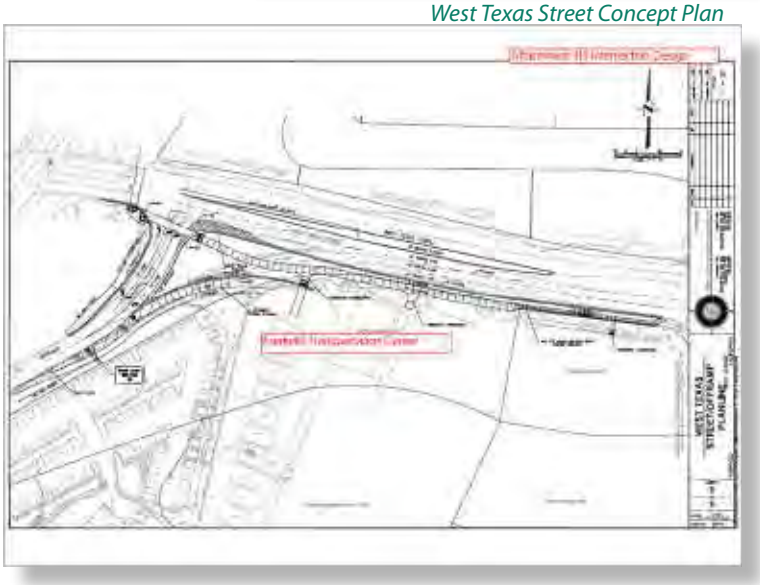
Project Type: A) Design; B) Construction

Cost: A) $300,000; B) 3,000,000

Approved OBAG Planning Funds: $850,000



West Texas Street Concept Plan



West Texas Street Preliminary Design

FAI-2: Fairfield / Vacaville Intermodal Station

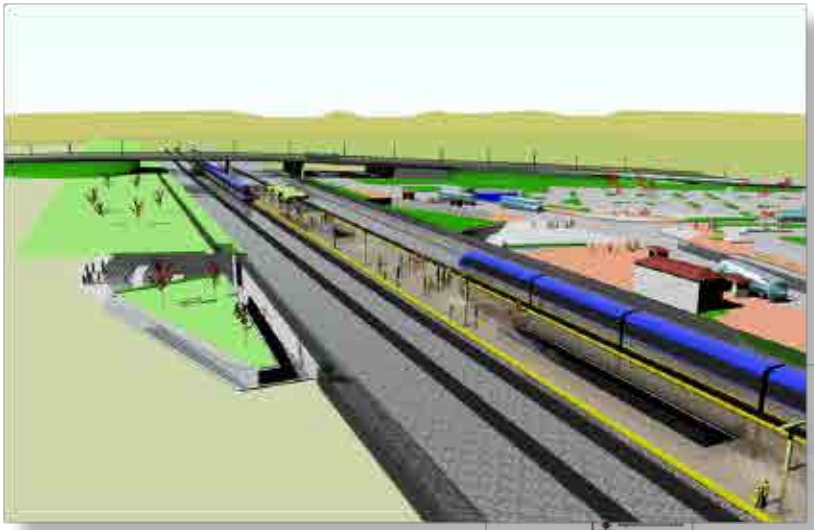
Planning for a Fairfield / Vacaville Intermodal Station began in the early 1990's and the site at Peabody Road and Vanden Road was listed as the highest priority rail project in STA's 2001 Rail Implementation Plan. In 2002, the City revised the General Plan to emphasize Transit Oriented Development around the site and in 2005 began work on the Train Station Area Specific Plan. In 2008, the planning area was expanded to 3,000 acres. The Train Station Area Specific Plan was approved in 2011 with 3,000 of the 6,800 housing units located within ½ mile of the train station and 1,800 acres permanently preserved in open space and environmental mitigation areas.

Design of the Fairfield / Vacaville Intermodal Station will be complete in 2013 with the Station is expected to open in 2015. Requirements placed on the project have increased the cost to design and construct the Intermodal Station to $54.6 million, which exceeds the funding currently available by $12 million. Additional funding is needed to ensure all of the pedestrian, bicycle, and aesthetic features in the base project can be completed.

The project is part of the City's project list for capital improvements and is within a regional Priority Development Area.

Project Type: Capital Project

Cost: $54,600,000



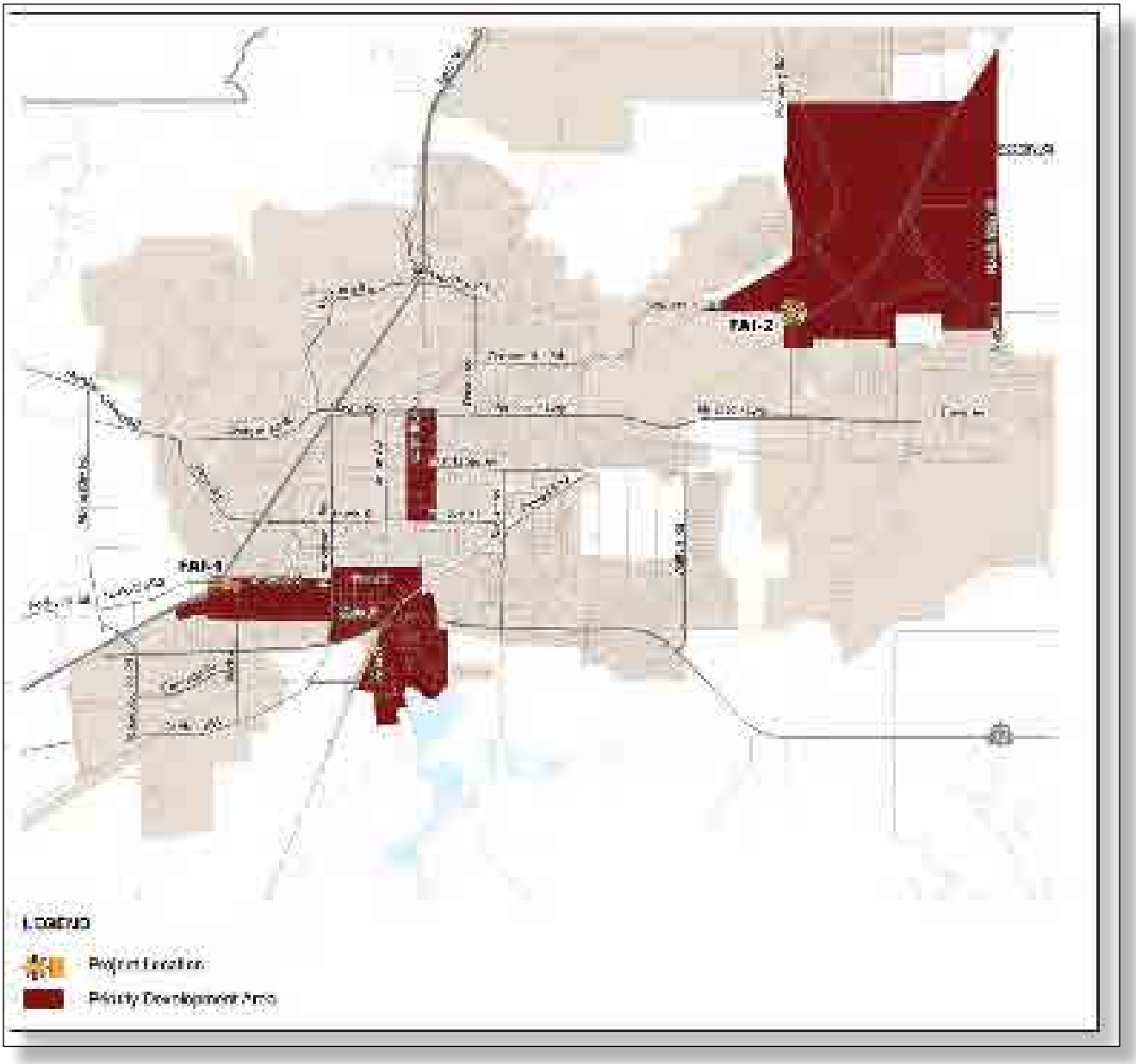
Intermodal Station Rendering

Intermodal Station Land Use Plan

Figure 2-FAI: Fairfield Candidate Project Locations

FAI-1: West Texas Street Gateway Project

FAI-2: Fairfield / Vacaville Intermodal Station



Rio Vista

The City of Rio Vista has two PDA projects; however, only one is far enough along to be considered as a PDA project eligible for funding. The remaining project is included on a "watch list" presented after the candidate project description.

Rio Vista Waterfront Concept Plan

RIO-1: Waterfront Improvements

The next phase of the Downtown Rio Vista Waterfront Plan includes plan refinement, cost updates, and phased improvements for pedestrian, bicycle, and transit activities. The Waterfront Specific Plan planning process was completed in three phases. Phases 1 and 2 focused on the public design process and included three Steering Committee meetings, three public workshops and a joint study session of the City Council and Planning Commission. Phase 3 completed the Specific Plan and included public hearings required for Plan adoption. The concept plan includes construction of a raised flood wall. This project is not located within an existing PDA; however, the City has submitted an application to ABAG for PDA designation.

Project Type: Environmental / Design / Capital

Cost: $2,000,000

Other Rio Vista Projects

The following project was also submitted by Rio Vista; however, it lacks sufficient detail for consideration as a PDA candidate project at this time. The project has been placed on the "watch list" for consideration in future PDA Plan updates as more information becomes available.

Highway 12 Corridor Complete Streets Corridor

This project will develop a complete streets corridor concept plan for State Route 12 through Rio Vista between Drouin Drive and Front Street. The project will focus on conceptual designs that include bicycle, pedestrian and transit improvements along the corridor.

Figure 2-RIO: Rio Vista Candidate Project Location

RIO-1: Rio Vista Waterfront Improvements

Downtown Rio Vista

Suisun City

Suisun City has three PDA projects. All three projects are located within existing PDA boundaries. Figure 2-SUI indicates the approximate locations of the candidate projects.

SUI-1: Railroad Avenue Extension (Marina Boulevard to Main Street)

This project would construct a four-lane arterial parkway between Marina Boulevard and Main Street including 1,500 linear feet of roadway, a new bridge over Union Avenue Creek and construction of a traffic signal at the intersection of Railroad Avenue/Main Street/Highway 12.

The project connects Suisun & Fairfield PDAs, enhances access to County services, installs a pedestrian/bike path, improves access to the train station, and connects residents to employment (local and non-local). The preliminary design phase is complete. Additional funding is needed for environmental review, final design and construction.

Project Type:

A) Plan Refinement / Environmental / Design;
B) Construction

Cost: A) $322,000; B) $3,045,000

Railroad Avenue Extension alignment

SUI-2: Lotz Way Bike and Pedestrian Improvements

This project would construct a safe transit environment for pedestrians and bicyclists along Lotz Way. Construction of a Class I bikeway would complete the system gap between downtown and the Grizzly Island Trail. This project may also be considered as a potential Safe Routes to School candidate given the proximity to Crystal Middle School. The concept phase is complete. Additional funding is necessary for project implementation. The project is located within a PDA.

Project Type:

A) Conceptual Planning;
B) Construction

Cost: A) $250,000; B) $1,000,000

Lotz Way - Existing Conditions

SUI-3: Suisun Train Station: Safe Routes to Transit

This project would improve pedestrian and bicycle access along the routes to and from the Suisun City Capitol Corridor Train Station and the Historic Waterfront District by removing obstacles, upgrading pedestrian facilities to current Americans with Disabilities Act (ADA) standards, installing additional bicycle facilities, providing better lighting, adding signage and pavement markings, installing fencing to discourage/prevent jaywalking across Main Street, and installing countdown pedestrian heads at traffic signals.

This project enhances multimodal travel with direct benefit to the train station. A concept plan would provide more detailed project cost estimates and funding possibilities for project implementation. The project is located within a PDA. The STA Board approved OBAG Capital and Planning funds for the Suisun Train Station and Downtown PDA.

Project Type:

A) Conceptual Plan / Environmental / Design;
B) Construction

Cost: A) $40,000; B) $550,000

Approved OBAG Capital Funds: $600,000

Approved OBAG PDA Planning Funds: $163,000

Suisun Train Station

Figure 2-SUI: Suisun City Candidate Project Locations

SUI-1: Railroad Avenue Extension (Marina Boulevard to Main Street)

SUI-2: Lotz Way Bike and Pedestrian Improvements

SUI-3: Suisun Train Station Safe Routes to Transit

Vacaville

Vacaville submitted four projects for consideration. All four projects are located within existing PDA boundaries. Figure 2-VAC ndicates the approximate locations of the candidate projects.

VAC-1: Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements

This project consists of constructing physical pedestrian safety enhancements and delineating Class II bicycle lanes to improve pedestrian and bicycle safety at one of the widest intersections in the city of Vacaville.

This project would significantly improve pedestrian safety and comfort in crossing all four legs of the intersection while also providing new bike lanes on two approaches to the intersection, adding bicycle detection equipment at this traffic signal, and reducing greenhouse gas emissions, stops and delays based on existing traffic volumes and traffic forecasts through buildout of the City's General Plan. There is adequate pavement area in this intersection to make the proposed improvements for pedestrians and bicyclists without negatively impacting vehicle LOS. Design and environmental work can begin immediately once grant funding is secured. The project is part of the City's project list for capital improvements, and is within a designated PDA.

Project Type: Design

Cost: $350,000

VAC-2: Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)

This project would construct a Class I bicycle path along Ulatis Creek between the Vacaville Downtown Creekwalk at McClellan Street and Comstock way just north of I-80. The project would include park and pedestrian elements between McClellan Street and Depot Street, such as a shade structure, plaza, and benches. This critical bikeway link will continue the theme of the Downtown Creekwalk and connect to adjacent future retail, commercial and housing.

The City can begin design and environmental work immediately with additional grant funding. The project is part of the City's project list for capital improvements, and is within a PDA. The STA Board approved OBAG Capital funds for the Creek Walk Project Construction from McClellan Street to Depot Street.

Project Type: Design and Construction

Cost: $2,500,000

Approved OBAG Construction Funds: $500,000

Ulatis Creek Path

Mason Street at Depot Street

VAC-3: Vacaville Transportation Center Intermodal Station (Phase 2)

The project would construct a 400-space parking structure adjacent to the newly constructed Vacaville Transportation Center, which provides regional transit service. Proposed improvements include associated lighting, landscaping and a second photovoltaic system to further serve the transportation facility. The project will provide additional parking for commuters and will bring the facility to its full potential as a transportation hub. The project supports the use of alternative modes of transportation to reduce traffic congestion along the Interstate 80 corridor. Additionally, the project has the potential to provide shared parking for adjacent land uses within the PDA.

Phase 1 is complete and operational. The City has funding to commence site planning studies, and will begin that work in March 2012. The project has adequate funding to complete design of Phase 2; however, additional funding is needed for construction. The project is part of the City's project list for capital improvements, and is within a PDA.

Project Type: Design and Construction

Cost: $14,000,000

Intermodal Station

VAC-4: Allison/Ulatis Priority Development Area - Bike/Pedestrian Improvements

This project would construct bicycle and pedestrian improvements within or serving the Allison/Ulatis Priority Development Area. Three specific improvements are proposed as described below. The project is part of the City's project list for capital improvements and is within a PDA.

A) Allison Drive Sidewalk: Construct a sidewalk along the east side of Allison Drive from the Vacaville Transportation Center entrance, which is across from Travis Way, to Nut Tree Parkway. These improvements would complete proper pedestrian access between the newly constructed Vacaville Transportation Center and the existing restaurants and retail establishments along Nut Tree Parkway as well as extend the landscape corridor along the east side of Allison Drive providing shade for pedestrians.

B) Allison Drive Bike Path (Ulatis Creek to Ulatis Drive): Construct a Class I bike path on the west side of Allison Drive between Ulatis Creek and Ulatis Drive. Completing this segment of the bike path would provide connectivity between the existing Class I path on either side of Allison Drive. Right-of-way would need to be acquired for construction.

C) Burton Drive/Helen Power Intersection Pedestrian Crossing Improvements: Install enhanced pedestrian crossing treatments at the signalized intersection of Burton Drive/Helen Power Drive to facilitate pedestrian travel between high-density senior housing on the south side of the intersection and the existing restaurants, retail establishments and services to the north and east of this intersection. The STA Board approved PDA Capital Funds for this project at their March 12, 2012 meeting.

Project Type: Design

Cost: $650,000

Approved OBAG Capital Funds: $450,000

Allison/Ulatis PDA Improvements

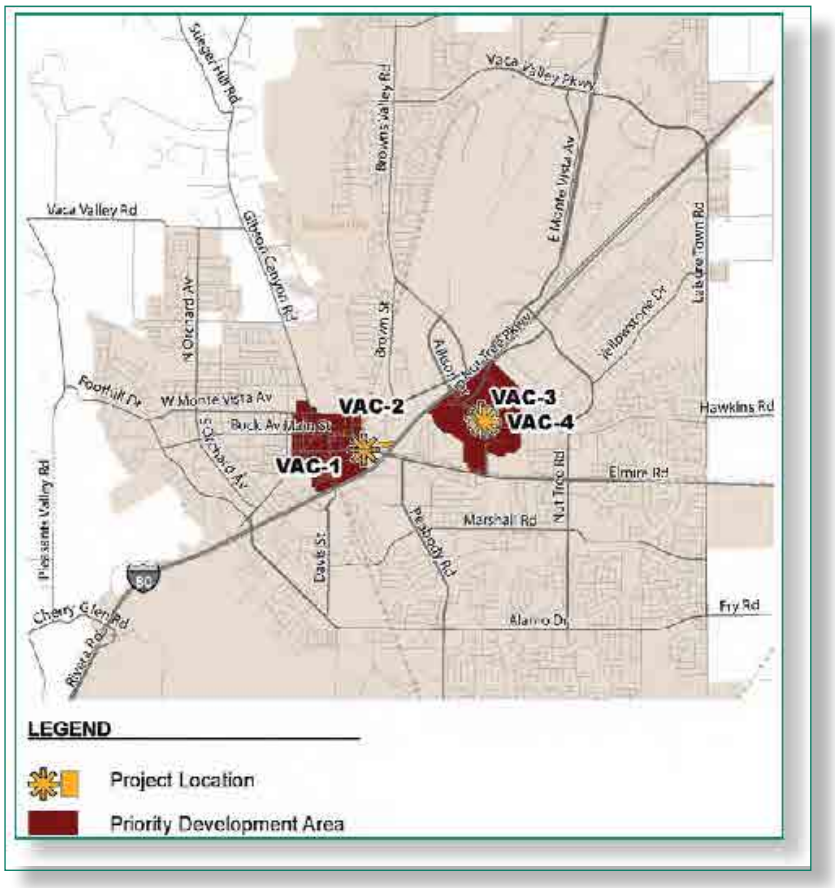
Figure 2-VAC: Vacaville Candidate Project Locations

VAC-1: Mason Street at Depot Street Road Diet-Bike/Pedestrian Improvements

VAC-2: Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)

VAC-3: Vacaville Transportation Center-Phase 2

VAC-4: Allison/Ulatis Priority Development Area - Bike/Pedestrian Improvements



Vallejo

Vallejo submitted three projects for consideration. The project sponsor indicated that the Vallejo Station Parking Structure (Phase B) is the highest priority project. Two projects are located within the existing Downtown Waterfront PDA boundary, while the third is in an area for which PDA status has been applied for. Brief project descriptions are followed by Figure 2-VAL, which indicates the approximate locations of the candidate projects.

VAL-1: Vallejo Station Intermodal Facility-Parking Structure Phase B

The Vallejo Station Parking Structure Project is a major component of the Vallejo Waterfront Planned Development Master Plan (WPDMP). This project would eventually construct a 1,200 space parking structure for ferry system riders in two phases. Phase A, which was completed in 2012, consists of 750 parking spaces with the remaining balance to be constructed during Phase B. The parking structure is designed as a joint use facility to accommodate transit-oriented use and commercial space constructed at the ground floor frontages along Georgia Street and Santa Clara Street. It is also designed to accommodate a future hotel. The parking consolidation would free up over 10 acres for development as outlined in the WPDMP.

Phase B is estimated to cost $27 million, of which $16 million is unfunded. This project is included on the City's project list for capital improvements. The project is located within the Downtown Waterfront PDA. This project is the City's highest priority TSC project.

Project Type: Construction

Cost: $27,000,000

Vallejo Station Intermodal Facility - Phase A

VAL-2: Downtown Vallejo Streetscape Improvement Project

The Downtown Streetscape Improvement Project includes streetscape and landscape beautification within a 14-block area bounded by Sonoma Boulevard to the east, Virginia Street to the north, Sacramento Street to the west and Maine Street to the south. Amenities include widened sidewalks, street furniture, signage, decorative paving, pedestrian-friendly street lighting, pavement reconstruction, and replacement of curb and gutter. One of the goals of this project is to widen sidewalks and to create street "bulb-outs" to calm traffic and make the sidewalks more pedestrian friendly. These improvements conform to the vision, goals, and requirements described in the Downtown Vallejo Design Guidelines, Downtown Vallejo Specific Plan, and the Downtown Specific Plan/Virginia Street Development EIR. This phase of the project would provide a pedestrian-friendly link between the new Vallejo Transit Center and the Downtown area.

Phase 1A of the Downtown Streetscape Project has been completed. Phase 2 has been funded with regional TLC and CMAQ funding including a local match. Phase 3 is unfunded in the amount of $16 million, which can further be broken down by block as funding becomes available. This project is part of the City's list for capital improvements and is located within the Downtown Waterfront PDA. The STA Board approved the OBAG Capital funds for Maine Street Capital Improvements.

Project Type: Construction

Cost: $16,000,000

Approved OBAG Capital Funds: $1.095 Million

Downtown Vallejo Streetscape Project

VAL-3: Sonoma Boulevard Corridor

The City of Vallejo is in the conceptual planning stages of this project, and is also preparing to request PDA status for this area. Planned improvements are envisioned to include streetscape and landscape beautification elements in support of a "complete streets" concept. The project would be divided into four separate phases by geographic neighborhood. The project will be added to the City's project list for capital improvements.

Project Type: A) Conceptual; B) Enviornmental / Design; C) Construction

Cost: A) $500,000; B) $300,000; C) Construction $48,000,000

Sonoma Boulevard Study Area

Figure 2-VAL: Vallejo Candidate Project Locations

VAL-1: Downtown Vallejo Streetscape

VAL-2: Vallejo Station Parking Structure Phase B

VAL-3: Sonoma Boulevard Corridor

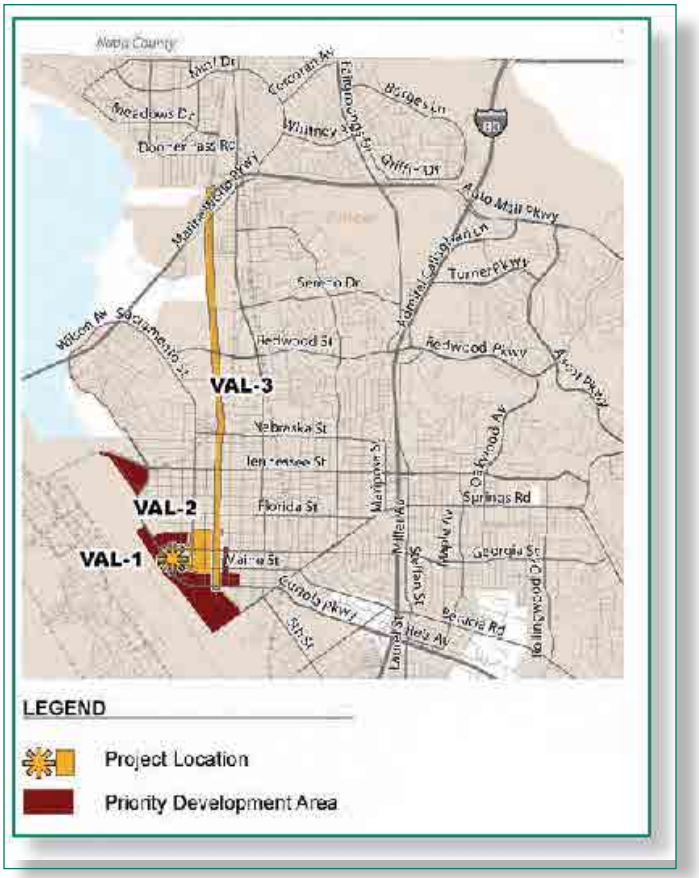


Table 1: Candidate Improvement Projects Summary (All Jurisdictions)

Project ID / Title	Project Type	Estimated Cost	Within PDA	OBAG Funded
Benicia				
BEN-1: Benicia Intermodal Station	Conceptual Planning and Capital Project	$3,000	Yes	$250,000 Plannning Funds
BEN-2: Benicia Industrial Park Transit Hub	Design and Construction	$1,250	Yes	
BEN-3: Sulfur Springs Creek Trail Connectivity	Conceptual Planning and Design	TBD	No	
Dixon				
DIX-1: West 'B' Street Pedestrian / Bicycle Undercrossing	Capital Project	$6,100	Yes	$2.535 Million Construction
Fairfield				
FAI-1: West Texas Street Gateway Project	A) Design; B) Construction	A) $300; B) $3,000	Yes	$850,000 Planning Funds
FAI-2: Fairfield / Vacaville Intermodal Station	Capital Project	$54,000	Yes	
Rio Vista				
RIO-1: Rio Vista Waterfront Improvements	Environmental/Design/ Capital	$2,000	Yes	$450,000 Construction
Suisun				
SUI-1: Railroad Avenue Extension (Marina Boulevard to Main Street)	A) Plan Refinement/Environmental/Design; B) Construction	A) $322; B) $3,045	Yes	
SUI-2: Lotz Way Bike and Pedestrian Improvements	A) Design; B) Construction	A) $250; B) $1,000	Yes	
SUI-3: Suisun Train Station	A) Conceptual Plan/Environmental/Design; B) Construction	A) $40; B) $550	Yes	$600,000 Capital $163,000 Planning

Table 1 (continued): Candidate Improvement Projects Summary (All Jurisdictions)

Project ID / Title	Project Type	Estimated Cost	Within PDA	OBAG Funded
Vacaville				
VAC-1: Mason Street at Depot Street - Road Diet - Bike/Pedestrian Improvements	Design and Construction	$350	Yes	
VAC-2: Ulatis Creek Bike/Pedestrian Path (McClellan Street to Comstock Way)	Design and Construction	$2,500	Yes	$500,000 Capital Funds
VAC-3: Vacaville Transportation Center (Phase 2)	Design and Construction	$14,000	Yes	
VAC-4: Allison/Ulatis Prioirty Development Area Bike/Pedestrian Improvements	Design, Right-of-Way and Construction	$650	Yes	$450,000 Capital Funds
Vallejo				
VAL-1: Vallejo Station Intermodal Facility - Parking Structure Phase B	Construction	$27,000	Yes	
VAL-2: Downtown Vallejo Streetscape (Phase 3)	Construction	$16,000	Yes	$1,095,000 Capital Funds
VAL-3: Sonoma Boulevard Corridor	A) Conceptual; B) Environmental/design; C) Construction	A) $500; B) $300; C) $48,000	Yes	

***Funded with TDA Article 3 as part of OBAG fund package**

****Construction funding dedicated from McClellan Street to Depot Street**

8 Performance Measures

Performance-based planning is commonly used by jurisdictions cognizant of the need to track the effectiveness of project implementation. By utilizing a framework for examining projects based on goals and objectives, projects can demonstrate direct need and benefit. In addition, projects that document tangible performance metrics often compete well for funding and streamline the process for reporting results, which may be required as a condition of grant funding or other funding sources. This chapter outlines how STA can apply a performance-based planning framework to its TSC candidate projects.

MTC's Transportation 2035 Performance Assessment Report defines performance-based transportation planning as an approach that "focuses on the measurable outcomes of potential investments and the degree to which they support stated policies." Performance-based transportation planning is further defined as both "systematic and analytic" in that it:

- Expresses policy in terms of quantifiable objectives
- Relies on analytic methods to predict the impacts of different types of investments on system performance
- Sets up an analytic framework for periodic monitoring of system performance
- Assesses performance trends and provides the opportunity to make adjustments

Similarly, other regional transportation agencies have crafted performance-based transportation frameworks. The Portland Department of Transportation has initiated an integrated project planning and evaluation tool called STARS (Sustainable Transportation Analysis and Rating System) based on improved access to opportunities for people and goods rather than solely vehicle mobility. Both of these example jurisdictions use a typical four-part process consisting of: 1) establishing goals and objectives; 2) evaluating strategies (or performance criteria) to achieve the objectives; 3) implementing the project; and, 4) measuring performance.

Relationship to TSC Projects

Chapter 4 established the overall goals and supporting objectives of the PDA Investment and Growth Strategy. This was a necessary first step for the performance–based transportation planning approach. The next step included quantification (i.e., weighting of supporting "livability strategies") for meeting Plan goals and objectives. These strategies are identified in Chapter 7 as the performance criteria. The performance criteria were then used to develop a prioritized list of projects for each member jurisdiction. The fourth and final step in performance-based transportation planning is to establish quantifiable metrics (where practical) for periodic monitoring of project outcomes based on established goals and objectives. The purpose of a performance measurement plan is to provide ongoing project accountability.

Often times, the most impactful metric is visual. Agencies should create a pictorial log of before, during and after photos of PDA projects. In addition, user surveys can be a meaningful way to gage perceptions of the project.

Suggested Evaluation Process - Checklist

STA has received funds under MTC's Resolution 4035; these are also referred to as OBAG funds. Specifically, STA received $ 4.6 Million in OBAG funding in FY 2012-2013. In addition, STA received $1.066 million in PDA Planning Funds from MTC in 2013, and $1.25 million in PCA funds in the same time frame. Expenditure of these funds is subject to the requirements of MTC's Resolution 4035. Finally, STA receives funds outside of OBAG that can be used to deliver projects that advance to goals of OBAG. These include TDA Article 3, STAF, and air quality funds from both the Bay Area and Yolo Solano Air Quality Management Districts.

STA made funding allocations for OBAG and other funds on March 13, 2013, using project assessment criteria which relate to the Goals discussed on page 56 that had been developed for the OBAG process over a 7 month period (September 2012 through March 2013). Those project assessment criteria meet both the intent and letter of MTC's Resolution 4035 and the intent of the PDA Investment and Growth Strategy. STA will therefore use the same criteria when preparing to allocated future funds identified for investment in PDAs, and may also use them when making allocation decisions for other funds not governed by MTC's Resolution 4035 but serving a similar purpose. Changes may be made to the criteria to reflect amendments to MTC Resolution 4035, and to account for administrative issues such as changes to the dates of funding cycles or alternations to STA organizational details.

Criteria	Methodology	Evaluated By
How many of goals of the Regional Transportation Plan (RTP) or the Solano Comprehensive Transportation Plan (CTP) are advanced by the project?	There are 10 RTP and 61 CTP goals. STA staff will develop a matrix with each goal and each project listed, and will perform a simple YES / NO review of each matrix cell. Where MTC has already provided guidance on RTP goal assessment, STA staff will use that guidance. The final STA project ranking matrix will list the number of RTP and the number of CTP goals met for each project.	STA Planning Staff
Does the project support transportation and land use connecgtions, PDA's and Priority Conservation Areas (PCAs) by: • Encouraging housing and employment near transit • Directly facilitating development investments addressing access improvements • Implementing a transportation and land use plan with demonstrated community consensus	Projects not located in or connecting to a PDA will be rated as NO. Projects located in, and programs that will generally support PDAs will be rated YES, unless there is an obvious lack of ability of the project or program to meet this criteria.	STA Planning Staff and Solano Planning Directors

Suggested Evaluation Process - Checklist (Continued)

Criteria	Methodology	Evaluated By
Does the project address safety improvements? • Reduction in the number of collisions • Reduction in severity of collisions • Reduction in bicycle/pedestrian collisions	Projects that have clearly-articulated safety components or that provide new bicycle or pedestrian routes will be rated as YES.	STA Planning and Projects staff and STA TAC
Is the project a recognized priority project in any of the STA's adopted plans, and if so what rank	Projects that are identified as a Priority Project in an adopted STA plan will be ranked as YES. The ranking will be provided in a table footnote.	STA Planning Staff
Is the project located in a community of concern as defined by MTC, and included in any of the STA's Community Based Transportation Plans?	STA will map proposed projects and communities of concern. Those projects that overlap with a community of concern will be rated YES.	STA Planning and Transit Staff
Will the project be delivered in the first two years of the OBAG cycle (FY 12-13 or FY 13-14), or the second two years (FY 14-15 or FY 15-16)? Factors that will determine this include: • Is the project identified in a locally-adopted master plan? • Does it have environmental clearance and completed Plans, Specifications and Estimates (PS&Es)? • What is the project delivery record of the sponsoring agency? • If the project is large, can the project sponsor deliver earlier project phases with independent utility?	The STA PDWG will be asked to review and assess each project's deliverability. Projects will be rated as FIRST half or SECOND half of the OBAG funding cycle.	STA Projects Staff, PDWG, and STA TAC
Does the project deliver an element of a Complete Street?	Projects that have an element of a Complete Street will be rated as YES. This includes bicycle or pedestrian facilities, transit stops, or special accommodation of goods movement vehicles.	STA Planning and Projects Staff and STA TAC.
Is the project located in a jurisdiction that is taking more than its proportionate share of the county's allocation in the upcoming Regional Housing Needs Allocation process, relative to the jurisdiction's January 1, 2012 Household Population Share?	Jurisdictions whose RHNA % is equal or larger than their 2012 Household Population % will be ranked YES.	STA Planning Staff and Solano Planning Directors

Suggested Evaluation Process - Checklist (Continued)

Criteria	Methodology	Evaluated By
Does the project or program support maintaining and expanding the employment base in Solano County?	If the project is located in or adjacent to a major employment center, it will be rated YES. Major employment centers were identified by the STA as an early part of the Solano CTP update.	STA Planning Staff and Solano Planning Directors.
Does the project or program benefit a large number of residents and businesses, including multiple jurisdictions?	Projects serving a large number of residents from multiple jurisdictions will be ranked HIGH. Projects serving a smaller number of residents from multiple jurisdictions will be ranked MEDIUM. Projects serving a small number of residents and/or a single jurisdiction will be ranked LOW.	STA Planning, Projects, Transit and Rideshare staff
Does the project encourage or facilitate the use of public transit or other use of alternative modes?	Projects or programs that directly promote a) use of transit, including local and intercity bus service, rail and ferry passenger service, and rideshare and vanpool formation, or b) that promote the use of bicycling or walking, will be rated YES.	STA Planning, and Projects staff
Does the project or program contribute towards the equitable distribution of benefits through the OBAG program?	STA will map projects proposed for funding based upon other criteria, and present this map to the Board for assessment.	STA Planning Staff, STA TAC and STA Board
Have adequate local match funds been identified for the project?	Projects that have identified a dedicated local match that meets or exceeds the federal match requirement will be rated as YES.	STA Projects Staff, PDWG, and STA TAC

9 Next Steps

The PDA Investment and Growth Strategy provides project detail and justification to assist the Solano Transportation Authority (STA) and its member agencies pursue and allocate funding to implement projects and programs, which result in sustainable communities. This Chapter outlines the next steps associated with implementation of the PDA Plan.

Implementation

Implementation of candidate projects requires coordination between the STA, STA's member jurisdictions, and other agencies. Candidate projects are at various stages of development and implementation. Where applicable, candidate projects should be incorporated into Capital Improvement Plans to further demonstrate local commitment and priority. Information presented in this plan will inform future project selection and funding allocation.

Emphasis on PDAs

Currently, Solano County has 12 PDAs. Applications from Benicia, Dixon and Rio Vista were approved by ABAG after the Transportation for Sustainabilities Plan was completed. Appendix A includes the PDA applications submitted for ABAG's approval.

Funding provided by MTC's proposed OBAG will be a funding source for incentivizing transportation projects that support the FOCUS Program's principles for sustainable communities. The OBAG provides a programming funding plan for Federal Congestion Air Quality Improvement Program (CMAQ) and Surface Transportation Program (STP), and State Transportation Enhancement (TE) Program for the next three years. The STA is currently collaborating with member agencies on the identification of prime opportunity parcels within each of the PDAs. Thoughtful development of vacant or under-utilized parcels would advance the vision of sustainable communities with complementary land use and transportation elements.

Monitor PDA Investment Impact

Many of the PDA projects are envisioned as "catalyst" projects intended to change perceptions and encourage sustainable practices over the long term. Short-term direct benefits may be difficult to quantify directly. Chapter 8 suggests a performance-based planning approach and a checklist evaluation process. As the PDA Plan moves forward amidst a competitive funding environment, tangible project benefits would reinforce the cost-benefit of these strategic transportation projects.

Downtown Benicia

Plan for Complete Streets

A Complete Street provides transportation access to all users of the road including bicyclists, pedestrians, motorists, transit users, and people with disabilities. Planning and designing complete streets is context-sensitive and includes community involvement. It is both a process and a finished product. The California Complete Streets Act of 2008 (AB 1358 Chapter 675) is the primary guiding legislation for accommodating bicycle and pedestrian consideration as part of transportation and land use planning. The Metropolitan Transportation Commission assisted in crafting the legislation update requiring local jurisdictions to amend their General Plan to be consistent with the California Complete Streets Act to be eligible for transportation funding. The STA will need to continue to collaborate with its member agencies to utilize plans such as the Transportation for Sustainable Communities Plan and PDA Plan to meet the intention of MTC's requirements and State legislation.

Downtown Rio Vista

Advocate for Sustainable Communities

The PDA Plan is one example of the STA's dedication to strategic project delivery, which supports sustainability initiatives. Through the advancement of key transportation projects, the STA and STA's member jurisdictions demonstrate commitment to regional objectives. Candidate TSC projects reflect the highest priority "livability" projects selected by each jurisdiction.

Union Ave. Pedestrian Crossing, Fairfield Downtown South PDA