BICYCLE ADVISORY COMMITTEE (BAC)
MEETING AGENDA

6:30 – 8:00 p.m.

Thursday, November 7, 2013
Solano Transportation Authority, Conference Room 1
One Harbor Center, Suite 130
Suisun City, CA 94585-2473

	ITEM	**MEMBER/STAFF PERSON**
1.	**CALL TO ORDER/SELF INTRODUCTIONS**	Ray Posey, Chair
2.	**CONFIRM QUORUM**	Ray Posey, Chair
3.	**APPROVAL OF AGENDA**	Ray Posey, Chair
4.	**OPPORTUNITY FOR PUBLIC COMMENT**	Ray Posey, Chair
5.	**APPROVAL OF MEETING MINUTES** Recommendation: Approve STA BAC Meeting Minutes of September 5, 2013. (6:30 – 6:32 p.m.) **Pg. 3**	Ray Posey, Chair
6.	**PRESENTATIONS**	
	A. Project Status Updates – Presentations from Project Sponsors (6:32 - 7:20p.m.)	Project Sponsors
7.	**ACTION ITEMS**	
	A. Bicycle Project List Discussion and Prioritization Recommendation: Forward a recommendation to the TAC and STA Board to adopt the following: 1. Bicycle Priority Projects List (Attachment A); and 2. Bicycle Priority Project Tiered List (Attachment B). (7:20 - 7:35 p.m.) **Pg. 7**	Sara Woo, Associate Planner

STA BAC MEMBERS

Ray Posey	Michael Segala	Nancy Lund	Jim Fisk	David Pyle	Vacant	Lori Wilson	Mick Weninger	Barbara Wood
Chair City of Vacaville	Vice Chair County of Solano	City of Benicia	City of Dixon	City of Fairfield	City of Rio Vista	City of Suisun City	City of Vallejo	Member-At-Large

8. INFORMATIONAL ITEMS –DISCUSSION

A. Comprehensive Transportation Plan: Draft Active Transportation Element — Sara Woo, Associate Planner; Sofia Recalde, Associate Planner

Informational
(7:35 - 7:40 p.m.)
Pg. 15

B. Priority Conservation Area (PCA) Update Informational — Sara Woo, Associate Planner

(7:40 – 7:45 p.m.)
Pg. 48

C. Bay Trail/Vine Trail Update — Sara Woo, Associate Planner

Informational
(7:45 – 7:50 p.m.)
Pg. 49

D. BAC Membership Status — Sara Woo, Associate Planner

Informational
(7:50 – 7:55 p.m.)
Pg. 51

9. INFORMATION ITEMS – NO DISCUSSION

A. Summary of Other Funding Opportunities — Sara Woo, Associate Planner

Informational
Pg. 53

10. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

(7:55 - 8:00 p.m.)

11. ADJOURNMENT — Ray Posey, Chair

The next regularly scheduled BAC Meeting is January 9, 2014.

2014 BAC MEETING SCHEDULE

Please mark your calendars for these dates

January 2, 2014
March 6, 2014
May 1, 2014
July 3, 2014
September 4, 2014
November 6, 2014

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

Bicycle Advisory Committee (BAC)
Meeting Minutes of
Thursday, September 5, 2013
6:30 – 8:00 p.m.

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

I. CALL TO ORDER

Chair Posey called the meeting to order at approximately 6:30 p.m.

MEMBERS PRESENT:	***In alphabetical order by last name***	
	Ray Posey, Chair	City of Vacaville
	Jim Fisk	City of Dixon
	Nancy Lund	City of Benicia
	David Pyle	City of Fairfield
	Mick Weninger	City of Vallejo
	Barbara Wood	Member At Large
MEMBERS ABSENT:	Lori Wilson	City of Suisun City
	Michael Segala, Vice Chair	County of Solano
STAFF PRESENT:	Sara Woo	STA, Associate Planner

II. CONFIRM QUORUM

A quorum was confirmed.

III. APPROVAL OF AGENDA

On a motion by Member Pyle and a second by Member Fisk the BAC unanimously approved the agenda.

IV. OPPORTUNITY FOR PUBLIC COMMENT

None presented.

V. APPROVAL OF MEETING MINUTES OF July 11, 2013

On a motion from Member Wood and a second from Member Fisk, the BAC meeting minutes of July 11, 2013 were unanimously approved.

DRAFT

VI. PRESENTATIONS

A. Member Agency Project Updates

None presented.

VII. ACTION ITEMS

None.

VIII. INFORMATIONAL ITEMS

A. Update the Solano Countywide Bicycle Transportation Plan Priority Projects List

Sara Woo provided a brief update regarding the Solano Countywide Bicycle Transportation Plan priority projects list. She commented that through the month of August, STA staff would be meeting with the committee members and their respective planning and public works staff. Committee members asked questions about the process and being included in the discussions. Ms. Woo explained that the committee members would be integral participants to the meetings and should review the attached projects list for their respective jurisdiction in preparation.

B. Bicycle and Pedestrian Wayfinding Signage Plan Update

Sara Woo reviewed the Bicycle and Pedestrian Wayfinding Signage Plan Update and opened for more discussion from the committee members. Ms. Woo stated the draft plan was still working through comments via the Project Delivery Working Group.

C. Vine Trail Status Update

Sara Woo explained the coordinated planning effort between the Bay Trail, Vine Trail, and City of Vallejo staff to develop a feasibility and implementation study for a Class I trail connecting Napa and Solano County. She presented the schedule and invited the committee members for input.

D. Priority Conservation Area (PCA) Assessment and Implementation Plan

Sara Woo provided a brief presentation of the Priority Conservation Area (PCA) Assessment and Implementation plan and explained the opportunity to expand upon the existing Solano County Suisun Valley Farm to Market project.

E. Membership and Attendance Record for 2013

Sara Woo explained to the committee that at the end of every BAC meeting for consistency and at the request of the committee, she will review the membership status. Ms. Woo indicated there is one vacancy for the City of Rio Vista. She noted STA is working with the City of Rio Vista who is very active through their city council and staff in recruiting for the position. Membership attendance will be tracked listing absences and excused absences.

IX. INFORMATION ITEMS – NO DISCUSSION

A. Funding Opportunities

A list of funding opportunities that will be available to STA agencies during the next few months was provided.

DRAFT

X. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

None presented.

XI. ADJOURNMENT

The meeting was adjourned at approximately 8:00 p.m. The next BAC meeting is scheduled on Thursday, November 7, 2013.

DRAFT

This page intentionally left blank.

Solano Transportation Authority

DATE: November 1, 2013
TO: STA BAC
FROM: Sara Woo, Associate Planner
RE: Bicycle Project List Discussion and Prioritization

Background:
The Solano Transportation Authority (STA) administers the Countywide Bicycle Transportation Plan that identifies and plans for the implementation of countywide bicycle transportation projects.

The Bicycle Priority Projects List is developed through a collaborative effort between the Bicycle Advisory Committee (BAC), STA staff, and public works and planning staff from the member agencies. This creates a consistent foundation for the funding and delivery of projects in Solano County. An annual review of the Projects List is conducted to ensure that the list is up to date as projects are completed and priorities change at the local level.

As a result of this prioritization and update process, the 7 Cities and County have been successful in delivering several priority bicycle projects, including:

Agency/City	Bicycle Projects Completed
Benicia	*Benicia State Recreation Area/Rose Drive Bicycle Pedestrian Overcrossing* *Benicia-Martinez Bridge Bicycle Pedestrian Path* *East West Corridor Bicycle Connection through Military*
Dixon	*Bicycle Racks at City Facilities* *West B Street Bicycle Pedestrian Undercrossing* *Vaca-Dixon Bike Route Project*
Fairfield	*McGary Road* *Fairfield Linear Park Nightingale Drive Alternative Route*
Rio Vista	*Waterfront Promenade Pilot Project*
Suisun City	*Grizzly Island Trail* *Central County Bikeway*
Vacaville	*Ulatis Creek Bicycle Facilities* *Elmira Road Bike Path* *Bicycle and Pedestrian Plan*
Vallejo	*McGary Road* *Georgia Street Corridor Improvements (phase 1)*
Solano County	*Vaca-Dixon Bike Route Phase 4 and 5*

Discussion:
During August and September 2013, STA staff met with planning and public works staff and BAC members from each city and the County to update the Priority Projects List. Below is a summary of projects submitted by the Cities and County.

Agency/City	Bicycle Projects
Benicia	*Park Road - Benicia Bridge to Industrial Way* *Bay Trail Completion* *East H Street access to Arsenal*
Dixon	*Vaca-Dixon Bike Route - A Street to Pitt School Road* *Dixon High School Access Improvements* *Parkway Blvd Overcrossing*
Fairfield	*Vanden Road - Peabody to Leisure Town* *Peabody Road - Vanden to Huntington* *Fairfield to Vacaville Intercity Gap Closure - Nelson to I-80 Bike Trail*
Rio Vista	*Rio Vista Loop: Church Road* *Rio Vista Loop: Airport Road* *Rio Vista Loop: Liberty Island Road*
Suisun City	*Class I Bike Path on Lotz Way* *Class I Bike Path on Driftwood Drive* *McCoy Creek Trail - Phase II*
Vacaville	*Ulatis Creek Bicycle Facilities - Phase 2 - Allison Drive to I-80* *Elmira Road Bike Path* *Bicycle and Pedestrian Plan*
Vallejo	*Georgia Street Corridor Improvements* *SR29 Bike Lanes - Georgia Street to Carquinez Bridge* *Bay Trail and Vine Trail Project*
Solano County	*Pleasants Valley Road* *Suisun Valley Farm to Market* *Putah Creek Road*

The Cities and County provided project descriptions and cost estimates for the above projects (Attachment A). STA staff then ranked the projects against several criteria, including:

- Project Deliverability
- Accessibility and Safety
- Connectivity and Regional Significance
- Quality of Life
- Local Coordination
- Wayfinding

Based on these ranking criteria, STA staff ranked 2 projects as Tier 1 projects and 8 projects as Tier 2 projects (Attachment B), which are summarized below:

Tier 1	*1. Vanden Road (Jepson Parkway)* *2. Pleasants Valley Road*
Tier 2	*Benicia: Park Road* *Dixon:Vaca-Dixon Bike Route* *Fairfield: Fairfield to Vacaville Intercity Gap Closure* *Rio Vista: Church Road Class I* *Suisun City: Class I Path on Lotz Way* *Vacaville: Ulatis Creek Bike/Ped Path* *Vallejo: Georgia Street Improvements* *Solano County: Suisun Valley Farm to Market*

The Tier 1 and 2 rankings provide STA, the Cities and County a framework for future funding countywide bicycle project prioritization. The rankings maintain flexibility for adjustments as project and funding status change.

STA staff is recommending that the BAC review both the Bicycle Projects List (Attachment A) and the Bicycle Priority Projects Tiered List (Attachment B) and forward a recommendation to the Technical Advisory Committee (TAC) and STA Board for adoption.

Recommendation:

Forward a recommendation to the TAC and STA Board to adopt the following:

1. Bicycle Priority Projects List (Attachment A); and
2. Bicycle Priority Project Tiered List (Attachment B).

Attachment:

A. Bicycle Priority Projects List (10/28/13)
B. Bicycle Priority Project Tiered List (10/20/13)

This page intentionally left blank.

Bicycle Priority Projects

10/28/2013

Attachment A

	Project Scope	Estimated Cost	Met with Agency Staff
Benicia			**Yes**
Park Road - Bencia Bridge to Industrial Way	Class III Bike Route - Repave 1.5 miles and install regional bike route signange on Park Road.		
Bay Trail Completion	Remove gaps; expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.		
East H Street access to Arsenal	Description needed.		
Dixon			**Yes**
Vaca-Dixon Bike Route: Porter Road (A Street to Pitt School Road)	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road between A Street and Pitt School Road (Pedrick Road Overcrossing Project) between A Street and Pitt School Road		
Dixon High School Access Improvements	Install signals and crossing improvements at Valley Glen/SR 113 and Country Fair/SR113	$400,000	
Parkway Blvd Overcrossing (Valley Glen Dr to Pitt School Rd)	Construction of 0.5 mile Class II pathway as part of a roadway overcrossing extending Parkway Boulevard from Valley Glen Drive to Pitt School Road	$14,000,000	
Fairfield			**Yes**
Vanden Road - Peabody Road to Leisure Town Road	Class II Bike lanes on Vanden.		
Peabody Road - Vanden to Huntington	Class II Bike Lanes.		
Fairfield to Vacaville Intercity Gap Closure - Nelson to I-80 Bike Trail	Gap closure Class I connection.		
Rio Vista			**Yes**
Rio Vista Loop: Church Road	0.3 mile Class I bicycle/pedestrian path on Church Road from Airport Road to Harris Road. *To be funded by developer		
Rio Vista Loop: Airport Road	1.2 mile Class I bicycle/pedestrian path on Airport Road from Saint Francis Way to Church Road. *To be funded by developer		
Rio Vista Look: Liberty Island Road	1 mile Class I bicycle/pedestrian path on Liberty Island Road from Airport Road to Summerset Road. *To be funded by developer		
Suisun City			**Yes**
Class I Bike Path on Lotz Way	Class I Bike Path on Lotz Way, from Marina Blvd to Main Street		
Class I Bike Path on Driftwood Drive	Class I Bike Path on Driftwodd Drive at Crystal Middle School		
McCoy Creek Trail - Phase II	Description needed.		
Vacaville			**Yes**
Ulatis Creek Bike Facilities - Phase 2 - Allison Drive to I-80	The Allison Drive to I-80 segment shall begin at the north side of the Ulatis Creek bridge and expand the existing 4' sidewalk on the west side of Allison by either extending the sidewalk to 10' multi-use sidewalk or creation of a separated 10' class I bike path behind the sidewalk. The path shall continue to the intersection of Ulatis Drive and Allison Drive providing access to the existing crosswalk. From this point bicyclists and pedestrians can access the Ulatis Community Center and library or the Vacaville Intermodal Transportation Center which also provides transit access and bus access to City bus routes, Solano County and adjacent communities. Additionally, the project provides expanded and improved sidewalk access from the transportation center to Nut Tree Parkway and Allison Drive intersection. This completes an accessible route to the nearby retail and commercial business and restaurant establishments. The project is completely located within the Allison Priority Development Area. This project is currently programmed to receive OBAG CMAQ funding for a phased approach to obtain environmental clearance and design, acquire right of way and construct the project over a three year period. The City seeks TDA, Article 3 funding to provide the local match for the project. This project meets needs of bicyclists and pedestrians and can be constructed using advance construction authorization earlier should environmental clearance, design and right of way acquisitions be completed sooner than programmed.		
Elmira Road Bike Path	North Side of Elmira Road from existing 10' sidewalk from just west of Edwin Drive to Leisure Town Road. This project would provide a gap closure to the existing Elmira Road sidewalk on the north side to the Jepson Parkway which is planned to have a linear parkway and 10' multiuse path from Elmira Road to Fairfield and the future train station. The Jepson Parkway project bike/ped path is part of the Solano County regional bike/ped network. The pathway would also provide a connection to the Alamo Creek Bike Path network and creates an off street accessible route from Leisure Town Road to I-80 at Hume Way and to the Park and Ride lot at Davis and Bell Vista and the Park and Ride lot and bus terminal at Hickory and Davis. This is also a priority project identified on the Pedestrian Priority List.		

Vacaville Continued			**Yes**
Bicycle and Pedestrian Plan	This project would provide administrative funding over a three year period to program, prioritize and develop the Citywide Bicycle and Pedestrian Transportation Plan, identified in the General Plan Update. The Plan would create a project prioritization tool, create criteria for implementation of projects, develop signage and marking plan, create way-finding signage location to identify transit locations and significant destinations, identify gap closures and improvements within the city's bike path network to improve convenience, safety, visibility and accessibility. It would create a funding source for administrative work involved in attending Countywide BAC and PAC meetings, creation of mapping and planning documents, provide a method to incorporate goals and objectives of the City's general plan update which impacts bicycle and pedestrian facilities, identify accessibility restrictions and provide planned measures to remove them. The plan would also identify large development requirements to provide land for multi-use trials that connect to existing or planned bike/ped facilities. A goal of increasing non-motorized transportation within the City would be identified and baseline data measured and progress tracked.		
Vallejo			**No**
Georgia Street Corridor Bike Improvements	Class II Bike Lanes and road diet on Georgia Street from Mare Island Way to Columbus Parkway.		
SR 29 Bike Lanes - Georgia Street to Carquinez Bridge	Class II Bike Lanes on SR29 from Georgia Street to Carquinez Bridge.		
Bay Trail and Vine Trail Projects	Complete assessment and implementation study and construct Class I/Class II Bike Route from Vallejo Ferry Terminal to Solano County line.		
Solano County			**Yes**
Pleasants Valley Road	Road widening and class II bike lanes on Pleasants Valley Road.		
Suisun Valley Farm to Market	Suisun Valley Farm to Market bicycle and pedestrian access improvements. Parking. Vehicular Access improvements.		
Putah Creek Road	Road widening and class II bike lanes on Putah Creek Road.		

Tier 1 Projects

Sponsor	Project	Description	Cost Estimate	Notes
Fairfield	Vanden Road (Jepson Parkway)	Class II Bike Lanes on Vanden Road from Peabody to Leisure Town Road.	$38M (total project cost)	Includes road improvements.
Solano County	Pleasants Valley Road	Road widening and class II bike lanes on Pleasants Valley Road. 4.6 miles. Safety grant covers widening $1M. $1.1 M. Surface seal. Bike Signs. Striping. $350,000 to complete.	$350,000	Env clearance pending. Spring 2015.

Tier 2 Projects

Sponsor	Project	Description	Cost Estimate	Notes
Benicia	Park Road - Benicia Bridge to Industrial Way	Class III Bike Route - Repave 1.5 miles and install regional bike route signange on Park Road.	$1,000 (bike route signs)	Road upgrades needed.
Dixon	Vaca-Dixon Bike Route: Porter Road	Phase 2: Road widening to add Class II path on Porter Road between A Street and Pitt School Road between A Street and Pitt School Road (Pedrick Road Overcrossing Project) between A Street and Pitt School Road.	$1,000,000	Env. needed.
Fairfield	Fairfield to Vacaville Intercity Gap Closure	Complete Class I connection from Nelson to I-80	TBD	Concept.
Rio Vista	Rio Vista Loop: Church Road	Class I Bike/Ped path on Church Road.	TBD	Developer area.
Suisun City	Class I Bike Path on Lotz Way	Class I Bike Path on Lotz Way, from Marina Blvd to Main Street.	$1,300,000	RW/Env needed.
Vacaville	Ulatis Creek Bike Facilities	Class I Bike/Ped Path along Ulatis Creek. Allison Drive to I-80 segment shall begin at the north side of the Ulatis Creek bridge and expand the existing 4’ sidewalk on the west side of Allison by either extending the sidewalk to 10’ multi-use sidewalk or creation of a separated 10’ class I bike path behind the sidewalk.	$900,000	RW/Env needed.
Vallejo	Georgia Street	Class II Bike Lanes and road diet on Georgia Street from Mare Island Way to Columbus Parkway.	TBD	Some sections completed.
Solano County	Suisun Valley Farm to Market Project	Suisun Valley Farm to Market bicycle and pedestrian access improvements. Parking. Vehicular Access improvements.	$5,800,000	$1,175,000 in federal funds already awarded.

This page intentionally left blank.

Solano Transportation Authority

DATE: October 28, 2013
TO: STA BAC
FROM: Sara Woo, Associate Planner
RE: Informational Items – Discussion

8.A. Comprehensive Transportation Plan: Draft Active Transportation Element– (Sara Woo, STA)

The Active Transportation Element is one of three complementary portions of the Solano County Comprehensive Transportation Plan (CTP). The Active Transportation Element focuses on transportation projects at a human scale, such as walking, bicycling, and transit access. Alternative fuels, Transportation for Sustainable Communities, Safe Routes to School and Safe Routes to Transit are also a subject covered in the element. Six primary documents support this Element. Six primary documents support this Element. They are:

Solano Countywide Bicycle Transportation Plan
Solano Countywide Pedestrian Transportation Plan
Transportation for Sustainable Communities Plan
Alternative Fuels and Infrastructure Plan
Safe Routes to School Plan
Safe Routes to Transit Plan

The primary recommendations of the Element include an emphasis on goal-setting in the three areas of Active Transportation-Bicycle/Pedestrian, Alternative Fuels, and Sustainable Communities.

In order to accurately identify where we are going and how to best accomplish the goals identified, the Goal Gap Analysis section discusses the existing system and progress since the update to the 2005 Alternative Modes Element. Major gaps identified in the analysis were 1) network completion and 2) lack of support facilities on routes and at destinations for bicycle and pedestrian travel (e.g., bicycle lockers, shower facilities, drinking fountains, benches, rest stops, etc.)

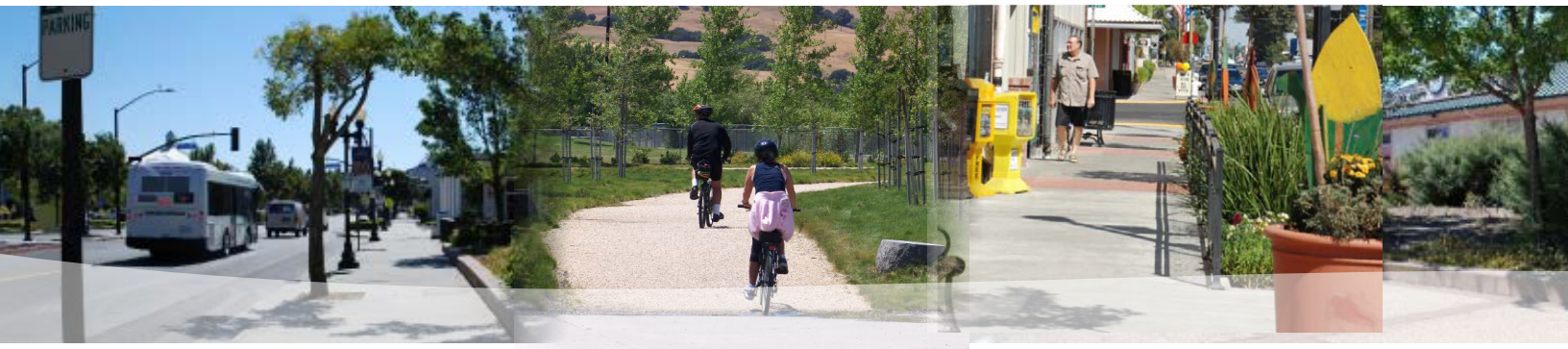
The Element has also identified funding resources, implementation, priorities as well as discussion of the Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) Implementation Strategies in Solano County.

The Active Transportation Committee approved the release of this Draft at their October 9 update for additional feedback. Comments will be collected from the BAC, PAC, and TAC and submitted to the STA Board at their January 8, 2014 meeting.

Attachment:
A. DRAFT Active Transportation CTP Element

This page intentionally left blank.

Solano Transportation Authority



SOLANO COUNTY COMPREHENSIVE TRANSPORTATION PLAN

The Future of Transportation | Active Transportation Element

Draft Prepared on September 30, 2013

Acknowledgements

SOLANO TRANSPORTATION AUTHORITY

Board of Directors

Steve Hardy, Chair, City of Vacaville

Osby Davis, Vice Chair, City of Vacaville

Elizabeth Patterson, City of Benicia

Jack Batchelor, Jr., City of Dixon

Harry Price, City of Fairfield

Norman Richardson, City of Rio Vista

Pete Sanchez, Suisun City

Jim Spering, Solano County Board of Supervisors

Active Transportation Committee

Jim Spering, County of Solano

Alan Schwartzman, City of Benicia

Jack Batchelor, Jr., City of Dixon

Rick Vaccaro, City Fairfield

Constance Boulware, City of Rio Vista

Dilenna Harris, City of Vacaville

Hermie Sunga, City of Vallejo

Mike Hudson, City of Suisun City

Shannon Navarra-Lujan, PAC

Michael Segala, BAC

Matt Tuggle, TAC

Andre Ouse, Planning Directors

Technical Advisory Committee

Melissa Morton, City of Benicia

Joe Leach, City of Dixon

George Hicks, City of Fairfield

Dave Milelli, City of Rio Vista

Dan Kasperson, City of Suisun City

Shawn Cunningham, City of Vacaville

David Kleinschmidt, City of Vallejo

Matt Tuggle, County of Solano

Solano Transportation Authority

Daryl Halls, Executive Director

Janet Adams, Deputy Executive Director/ Director of Projects

Robert Macaulay, Director of Planning

Sara Woo, Associate Planner

Sofia Recalde, Associate Planner

Robert Guerrero, Project Manager

Jessica McCabe, Project Assistant

TABLE OF CONTENTS

Executive Summary 1

Chapter 1 - Introduction. 2

Chapter 2 - Purpose 4

Chapter 3 - Active Transportation System: Element Goals and Goal Gap Analysis 6

- Section 1 - Active Transportation System Defined 6
- Section 2 - Active Transportation System Goals 11
  - Active Transportation - Bicycle and Pedestrian 11
  - Alternative Fuels 12
  - Sustainable Communities Development 12
- Section 3 - Goal Gap Analysis 13

Chapter 4 - Resources Available to Create Motion 15

Chapter 5 - Making Choices on How to Move Forward 18

Chapter 6 - Priorities 25

Chapter 7 - Assessing the Active Transportation System 27

- Progress 27
- Performance 27

Chapter 8 - Conclusion 28

There are many ways of going forward, but only one way of standing still." - Franklin D. Roosevelt

Executive Summary

The Active Transportation Element of the Solano CTP covers Active Transportation (bicycling and walking), Safe Routes to School (SR2S) and Safe routes to Transit (SR2T), Alternative Fuels and Infrastructure Plan and land use investments. Each of these areas has a countywide plan that provides a detailed look at that aspect of the system and identifies priority projects. These county-wide plans are developed using input from committees made up of local citizens and professional staff members from the seven cities and the county.

The main focus of the Countywide Bicycle Transportation Plan is to develop a network of bicycle facilities that connects each of the seven cities to each other, and connects Solano County to the bicycle networks in Yolo and Contra Costa counties. With most of that network completed or funded, the priority is shifting to support facilities such as signage and bicycle storage facilities at transit centers. Also increasing in priority are projects that connect the countywide network to local activity nodes.

The Countywide Pedestrian Transportation Plan and the SR2S and SR2T plans are more local in nature, and focus on projects at key activity nodes - downtowns, transit centers, and schools. The three plans have some overlap in projects. In addition, as the countywide bicycle system is completed, connecting facilities will be useful to bicyclists and pedestrians of all sorts.

The Alternative Fuels chapter does not recommend a single fuel type, but instead focuses on converting public fleets, especially transit vehicle fleets, to clean fuels. This conversion includes development of fueling infrastructure that can also be used by members of the public. In this manner, alternative fuel vehicle choices

are presented to the general public, where market choices can then direct individual vehicle purchases. In the mean time, public transit fleets can be run a lower cost while producing less pollution.

Land use policies are transitioning from the Transportation for Livable Communities program of the past decade towards support for the new Priority Development Areas (PDA) and Priority Conservation Area (PCA) programs. Both programs seek to support higher density, mixed use development that is served by transit, while maintaining key agricultural and open space areas. Many projects that support PDAs are found in the countywide active transportation plans.

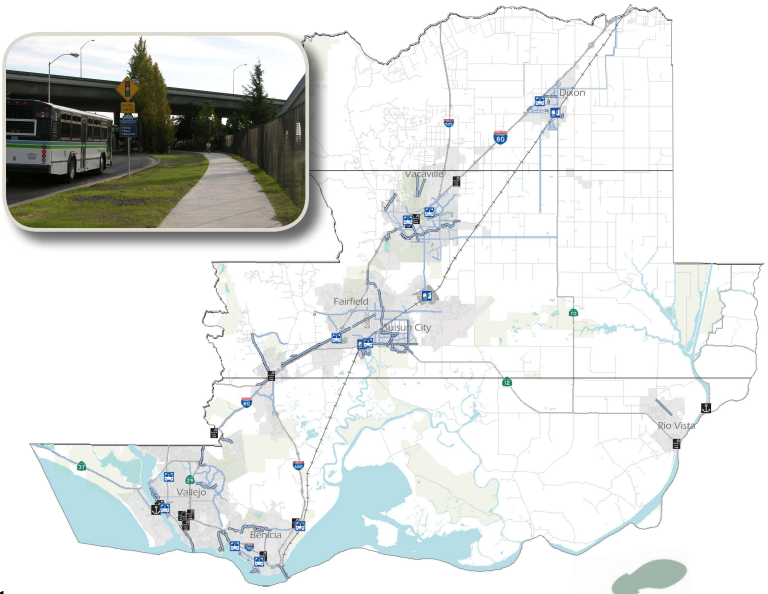
Chapter 1 - Introduction

Choice – that is the core of the Active Transportation Element of the Solano Comprehensive Transportation Plan (CTP). Personal automobiles are the most prevalent means of transportation in suburban counties such as Solano, and public transit is seen as the standard second option. The Active Transportation Element is focused on giving Solano residents, workers and visitors as many choices as possible for how they move from one place to another. It does so by trying to expand options on where people move to and from, as well as how they move. Its purpose is not to force people out of automobiles powered solely by an internal combustion engine, but to give them viable options if that is a choice they wish to make.

Active Transportation embraces bicycle and pedestrian transportation, safe routes to schools and safe routes to transit) alternative fuels, and land use decisions related to transportation. The Active Transportation Element of the Solano CTP defines these systems, describes both the existing facilities and the desired future network, establishes policies to help move from what exists to what is desired, and then identifies priority projects. Finally, the Element identifies how system performance can be assessed and how progress towards the ultimate system can be measured. Many of the aspects of the Active Transportation Element are addressed in adopted or pending county-wide mode-specific plans (such as the Countywide Bicycle Plan)and community-level General Plans and specific plans, and the Active Transportation Element simply brings them together in a single location. It also puts them in the context of the overall Solano CTP.

Many aspects of Active Transportation enable users of Solano County's transportation network to lead a more physically active lifestyle – a grouping recently referred to as Active Transportation. In addition, Active Transportation activities tend to improve both local and regional sustainability by allowing trips to occur that produce significantly lower emissions of air pollutants. STA has identified "sustainable" communities as those that have a rough proportionality between resources produced and consumed, that endure and improve over time, and balance such factors as economic health, environmental impact and social equity.

> "Develop a balanced transportation system that reduces congestion and improves access and travel choice through the enhancement of roads."



In sync with the two major themes of the overall Solano CTP of *Strengthen the Hub* and *Reducing Stress*, the Active Transportation Element intends to support these themes by way of three steps:

1. Over the short term, developing and maintaining an integrated local and regional bicycle and pedestrian transportation system anchored on downtowns, transit facilities of regional significance and schools;

2. Over the short and medium term, creating opportunities for alternative fuel vehicles to become a larger share of public and private vehicles on the road; and,

3. As a long term objective, expand the bicycle and pedestrian network to include major commercial, employment and civic centers, and to link to key open space and agricultural locations.

This approach takes advantage of several factors:

- Bicycling and walking occurs as a primary mode of transportation in each of the communities in Solano County. Every driver and transit user is a pedestrian at some point in their journey. Investment in bicycle and pedestrian accessibility directly and indirectly supports almost every resident of Solano County.
- Transit centers are a regional asset, and can attract regional resources.
- Use existing resources and build on decisions that have already been made. Most projects will be expansions of existing facilities in existing urban areas.
- A focus on the bicycling and walkability in downtowns and Transit Facilities of Regional Significance supports Solano County's long-term commitment to development in existing urban areas and to preserve farmlands and open space.
- Strengthening the bicycle and pedestrian access to downtowns and Transit Facilities of Regional Significance improves the economic strength of Solano County. This can keep workers closer to home, thereby relieving stress on the rest of the regional transportation system and focusing use on local bikeways, walkways and transit services. Having Solano residents working close to home benefits other aspects of Solano County's economic tapestry as well.
- SR2S and SR2T projects often overlap with bicycle and/or pedestrian projects. Completing one project can therefore help implement the goals of multiple plans.

In the following pages, the Active Transportation Element details a wide range of proposals. The projects and programs that are identified as priorities for funding are designed to move forward from the existing conditions in Solano County towards a desired future state identified in the various countywide plans (bicycle, pedestrian, safe routes to schools, safe routes to transit, alternative fuels, sustainable communities, PDAs and PCAs). They are prioritized within the Element, as well as in relation to projects and programs identified in the CTP's other Elements: Arterials, Highways and Freeways and Transit.

When it comes to the Active Transportation transportation system, there are many options to choose from, and having choices is always desirable. One of the options is to use the system as it exists right now, without any additions - in effect, standing still. Other options include investing at various levels to improve and expand the Active Transportation system. The Active Transportation Element of the Solano CTP is designed to outline those options, and help Solano County make the best decision on which direction to move.

Chapter 2 - Purpose

The Solano CTP: Active Transportation Element is the STA's foundational document for planning and supporting the Active Transportation system improvements and investments in seven cities (Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo) and the County of Solano. It is designed to serve the following purposes:

- Defines what is meant by Active Transportation.
- Compare the Active Transportation system in place today with the system desired by 2040, and find the most important gaps between the current reality and the future vision.
- Identify and prioritize projects and programs that will maintain the current system while filling in the most critical gaps.
- Coordinating Active Transportation activities with the other aspects of the Solano CTP.
- Identify an integrated countywide Active Transportation transportation system throughout Solano County, and to then encourage its development. In this case, integrated meets two separate definitions.
- First, it is internally integrated. Bicycle and pedestrian paths use similar designs and signage no matter what jurisdiction they are in, transit-supporting land use policies share common elements, and alternative fuel facilities are recognizably similar wherever they are located.
- Second, it is externally integrated, by coordinating Active Transportation decisions with those in the Arterials, Highways and Freeways Element and the Transit Element. External Integration also includes linking to the regional transportation system in adjacent counties. External Integration also requires identifying and prioritizing programs and projects that are important to STA's member and partner agencies.
- The Active Transportation Element will serve as a guide to planning and engineering professionals in Solano County's jurisdictions. The Element can also serve as a platform that interested members of the public can utilize to engage their city's planning and public works staff and local City Councils for the betterment of the community in which they live.

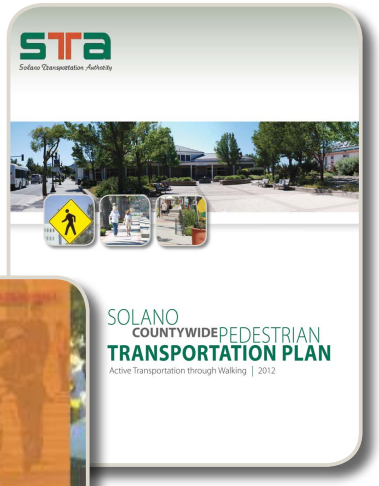
The Active Transportation Element is summed up in its purpose statement:

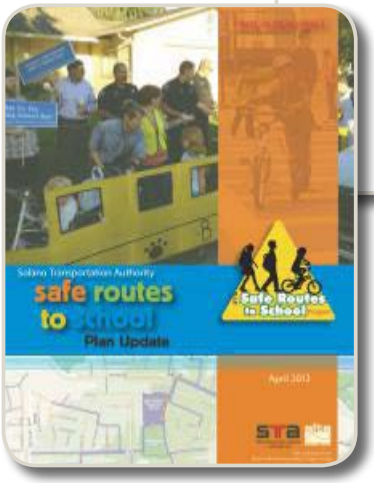
Active Transportation Element Purpose Statement:

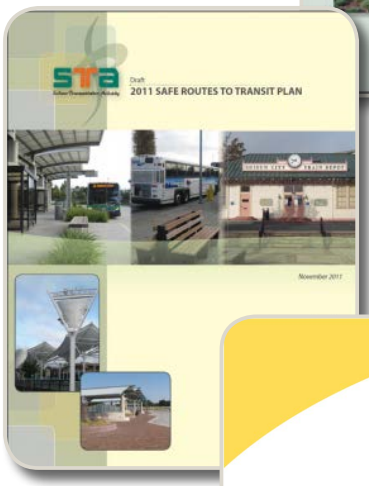
"One County, Many Choices ~ Provide a balanced transportation system that is an alternative to the single occupant car, and support local land use options that take advantage of this system.

Finally, the Active Transportation Element and particularly its subsidiary plans (such as the Countywide Bicycle Transportation Plan, the Countywide Pedestrian Transportation Plan, Transportation for Sustainable Communities Plan, Alternative Fuels and Infrastructure Plan, Safe Routes to Transit, and the Safe Routes to Schools Plan), can be adopted by the seven cities and the County of Solano that make up the STA. This allows the local communities to incorporate plans that are consistent with the regional plan with minimal use of staff and financial resources. This also helps to make these projects eligible for regional, state and federal funding.

As a component of the Solano CTP, the Active Transportation Element encompasses subsidiary planning documents (such as the Countywide Bicycle Plan, the Countywide Pedestrian Plan and the Safe Routes to Schools Plan), with a long-range overall planning horizon to the year 2040. Each member jurisdiction of the STA is encouraged to incorporate the Plan's recommendations into their local planning policies and road standards. The STA, with the Plan as the basis, will help local agencies seek funding sources to implement the projects at the local level. It is expected that through individual and combined efforts that many of the proposed projects contained within this Plan will be implemented over time.







Chapter 3 - Active Transportation System: Element Goals and Goal Gap Analysis

Two things are essential to moving forward in a constructive and efficient manner – knowing where you are and knowing where you want to be. This third chapter of the Active Transportation Element fulfills the first purpose of the Element by, in Section 1, defining and identifying the current Active Transportation system. Next, the section lists the goals of the Element as adopted by the STA. Finally, the Goal Gap Analysis section looks at the gap between where the system is now and where the goals want to take it.

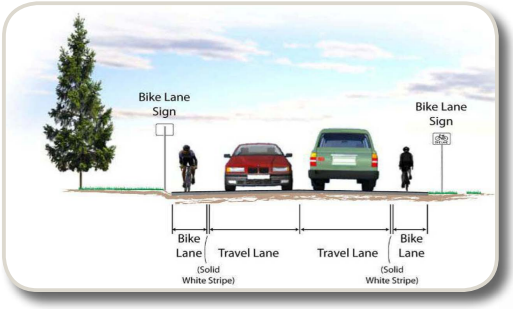
Section 1 - Active Transportation System defined

Since the Active Transportation Element deals with bicycle and pedestrian travel (including Safe Routes to Schools and Safe Routes to Transit), alternative fuels and land use, the "system" is those facilities that provide or support those modes. The details are laid out below. In many instances, there is significant overlap in facility use. For example, the same facility may be both a bike path and a walking path, and may provide access to a school or transit center. This is especially true of the "active transportation" modes of bicycling and walking.

Active Transportation - Bicycling: Bicycle facilities are grouped into three categories:

- Class I – paths and trails that are exclusively for the use of bicyclists (and often also accommodate pedestrians), and do not provide access to motorized vehicles.
- Class II - bike lanes, which are portions of roadways dedicated to bicycle use.
- Class III – bike routes, which are roadways with special signage indicating that the roadway is shared by both bicycles and cars. Most local residential streets and collectors act as Class III facilities, whether or not they are designated and marked as such.

The primary guiding document for bicycle system planning in Solano County is the Bicycle Transportation Plan. The Bicycle Plan Vision Statement is "Complete and maintain a countywide bikeway network that will service the transportation needs of bicyclists in Solano County." The main purpose of the Solano Countywide Bicycle Plan is to encourage the development of a unified bicycle system throughout Solano County. The system consists of the physical bikeway routes, wayfinding signage, and associated amenities such as bicycle lockers, showers, etc. The Plan focuses on a bikeway network that will provide origin and destination connections in Solano County as well as to surrounding counties. This Plan strives to identify regional bikeway facilities that are consistent with the local facilities planned in each of the STA's member agency's jurisdiction, and regional facilities in neighboring counties. Additionally, it contains policies that are designed to support and encourage bicycle transportation; design standards for use in implementation efforts; and promotional strategies.



The Plan notes that a consistent bicycle network with either bike lanes or wider curb lanes and signing has been partly constructed in Solano County, but has not been completed. In some instances design decisions have been made to increase vehicular traffic and/or parking capacity and speeds at the expense of bicycle transportation. One intent of the Plan is to reduce the accident and fatality rate for bicyclists through design standards and guidelines, education, and enforcement.

Access for bicyclists to recreation, school, shopping, work, and other destinations is hampered in some instances by the long distances between major destinations. In others, the barriers posed by highway corridors and geography are barriers to bicycle use. By providing an integrated bicycle network and addressing barriers, the Plan hopes to increase the share of bicycle trips from 1% to 2%.

The Countywide Bicycle Transportation Plan recommends the completion of a comprehensive bikeway network and support facilities, along with new educational and promotional programs to improve conditions for bicyclists in Solano County. The primary countywide system calls for the implementation of approximately 145 miles of bikeways connecting all of the member agencies at an estimated cost of approximately $80 million over the 25-year life of the plan.

The priority projects identified for implementation in the short-term (next five years) include:

- Jepson Parkway Bikeway Phase I – planned cross-county route from SR 12 in Suisun City north to Leisure Town Road in Vacaville
- Dixon West B Street Bicycle-Pedestrian Undercrossing – a critical safety improvement and multi-modal connection to a future train station
- Vacaville-Dixon Bicycle Route (Hawkins Road)
- Vacaville Ulatis Creek Bicycle Facilities
- Bicycle and Pedestrian Wayfinding Signage - Countywide Plan

Active Transportation - Walking: Pedestrian facilities include sidewalks, class I paths, and amenities such as benches, interpretive signage, and landscaping. The inventory does not include the hundreds of miles of sidewalks on local streets of all types, even though these are used on a daily basis by Solano residents, workers and visitors.

The primary guiding document for planning the Solano County pedestrian system is the Countywide Pedestrian Transportation Plan. The Pedestrian Plan Vision Statement is "To facilitate and provide safe and efficient pedestrian travelling as an everyday means of transportation in Solano County." The Countywide Pedestrian Plan is intended to directly benefit local agencies by providing more attention to needs and opportunities to support walking as a means of transportation and as an integral part of community character;

The main purpose of the Solano Countywide Pedestrian Plan is to encourage the development of a unified regional pedestrian system throughout Solano County. The system consists of physical walking routes in and around activity centers such as transit centers and downtowns; wayfinding signage; and associated amenities such as benches/rest areas.

The Plan identifies safety as the number one concern of pedestrians, whether they are avid or casual recreational hikers/walkers or commuters who get to work by walking for all or part of their trip. A consistent pedestrian network with sidewalks and paths exists in many areas of Solano County, providing safe and convenient walking options. However, complete connections from these paths to activity/transit centers as well as wayfinding signing is lacking in other portions of the county. In some instances design decisions may have been made to increase vehicular traffic and/or parking capacity and speeds at the expense of pedestrians.

The Plan recommends the completion of a comprehensive pedestrian network and support facilities, along with new educational and promotional programs to improve conditions for pedestrians in Solano County. The pedestrian system calls for the implementation of projects at an estimated cost of approximately $78 million over the next 25 years. The priority projects identified for implementation in the short-term (next five years) include:

- Dixon West B Street Bicycle-Pedestrian Undercrossing – a critical safety improvement and multi-modal connection to a future train station
- Vallejo Downtown Streetscape Improvements
- Bicycle and Pedestrian Wayfinding Signage - Countywide Plan

Active Transportation – Safe Routes to Schools and Safe Routes to Transit:

Safe Routes to School (SR2S) refers to a variety of multi-disciplinary programs aimed at promoting walking and bicycling to school, and improving traffic safety around school areas through education, incentives, increased law enforcement, and engineering measures. Safe Routes to School programs typically involve partnerships among municipalities, school districts, community and parent volunteers, and law enforcement agencies.

The STA began the development of its Safe Routes to School program in 2008 in response to a childhood obesity epidemic reported in Solano County in 2007. The

program is designed to encourage students to walk and bicycle to school most days of the week to reduce traffic congestion around schools, increase physical activity and create a sense of community. In order to increase the number of walking and bicycling trips to and from schools in the County, the STA SR2S Program works with each community in Solano County to develop and identify engineering projects near schools to make walking and bicycling easier and safer for students. The SR2S Program offers free program events (walk & roll events, bicycle rodeos and safety assemblies) to encourage students to walk and bicycle, and educate students and parents to abide by traffic safety laws near schools.

The STA began this countywide planning process by creating a countywide SR2S Advisory Committee, composed of two public works directors, two bicycle and pedestrian advocates, two school superintendents, two police representatives, an air district representative, and a health department representative.

To create local SR2S plans, the STA created multi-disciplinary community task forces composed of a combination of a City Engineer, Bicycle/Pedestrian Advisory Committee members, City Council appointee, School Board appointee, and a police department representative. Seven Local SR2S Task Forces were formed in the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo.

In 2011, the STA SR2S program re-engaged the SR2S Community Task Forces to identify new priorities for their communities for the Plan update. Each SR2S Community Task Force conducted meetings to discuss SR2S related issues in their communities, conducted walking audits to observe and record safety concerns, issues and ideas. Additionally, each SR2S Community task force reviewed their respective school improvement plans and prioritized infrastructure projects for their community. The 2013 SR2S Plan update refocuses the goals of the program while providing new and expanded materials for prioritizing future program investments, and also provides local planning chapters for each community and their school district.

The STA and local agencies have funded ___ Safe Routes to Schools projects, worth $ ___ at the time of their construction, throughout Solano County. These are part of the overall community bicycle and pedestrian system.

Solano County Safe Routes to Transit Plan (ST2T) is similar in concept to SR2S, but is specifically targeted at major transit centers. The purpose of the SR2T Plan is to generate increased transit ridership by identifying specific strategies that improve transit center access and pedestrian and bicyclist safety. The ST2T Plan was adopted in December 2011, and focuses on 5 Transit Centers of Regional Significance throughout Solano County. The lessons learned from studying these centers, and the types of improvements recommended, are applicable throughout the county, to both existing centers and to new ones that may be built in the future.

During development of the SR2T Plan, STA staff met with local city staff, elected officials and transit site users at each of the 5 selected centers in order to assess how the transit center is used and what conditions require attention. These meetings found that access across public streets to reach the centers provided the greatest risk to bicyclists and pedestrians, and that the transit centers did not create an increased risk of motor vehicle

accidents.

No projects have been funded solely as Safe Routes to Transit projects. However, several projects (such as the Fairfield Transit Center access improvements and Vacaville's OneBayArea Grant sidewalk improvements at the Vacaville Transportation Center)are identified in the Safe Routes to Transit Plan.

Alternative Fuels. Alternative fuels are, generally speaking, anything that is not a standard gasoline or diesel engine. Common alternative fuel systems are hybrids (gas or diesel combined with a battery or electrical generator), electric batteries, and compressed natural gas, although many others also exist. The Alternative

Fuels system consists of centralized fueling stations for CNG, charging stations at public facilities for electrical vehicles and plug-in hybrids, and maintenance facilities for alternative fuel vehicles.

Land Uses. This is the most difficult category to list, since individual developments (such as retail centers, housing developments or mixed use multi-story buildings) that support Active Transportation are primarily built as stand-alone projects that meet market demands; they contain, rather than consist of, facilities that support Active Transportation of transportation. The best measure of assessing progress for Active Transportation land uses are the projects built with Transportation for Livable Communities (TLC) funds, and the 12 Priority Development Areas (PDAs) designated in Solano County. PDAs are locally selected, but must be approved by the Association of Bay Area Governments (ABAG). PDAs are areas that provide a higher than normal density of land use (typically focused on housing and supporting commercial, but may also be employment-centered) and are supported by frequent transit service. The TLC projects and PDAs in Solano County are listed below.

In March 2012, the STA adopted its Transportation for Sustainable Communities (TSC) Plan. 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 TSC Plan 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. The purpose of the TSC Plan is to help the STA and its member agencies pursue and allocate funding to implement strategic projects and programs, which result in sustainable communities.

A Working Group was established to provide guidance for TSC Plan development. 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 Active Transportation 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.

The TSC Plan contains a list of prioritized improvements for each PDA. This assisted STA in making OBAG funding decisions in March of 2013, and can do so again as future funds become available. It can also assist each of the 7 cities in making local PDA investment decisions.

Priority Conservation Areas (PCAs) are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Designation of PCAs is made by ABAG. There are 5 designated PCAs in Solano County, and 1 PCA application (Suisun Valley) approved by Solano County and awaiting ABAG approval. PCAs serve an agricultural and open space role similar to PDAs for urban development. STA is developing a PCA Assessment and Implementation Plan to identify and prioritize transportation improvements that support access to and appropriate use of PCAs. An expected area of focus of this plan will be access by local residents (and visitors) to local direct-to-consumer sales stands, such as exist in the Suisun Valley. Additional emphasis on access to open space areas is also expected to be a part of the PCA Assessment and Implementation Plan. Upon its adoption by the STA Board, the PCA Assessment and Implementation Plan will become a part of the Active Transportation Element.

Section 2 – Active Transportation System Goals

GOALS: Goals are general descriptions of the desired overall nature and state of the system. Some goals are specific and tangible, while others are more aspirational. In order to implement the Purpose of the Solano CTP and the Active Transportation Element of the Solano CTP, the following goals have been adopted by the STA for the Active Transportation Element:

Active Transportation – Bicycle and Pedestrian

1. Plan and construct a county-wide bicycle system with the following features:

   a. A system of links consisting of Class I, II and III facilities, appropriate to their location, that allows bicyclists to move across the county, connect to important activity centers within Solano County, and to access the regional bicycle network and activities in other counties.

   b. For projects requesting STA administered funding , ensure support facilities such as shade, water and bike lockers at key system nodes and activity centers.

   c. Consistent signage to identify system segments and provide wayfinding information.

      i. Signage to identify system segments

      ii. Signage to provide wayfinding information

2. Plan and construct a county-wide pedestrian program.

   a. Provide facilities and connections that support city downtowns and Priority Development Areas (PDAs).

   b. Where possible, connect to local and regional trail systems, such as the San Francisco Bay Trail and the Ridge Trail, and regional parks and recreational areas. Seek out opportunities to use the same facility for both local and regional trails.

3. Maintain a public process to periodically review and prioritize bicycle and pedestrian projects identified in the CTP and the Solano Bicycle and Pedestrian plans. Prioritize projects for funding based upon criteria included in the Bicycle and Pedestrian plans.

4. Develop a Best Practices guide, standard specifications, model ordinance or similar documentation that member jurisdictions can adopt in order to promote inclusion of adequate bicycle and pedestrian facilities during the land use development process. Work with local jurisdictions to ensure that, for projects involving regional funds, bicycle and pedestrian facilities are included in approved plans, constructed, and maintained.

5. Implement the California Department of Transportation and the Metropolitan Transportation Commission's Complete Streets policies for projects involving STA administered funds.

6. Develop and maintain partnership with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC), and the Sacramento Area Council of Governments (SACOG), and non-governmental groups. Develop and maintain partnerships with non-governmental organizations that plan and/or fund bicycle and pedestrian facilities.

7. Encourage end-user focused bicycle and pedestrian facilities planning at transit facilities and by employment centers and academic institutions.

8. Improve travel safety for cyclists and pedestrians through development and implementation of pro-

grams such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T).

9. Maintain separate Bicycle and Pedestrian Advisory Committees to provide different perspectives for the two modes of travel to the STA Board.

10. Maintain a Safe Routes to School advisory committee to review community projects and programs for Safe Routes to School funding.

11. Develop and implement a methodology to rate the safety, pavement condition of travel surfaces and obstacles or obstructions to bicycle and pedestrian travelways. Develop a program to correct deficiencies.

12. Develop and provide bicycle and pedestrian trip planning information, including a county-wide bicycle and pedestrian facility map; provide near real-time information on travel times of public transit.

13. Continue to provide a financial incentive for the purchase of bicycles to be used for commuting through the Solano Napa Commuter Information program.

14. Develop and implement a plan to improve transportation resources supporting Priority Conservation Areas.

Alternative Fuels

15. Support sustainable new and emerging alternative fuel technology by providing fleet demonstration programs, increasing alternative fuel infrastructure, maintaining a broad information base and securing applicable funding.

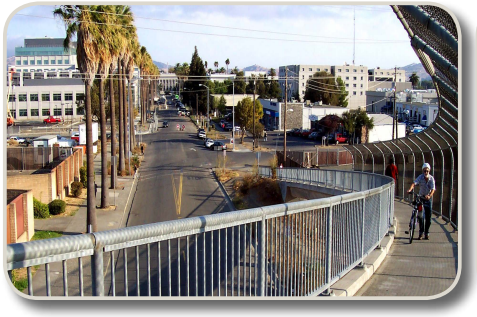
a. Work with the SolanoExpress Transit Consortium (countywide forum of transit and fleet providers) to identify and implement alternative fuels technologies for transit fleets serving Solano County.

b. Work with member agencies to identify and implement alternative fuel technologies for agency-owned vehicles, including both heavy vehicles and light-duty on-road vehicles.

16. Seek to provide financial incentives for private acquisition and operation of alternative fuel vehicles for on-road use. Support development of infrastructure to support privately-operated alternative fuel vehicles.

Sustainable Communities Development

17. Support cities in approving and constructing higher density development with mixed land uses that are oriented to use of all transportation options. Support transportation facilities in Priority Development Areas (PDAs), and work with local and regional agencies to obtain funds to support development of



projects in PDAs.

18. Coordinate funding from various regional, state and federal sources, including OneBayArea Grants, clean air funds, state bonds, and other sources in order to support appropriate development in PDAs and other Transit-Oriented Development (TOD) locations.

19. Assist local jurisdictions in identifying and obtaining funds to support planning documents for PDAs and TOD. This includes community planning and design work, public outreach, environmental surveys and analysis, and preliminary project and infrastructure planning.

20. Maintain and update the Napa-Solano Travel Demand Model which includes land use forecasts that it can be used to support analysis of the implementation of Sustainable Communities Development projects.

Section 3 – Goal Gap Analysis

Appendices A1 and A2 are the Active Transportation Element State of the System Report and Active Transportation Element Goals Gap Analysis, respectively. These are detailed descriptions of the current status of the various components of the Active Transportation system—alternative fuels, bicycle, pedestrian, transportation energy solutions, and transportation for sustainable communities planning.

The Goal Gap Analysis measures how well the 18 Active Transportation Element Goals are being met as of March 2010. A summary of their most important findings follows.

- STA and its member agencies have completed the task of identifying a countywide bicycle network, and are in the process of constructing that network. The bicycle system consists of a linked series of Class I and Class II facilities from Davis and the Yolo/Solano county line, along rural roads to and through Dixon to Vacaville; from there, along the Jepson Parkway to the Fairfield Linear Park, the North Connector, across the hills by way of McGary Road and the Solano Bikeway bike path, and finally along city streets in Vallejo to the Carqinez Bridge.

- STA and its member agencies have completed the task of identifying a countywide pedestrian network, and are making progress in completing that network. In some areas, the Pedestrian network is the same as portions of the Bicycle network and corresponds with Safe Routes to School and Safe Routes to Transit projects.

- Local connections into these regional bicycle and pedestrian system are incomplete, and are recommended as the next priority for construction.

- Wayfinding signage scaled for bicyclists and pedestrians is desired within each agency throughout the county.

- Automobile-bicyclist and automobile-pedestrian related traffic collisions have continued to decline over the past decade; this suggests that awareness and engineering system wide has improved the safety for all users. The most dangerous activity for bicyclists and pedestrian remains crossing a street.

- STA and its member agencies are working together to increase access to alternative fuel vehicles and infrastructure in public fleets, including transit fleets.

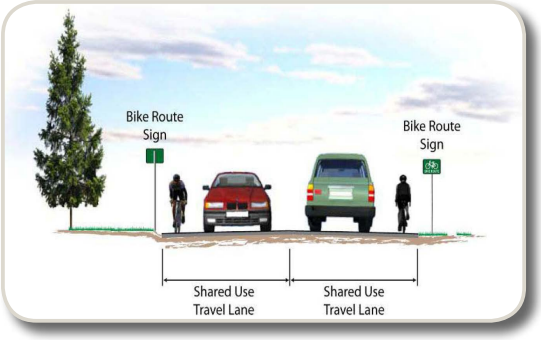
- The Transportation for Livable Communities program has helped member jurisdictions develop plans and construct projects that improve the us-

ability of important destinations for pedestrian and bicycle travelers, as well as improving the overall usability of these areas. ABAG's new Priority Development Area program, successor to MTC's TLC program, is expected to continue this trend. Solano's seven cities have identified 12 PDAs to help focus investments in the future.

The primary gap identified in the Goal Gap Analysis is one of network completion. STA and its member agencies, through the adoption (or pending adoption) of the various Active Transportation component plans, have identified the network of bicycle and pedestrian facilities, alternative fuel facilities and focused land use centers that support the use of Active Transportation of travel. A second important gap is the relative lack of support facilities on routes and at destinations, including wayfinding signs, bicycle lockers and rest facilities. The need to expand support facilities also applies to the Alternative Fuels field, since alternative fuel vehicles are impractical without supporting infrastructure.

Chapter 4 - Resources Available to Move Solano Forward

Objects that are either at rest or in motion tend to stay that way, unless some sort of energy is applied to change that condition. If the Active Transportation system has not reached its ideal state – and the previous chapter shows where it has not – then some sort of energy is needed to move it from where it is to where



it should be. Some of those resources are community involvement and staff time, from both STA and its partner jurisdictions at the local and regional level. The primary resource, however, is the application of funds to get projects built. This chapter identifies those resources that are available, starting with financial resources. It is important to also refer to Chapter ___Number___ of the Solano CTP for a larger discussion of resources and balancing of priorities between the various Elements.

It should be noted up front that the funding available for Active Transportation projects and programs has changed significantly in recent years. Previously, MTC allocated specific funding to projects that are part of its regional bicycle system. In 2012, as part of the update of the RTP, MTC created the OneBayArea Grant (OBAG) program. OBAG grouped funding for a number of different project types, including bicycle and pedestrian projects, TLC and local streets and roads maintenance, all into a single block grant. The STA has been tasked to decide how much of this funding will go towards Active Transportation projects, and which projects and programs should be managed by the member agencies.

With that being said, the following is a list of fund types that can be used for Active Transportation projects and programs, as of the beginning of 2013.

Federal

Federal funds for transportation projects come from the transportation legislation approved by Congress, and periodically renewed. For most of the time period of the 2005 CTP, the federal transportation bill was called SAFETEA-LU, which stands for Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users. In 2012, a new two-year transportation bill was approved, known as Moving Ahead for Progress in the 21st Century, or MAP 21.

Federal funds that can be used for bicycle and pedestrian projects are typically in one of two fund categories: Surface Transportation Program (STP), which can be used for capital projects, concept planning and operations and maintenance; and, Congestion Mitigation and Air Quality (CMAQ), which is limited to capital projects or programs that have a direct impact on reducing congestion or air emissions. A final category of federal funds is Transportation Alternatives (similar to the previous Transportation Enhancement category).

Federal funds that can be used for Active Transportation projects and programs are distributed in one of two ways. The first is by way of a formula to states, and then to Metropolitan Planning Organizations (MPOs), such as MTC for the Bay Area, then to county transportation agencies such as STA, and then ultimately to local agencies such as Solano's seven cities and the County of Solano . Therefore, although these are federal funds in origin, they are considered regional funds because they are distributed at the regional level, and often have additional regional restrictions put on their use.

The second method is through federal grant programs where applications are made directly to a federal or state agency, and the grant is in turn provided directly to the implementing agency. In previous years, members of Congress and Senators could "earmark" funds for specific projects in their districts. Since 2010, however, federal funds have not been earmarked, and the Solano CTP is based upon the assumption that earmarking will not return.

State

The primary source of bicycle and pedestrian funding from the State of California is the Transportation Development Act (TDA) Article 3. TDA funds are derived from a one-quarter-of-one-percent sales tax to support transit, transportation for disabled individuals and bicycle and pedestrian purposes.

Because TDA Article 3 funds are based upon sales tax receipts, they vary from year to year. For fiscal year 2012-13, STA's TDA Article 3 allocation was $277,662.

An important use of TDA funds is the periodic update of the countywide bicycle plan. TDA Article 3 funds can be used every 5 years to fund bicycle planning activities. A second important consideration is that TDA funds are considered local funds, and can therefore be used as the local match to federal funds.

The State Transportation Improvement Program (STIP) and State Highway Operation and Preservation Program (SHOPP) funds are used for construction for new roadways and maintenance of existing roadways, respectively. STIP is not used to fund construction of new stand-alone Active Transportation facilities; however, it can and is used to fund the roadway portion of a project, with other sources, such as TDA Article 3 funds, used for bicycle and/or pedestrian facilities.

Regional

As noted above, regional funds for bicycle, pedestrian and/or land use (PDA) projects have now been grouped by MTC into the OBAG process. For the Fiscal Year (FY) 2012-2013 through 2015-2016 (FY 12-13 through FY 15-16), STA dedicated $3.8 million for bicycle and pedestrian projects.

In addition to these funds, there are regionally competitive grants for PDAs administered by MTC. In the past, Solano projects have been funded through the regional TLC

planning and project grant program. With the recent creation of PDAs, MTC has placed a greater emphasis on funding the type of projects that are found in PDAs in the inner Bay Area, and projects in the North Bay suburban counties such as Solano, Marin, Napa and Sonoma are rarely funded.

Regional funds also include bridge tolls that come back to Solano County on a formula basis, and can be used for projects that reduce bridge traffic. This includes transit centers. These are known as Regional Measure 2 or RM 2 funds. While RM funds cannot directly support Active Transportation projects, they can pay for transit projects that include Active Transportation Elements, such as bicycle lockers or alternative fuel connections.

Finally, Plan Bay Area has funds for SR2S programs that are distributed based on a school age enrollment formula. For FY 12-13 through FY 15-16, STA's regional SR2S share is $822,000.

Both the Bay Area Air Quality Management District (BAAQMD) and the Yolo Solano Air Quality Management District (YSAQMD) have funds that can be spent on alternative fuels projects and Active Transportation programs. The BAAQMD program is called Transportation Funds for Clean Air (TFCA), and has two components: regionally-competitive funds administered by BAAQMD staff and focused on projects with a regional impact, and CMA Program Manager funds, with projects selected and administered by STA. The YSAQMD Clean Air Fund program is guided by a Solano advisory committee, but recipients are selected by the YSAQMD Board.

Table 1 – Total Funds Received and Anticipated

	2009-10	2010-11	2011-12	2012-13
Federal Earmarks	$3,923,846	$451,000	$997,200	$2,816,000
Regional STP	$85,000	$2,615,000	$5,978,000	$1,094,000
Regional STP - SRTS	$0	$35,000	$0	
Regional CMAQ*	$580,000	$4,015,000	$2,064,906	$1,394,000
Regional CMAQ - SRTS	$0	$607,000	$300,000	
Federal SRTS				$500,000
STP for Regional Planning and PPM	$2,166,000	$0	$2,673,000	$333,000
STIP for Regional Planning and PPM	$589,000	$589,000	$229,000	$229,000
State STIP (ET, TA, IIP)	$24,540,000	$11,142,000	$0	$18,274,000
TDA Article 3	$ 297,657	$ 266,498	$ 257,591	$277,662
TFCA Program Manager Funds	$ 310,260	$279,622	$280,000	$279,828
YSAQMD Funding	$260,000	$262,500	$244,000	$290,000

**** Does not include transit funding (i.e., Lifeline funded, etc.) - only CMAQ for capital projects***

As discussed above, some, but not all, of these funds can be used for Active Transportation projects or programs. As a result, it is not possible to accurately project available Active Transportation funds in future years.

Chapter 5 - Making Choices on How to Move Forward

The second chapter identifies the main gaps in the Active Transportation system as facility gaps – the network is not complete, and the supporting facilities are not in place. The third chapter identified the funding sources and amounts available for constructing Active Transportation projects and administering Active Transportation programs. There are more projects and programs desired than there are resources to provide them. Chapter four is where specific policies are identified to fill in the gaps between the current and future system. It contains the policies that will help guide STA when it makes funding decisions related to Active Transportation investments.

As was noted previously, there are three levels of nomenclature used:

- Goals – Overall statements of the desired future condition of the system.
- Policies – statements that help guide choices so that goals can be achieved. Policies must advance one of more of the Element goals.
- Milestones – short-term, measureable achievements that indicate if policies are helping to achieve goals.

Before listing the Active Transportation Element policies and milestones, it is worth re-stating three principles that guide the Solano CTP. The first two principles are the major themes of the 2012 Solano CTP: Strengthen the System and Reduce Stress by developing, operating and maintaining an integrated local and regional transportation system anchored on the I-80 corridor (Interstate highways 80, 680 and 780). The third principle is Supporting Member Agency Decisions, but doing so Within a Regional Framework. The following policies are designed to help implement all of the CTP and Active Transportation Element goals, but these three principals have been paramount in the development of the policies.

As mentioned earlier in this Element, one of the primary long term goals of the Active Transportation Element is nearing completion – construction of a cross-county network of Class I and Class 2 bicycle facilities. With the pending funding and completion of the Vaca-Dixon Bike Route and the Jepson Parkway, it will be possible for bicyclists to ride from the Yolo County border, across Solano County, and to cross into Contra Costa County, all on a dedicated bicycle system.

Active Transportation Policy (AMP) 1: Identify, develop and maintain an integrated county-wide Active Transportation transportation system that includes the features listed below. This Policy advances all Active Transportation Goals. This network will include:

- An intercommunity network of bicycle and pedestrian paths that connect all of the jurisdictions in Solano County with each other and with the surrounding Bay Area and Central Valley regions.
- Connections from the intercommunity network to activity nodes in each community.
- Facilities along the network and at activity nodes that support and encourage system use.
- Support facilities for Alternative Fuel vehicles, including refueling/recharging stations at transit centers and other activity nodes.
- Encouragement of and incentives for land uses that support and connect to the Active Transportation network.

Discussion – The overall Active Transportation system should work to knit the communities of Solano County together with each other and with the region. As the intercommunity network nears completion, the focus of the active transportation system will shift to connections to activity nodes, development of support facilities, and system maintenance. The Alternative Fuels system is still in its early development stage, so converting public fleets (with an emphasis on transit fleets) and creation of the initial supporting infrastructure network available to the public will still be the focus in this segment of the Active Transportation system.

Policy Milestones - none. The Active Transportation Goals that follow have milestones that will show progress in implementation of Active Transportation Policy 1.

AM Policy 2: Identify and prioritize Active Transportation and Land Use projects based primarily upon decisions made by STA member agencies. Advance projects that are not priorities for STA member agencies only when no local plans exist, when they are contained in an adopted regional plan, or when they provide a clear countywide or regional benefit. This Policy advances Active Transportation Goals 3, 4, 5, 8, 9, 15 and 17.

Discussion - While STA is a Joint Powers Authority (JPA) with its own by-law and governing board, and is authorized in state legislation, it is also an organization that governed by elected officials, and advised by professional staff and citizens from the 8 member jurisdictions. STA is most effective when it plans for and delivers projects and programs with local agency participation. This policy reinforces STA's dedication to first advancing projects that have a local commitment.

It also recognizes that, on occasion, there will be projects that are important on a countywide or regional basis, but that are not a top priority for any one member agency. In these cases, STA may choose to prioritize such projects based upon the regional benefit.

Policy Milestones:

When STA Active Transportation plans and funding plans are adopted, do they prioritize projects that meet the criteria of Active Transportation Policy 2? If yes, this Milestone is being met.

AM Policy 3: Develop and periodically update countywide plans for each of the focus areas of the Active Transportation Element. Use the citizen-based and staff-based advisory committees as the primary means to develop these plans and provide advice on their implementation, while ensuring that countywide and regional projects and policies are also taken into account. This Policy advances Active Transportation Goals 1, 5 and 6.

At a minimum, each plan will include the following:

- A description of the current system covered by the Plan.
- A list of federal and state and regional laws and policies that relate to the system.
- Goals for the future system.
- An analysis of resources and constraints to reaching those goals.
- An analysis of how the specific system interacts with other aspects of the local and regional transportation system.
- A prioritized list of projects and/or programs.

Discussion – These mode-specific plans provide the specific detail needed for collaborative community-based planning. They are developed and maintained through consultation with local committee members local jurisdiction staff and local elected officials At the same time, because the plans are then developed in a county-wide context with STA staff and ultimately adopted by the STA Board, they include a larger countywide and regional perspective. This combination of local initiation and county-wide adoption creates an effective system for developing a long-range plan and prioritizing the steps needed to achieve it.

These plans should be periodically updated to ensure they remain relevant. A yearly report to the STA Board on the status of the Plan, and a comprehensive review and update every 5 years, is recommended.

Policy Milestones:

When STA Active Transportation plans are drafted and adopted, do they contain the minimum provisions in Active Transportation Policy 3? If yes, this Milestone is being met.

Is any STA Active Transportation plan more than 5 years old? If no, this Milestone is being met.

AM Policy _4: Provide STA funding for planning, construction and operating funding for priority projects and programs identified in STAs CTP and specific plans. Seek out and provide planning funds so that non-priority projects may become ready for implementation once initial priorities have been met. This Policy advances Active Transportation Goals 5 and 16 and CTP Goal ____.

Discussion – The mode-specific countywide plans are vetted at both a local and county wide level, and include priorities based upon a careful analysis and balancing of needs. By limiting funds to those projects that are plan priorities, it avoids having to go through the analytical process a second time, and will advance projects that have already achieved consensus support.

Policy Milestones:

Is this Policy referred to in STA TAC and Board staff reports? Are projects that are receiving STA Active Transportation-related funds contained in STA Active Transportation countywide plans? If yes, this Milestone is being met.

Are STA Active Transportation-related planning funs being allocated to projects that are contained in STA Active Transportation countywide plans? If yes, this Milestone is being met.

AM Policy _5: Improve safety for users of the Active Transportation system. This Policy advances Active Transportation Goal 10.

Discussion – If people feel the system is not safe, they will not use it. Safety should therefore be at the forefront of discussions regarding the design of new elements of the Active Transportation system as well as for decisions regarding system maintenance and modification.

Policy Milestones:

Do all STA Active Transportation plans address safety? If yes, this Milestone is being met.

AM Policy _6: Develop and install countywide signage and mapping system. This Policy advances Active Transportation Goal 13. The system should include the following features:

- Is consistent with standards established by MTC.
- To the extent possible, is compatible with standards used by neighboring jurisdictions such as SACOG.
- Provides on-line mapping and trip planning for Active Transportation users.
- Maximizes the use of existing on-line services, whether public or private, and only uses STA resources to fill in gaps.

Discussion – Wayfinding assists system users in finding where they want to go; this increases user comfort and familiarity with the system, and therefore system use. Effective signage also allows system users to explore and find new destinations. Expanding to on-line mapping and guides allows system users to access information by using home or mobile devices. Finally, by using existing services, STA and its member agencies avoid duplication of costs and maximize the ability of private providers to serve customers.

Policy Milestones:

Does the STA have hardcopy and on-line maps for Active Transportation modes? If yes, this Milestone is being met.

Has the STA adopted a Wayfinding Signage Plan consistent with MTC standards and coordinated with local agencies? If no, this Milestone is not being met.

Has the STA or its member agencies installed Wayfinding Signs? If no, this Milestone is not being met.

AM Policy _7: Support the countywide implementation of Complete Streets concepts by assisting each member agency in implementing its own Complete Streets program. This Policy advances Active Transportation Goals 6, 7 and 9.

Discussion – Complete Streets is the concept that roadways should support all potential users, and not just standard passenger vehicles. Other users include goods movement vehicles, transit, bicyclists and pedestrians, and those with mobility impairment. Complete Streets are also "context sensitive," which means that streets (such as those in rural areas) with no transit demand are not required to be designed to accommodate transit vehicles.

The seven cities and the County have all adopted some form of a Complete Streets program, ranging from General Plan and zoning policies to supporting resolutions. STA can help each community implement their Complete Streets program in part by helping adjacent communities coordinate their Complete Street improvements on intra-jurisdictional roadways.

Policy Milestones:

Is the STA assisting each jurisdiction in implementing its Complete Streets program? If yes, this Milestone is being met.

Are projects subjected to public and advisory committee review for Complete Streets issues prior to approval, as required by MTC's Complete Streets policy? If yes, this Milestone is being met.

AM Policy _8: Develop and implement an Active Transportation maintenance program. This Policy advances Active Transportation Goal 12. The program should including the following:

- Identify a methodology to assess the condition of

Active Transportation infrastructure that is not part of a public street, such as Class I bike paths.

- Conduct a baseline and subsequent periodic assessments of the condition of this infrastructure.

- Identify Active Transportation maintenance needs, and include those needs in appropriate maintenance plans and budgets.

Discussion – Active Transportation capital projects, like all other projects, deteriorate over time, due to both usage and weather. Unless there is periodic maintenance and repair of these facilities, they will eventually lose their usefulness. There are standard methods of measuring the status of roadways that can be applied to many Active Transportation facilities, such as bike paths and Safe Routes to Schools crosswalks and sidewalks. Other facilities, such as alternative vehicle support infrastructure, do not have clear maintenance measures. This policy calls for maintenance measures to be set for all aspects of Active Transportation, for some resources to be dedicated to measuring those standards, and for maintenance budgets to consider inclusion of Active Transportation facilities.

Policy Milestones:

Has the STA adopted an Active Transportation maintenance program with the features listed above? If yes, this Milestone is being met.

AM Policy _9: Continue to implement incentive programs for Active Transportation users in order to increase the proportion of trips taken using Active Transportation. This Policy advances Active Transportation Goals 2 and 14. Include the following incentive programs:

- Continue to implement the SNCI Commuter Bicycle Incentive Program.

- Continue to provide incentives for the annual Solano Commute Challenge and Bike to Work Day events.

Discussion – Incentive programs are low-cost methods that support individuals interested in beginning to use Active Transportation. This currently includes assisting with the purchase of a commuter bicycle, the regional Bike to Work Day, and the local Commute Challenge campaign.

Policy Milestones:

Does STA provide incentives for purchase of commuter bicycles? If yes, this Milestone is being met.

Does STA provide incentives for Solano Commute Challenge and Bike to Work Day participants? If yes, this Milestone is being met.

AM Policy _10: Funds from sources related to land use and transportation linkages should be prioritized for projects located in Priority Development Areas and Priority Conservation Areas. This Policy advances Active Transportation Goals 5, 15, 16 and 17.

- Within PDAs, funds should be prioritized first to support transit centers, second to connect transit centers to other uses, and third for projects that involve creation of new housing or new jobs.

- Within PCAs, funding should be prioritized on providing and maintaining access to key nodes such as direct-to-customer agricultural sales, trailheads into open space areas, or regional produce processing facilities.

Discussion – PDAs and PCAs are just that – priority areas. They are areas of concentrated activity or resources that can best be utilized when concentrated access is provided. In the event of some PCAs, this will not be the case, as they are areas of passive use (watersheds) or private agricultural production. In others cases, such as the direct-to-consumer agricultural sales areas in the Suisun Valley, PCAs provide more effective support of agriculture when there is easy access for bicycle and pedestrian users (as well as automobiles). This policy is intended to prioritize the concentration of transportation resources in those areas of concentrated use.

Policy Milestones:

Is support of PDAs and/or PCAs a factor in prioritizing projects for receipt of STA funds? If yes, this Milestone is being met.

AM Policy _11: Develop and implement a countywide Alternative Fuels feasibility and implementation plan. This Policy advances Active Transportation Goal 1.

Discussion – While much of the Active Transportation Element focus is on active transportation choices and supporting land use decisions, alternative fuels are another aspect of the Element. Development of an Alternative Fuels feasibility and implementation plan is underway, and should be completed by the end of 2013. This plan will set out overall Alternative Fuels priorities and identify specific projects and programs for funding. As with the bicycle, pedestrian and safe routes to schools plans, many of the priorities will be identified at a local level, and will build upon local efforts and priorities.

Policy Milestones:

Has the STA adopted an Alternative Fuels plan? If yes, this Milestone is being met.

Are funding decisions related to alternative fuels being based upon guidance found in the Alternative Fuels plan? If yes, this Milestone is being met.

AM Policy _12: Examine and expand on Public Private Partnerships (P3s) for Active Transportation facilities. This Policy advances Active Transportation Goals 1, 2, 16 and 17.

Discussion – P3s are another tool for bringing the private sector into the field of transportation. Some areas, such as provision of fuel for alternative fuel vehicles or the management of parking facilities, are fields where the private sector is active, while others, such as operation of transit stations, are more typically the realm of public agencies. P3s can provide public projects access to private sector financial and management expertise, as well as providing private sector players access to new customers. Rather than specifying projects and programs for P3s, this policy encourages their use where appropriate, and leaves decisions on what is appropriate to each individual case.

Policy Milestones:

When Active Transportation projects are being considered, are P3 alternatives analyzed? If yes, this Milestone is being met.

Chapter 6 - Priorities

Priorities need to be set when resources are outstripped by demand, and that is certainly the case with the Active Transportation Element. For example, the Countywide Bicycle Plan has identified $80 in projects, but only $20 has been available over the past 10 years to complete bicycle projects. A similar disparity between needs and resources is found in the fields of pedestrian, safe routes to school and alternative fuels projects.

One option that is available, and that has been followed in the past by Solano County prior to 2000, is to advance as many projects as possible. This allows almost all projects to make slight progress; then, when one or two reach the point of construction, they can receive the funds needed for completion. The result of this policy has been to have many projects that have made slow progress towards construction, but few that have actually been built, and therefore provide little benefit to the public. A common popular saying is "when everything is a priority, nothing is a priority," and it clearly applies when it comes to funding transportation projects.

STA is comfortable with the idea that its advisory committees and plans can effectively identify the projects that are most suitable for prioritized funding. The main choice for prioritization of Active Transportation funds is then to Focus Targeted Active Transportation Funds on Tier 1 Projects from Active Transportation Plans. For example, when STA has the ability to program funds that are targeted to Alternative Fuels, they would go towards priority projects in the (pending) Alternative Fuels plan. The same would apply for Safe Routes to Schools and other Active Transportation fund sources.

The more difficult challenge is to prioritize funds that can be used for more than one Alternative Mode, or for projects or programs that cut across multiple elements. As noted in the other Elements, the CTP will not set a priority of one type of transportation above another, but will instead look at the best opportunity and most pressing need identified at the time the funds are available.

Within the Active Transportation Element, the prioritization for flexible funds is:

1. Safe Routes to Schools projects and programs
2. Bicycle and Pedestrian projects that support PDAs or PCAs
3. Alternative Fuels infrastructure projects that include public access

The reasoning for this prioritization is that Safe Routes to Schools is a new but well defined program, and has the best opportunity to present low cost but high impact projects to choose from. Safe Routes to Schools also has a large number of direct beneficiaries. Also, Safe Routes to Schools helps train and motivate future users of the bicycle and pedestrian system, and addresses health concerns that are important, even though they are beyond the scope of this CTP.

The focus of Bicycle and Pedestrian projects supporting PDAs and PCAs supports the Transit Element and, at the same time, support the downtown revitalization efforts present in all 7 Solano cities.

The Alternative Fuels infrastructure projects that include public access provide direct user benefits, reduce demands on public budgets, and help establish a foundation from which market choices can be made by individual consumers/travelers.

Finally, these three priorities have the added benefit of aligning with the policy direction of Plan Bay Area. This helps advance the Solano CTP goal of supporting local decisions within a regional context, and makes these priorities more likely to receive regional funds in the future.

This prioritization does not mean that projects or programs that do not fit neatly into one of these three priorities cannot receive funding. It does, however, mean that these sorts of projects will be highly ranked for competitive funds, and that agencies trying to decide what sort of projects should receive initial local planning funds will know what sort of projects are likely to be more competitive for federal, state and regional funds.

Chapter 7 - Assessing the Active Transportation System

The prior chapters of the Active Transportation Element of the Solano CTP establish goals, and set out a roadmap for achieving those goals . This chapter talks about how the STA, the seven cities and Solano County, the partner agencies and members of the public will actually be able to assess progress towards milestone and goals, as well as how the overall Active Transportation system is performing.

Progress

The establishment of Goals and Milestones for Active Transportation provides all of the tools needed to measure progress in implementation of the Active Transportation Element. The Milestones are especially effective because they are presented in a question format with a clear yes-no answer. On an annual basis, therefore, a report to the STA Board can address each milestone, and consider whether it is being met.

A related task is the occasional update of the Solano CTP. Policy Active Transportation 3 calls for the countywide plans to be updated every 5 years. In a similar vein, the overall CTP should be evaluated on a 5-year schedule. This will allow for new goals and milestones to be set, and completed ones to be removed. Several of the countywide plans, such as the Countywide Bicycle Plan, contain a specific network of facilities proposed for construction, and an inventory of how much of this network has been completed. This inventory is carried over into the Solano CTP. Through this mechanism, the progress on completing the defined systems can also be assessed on a regular basis.

Performance

Performance of the Active Transportation system is more difficult to measure than for other Elements of the Solano CTP. Transit can be measured by ridership and farebox recovery, and roadway performance can be measured by traffic throughput, congestion, and pavement condition index.

SR2S does have effective measures of effectiveness - for example, the change in travel mode by children attending any participating school. Those performance standards are contained n the SR2S plan, and are not re-printed here.

The remaining Active Transportation do not have the same commonly accepted, easily measured indices of performance. A method to assess multi-modal travel, including auto, transit and bicycle/pedestrian travel, has been established, but has not yet been implemented in Solano County. MTC and other regional entities, including other Bay Area CMAs, are beginning to use this technique to assess the performance of the Active Transportation system.

Chapter 8 - Conclusion

Selecting from alternatives can be challenging, but it is an essential step in moving forward. The Active Transportation Element of the Solano CTP sets out a roadmap - albeit one full of choices to make - for the STA, the seven cities and Solano County to use in implementing an effective Active Transportation system for Solano's residents, workers and visitors. In conjunction with the other Elements of the Solano CTP, the Active Transportation Element helps move Solano forward, whether by foot, on a bike or in an alternative fuel vehicle. It serves as evidence that Solano chooses not to stand still.

8.B Priority Conservation Area (PCA) Update – (Sara Woo, STA)

The Association of Bay Area Governments (ABAG) designated Priority Conservation Areas (PCAs) in 2007. PCA's are locally identified areas for conservation which provide important agricultural, natural resource, historical, scenic, cultural, recreational, and/or ecological values and ecosystem functions. Although agriculture preservation is now a prime reason for PCA designations, ABAG's original emphasis focused on areas for conservation and open space acquisition. Solano County currently has five (5) existing and one (1) planned ABAG designated PCAs:

PCA	Sponsor Agency
Vacaville-Fairfield-Solano Greenbelt and Cement Hill	City of Fairfield
Blue Ridge Hills (Vaca Mountains)	Solano County
Western Hills (including part of the Vallejo Lakes Property)	Solano County
Tri City and County Cooperative Planning Area	Solano County
Bay Trail and Ridge Trail	ABAG

On March 13, 2013, the STA Board approved $1.175 million fund allocation for the County of Solano for the Suisun Valley Farm to Market Phase 1 Project and $75,000 for the development of a Solano PCA Assessment and Implementation Plan to refine the project opportunities within each PCA as well as identify any new PCA projects.

The County of Solano is anticipated to begin construction in Summer of 2014. Copies of the Suisun Valley Strategic Plan can be downloaded directly from the County's website at: http://www.co.solano.ca.us/depts/rm/planning/suisun_valley_strategic_plan.asp

Solano Countywide PCA Assessment Plan

On September 11, 2013, the STA Board authorized STA staff to issue a Request for Proposals for the development of the Solano Countywide PCA Assessment Plan. The purpose of the Plan is to reevaluate the PCA's that were designated in 2007 and look for other opportunity areas for PCA Designation.

Based on discussions with Solano County's Planning Directors and Technical Advisory Committee during February 2013, it was the consensus of both groups that the County of Solano's General Plan has prepared the most comprehensive approach for a potential capital project in the Suisun Valley agricultural and open space area. A PCA project in this area would include preservation of the agricultural and open space and offer improvements to enhance the agricultural and open space transportation access opportunities for all users to allow for a more efficient participation from the general public as well as improve the Farm to Market system.

STA staff proposes to issue a Request for Proposals (RFP) to qualified planning and engineering firms to assist in developing the Solano County PCA Assessment and Implementation Plan.

The initial purpose of the PCA Assessment and Implementation Plan is to reevaluate the PCA's that were designated in 2007 and look for other opportunity areas for PCA Designation. An example for PCA designation consideration includes the Vacaville–Dixon Green Belt. In addition, at least one PCA boundary needs to be realigned (i.e. the Fairfield–Vacaville Greenbelt). The scope of work is expected to be discussed further with a stakeholder group before a formal STA staff recommendation for approval. The stakeholder group is intended to include representatives from:

1. Solano Land Trust
2. Tri-City and County Cooperative
3. Greater Vallejo Recreation District
4. Solano Irrigation District
5. Department of Water Resources (Suisun Marsh Program)
6. Resource Conservation Districts
7. Solano Farm Bureau
8. Solano Planning Directors Group
9. Suisun Valley Growers
10. Bay Trail and Ridge Trail
11. Association of Bay Area Governments (ABAG)
12. Metropolitan Transportation Commission (MTC)

The scope of the plan includes agricultural and open space areas located throughout Solano County. The Plan's key objectives are to:

- Coordinate with Agricultural Business groups, Bay Area Ridge Trail, San Francisco Bay Trail, STA member agencies including the cities and the County of Solano, Conservation Advocates, and Resource Agencies.
- Partner with planning and public works staff regarding roadway transportation
- Partner with bicycle and pedestrian facilities stakeholders within the corridor
- Identify current and planned PCA related transportation improvements.
- Build consensus and identify priority projects within and connecting to each PCA.
- Develop a funding and implementation plan.

STA staff is working to obtain a consultant and kicking off the study by December 2013. Funding for consultant services will be provided entirely from the One Bay Area Grant (OBAG) Priority Conservation Area (PCA) Planning Grant.

8.C <u>Bay Trail/Vine Trail Update – (Sara Woo, STA)</u>

The Napa Valley Vine Trail is a proposed multi-use Class I bicycle and pedestrian path from the Vallejo Ferry Terminal to Calistoga. The City of Vallejo is working with Solano Transportation Authority (STA) and other stakeholders of the Napa Valley Vine Trail project (Vine Trail). The Vine Trail project is supported by a grassroots non-profit called the Vine Trail Coalition. The purpose of the coalition is to advocate and support the project through donations and fundraising not only for the delivery of the project itself, but maintenance as well.

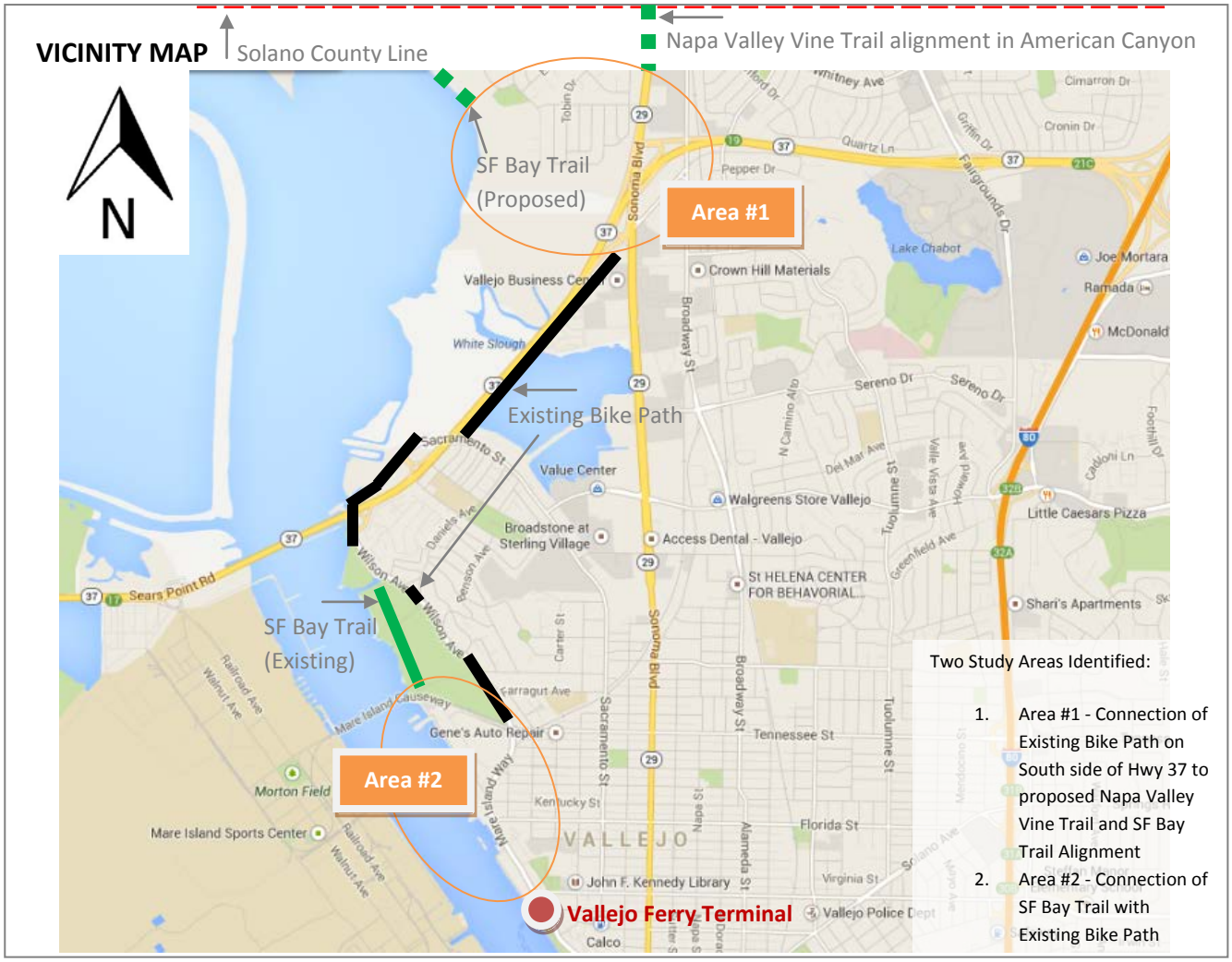
There are many existing facilities in City of Vallejo that can be connected through this gap closure project. To determine the scope of the project and costs involved with constructing a bicycle and pedestrian path, a feasibility study is needed. On August 27, 2013, STA received a letter from the City of Vallejo requesting that STA act as the project sponsor for this project. The Solano County portion of the Napa Valley Vine trail is within City of Vallejo City Limits. STA is working on a draft feasibility study scope of work outline for Solano County's portion of the project. Based on conversations with Bay Trail and Vine Trail staff, two primary study areas have been identified. One is in the northern portion of Vallejo near the State Route (SR) 29/SR37 intersection. The second study area is a gap between Mare Island Way and the existing White Slough multi-use trail.

Attachment:

A. Bay Trail/Vine Trail Study Area Map

ATTACHMENT 8.B - VICINITY MAP

On Route	State Route (SR) 29 and SR 37 corridor
Between	Vallejo Ferry Terminal
And	Solano County Line



8.D BAC Membership Status – (Sara Woo, STA)

The Bicycle Advisory Committee (BAC) membership is as follows:

Jurisdiction	Member	Term Expires
Benicia	Nancy Lund	December 31, 2013
Dixon	Jim Fisk	December 31, 2014
Fairfield	David Pyle	December 31, 2013
Rio Vista	VACANT	N/A
Suisun City	Lori Wilson	December 31, 2016
Vacaville	Ray Posey	December 31, 2014
Vallejo	Mick Weninger	December 31, 2014
Solano County	Mike Segala	December 31, 2015
Member-At-Large	Barbara Wood	December 31, 2015

Attendance will be tracked as such for the 2013 calendar year:

Jurisdiction	01/13	03/13	05/13	07/13	09/13	11/13
Benicia	X	X	X	EA	X	
Dixon	X	X	X	X	X	
Fairfield	X		X	X	X	
Rio Vista (vacant)	N/A	N/A	N/A	N/A		
Suisun City	A		X	X	A	
Vacaville	EA	X	X	EA	A	
Vallejo	X	X	X	X	X	
Solano County	X	X	X	X	X	
Member-At-Large	X	X	X	X	X	

A = Absent

EA = Excused Absence

This page intentionally left blank.

Solano Transportation Authority

DATE: October 28, 2013
TO: STA BAC
FROM: Sara Woo, Associate Planner
RE: Summary of Other Funding Opportunities

Discussion:
Below is a list of funding opportunities that will be available to STA member agencies during the next few months, broken up by Federal, State, and Local. Attachment A provides further details for each program.

	FUND SOURCE	AMOUNT AVAILABLE (approximately)	APPLICATION DEADLINE
	Regional[1]		
1.	Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Approximately **$20 million**	Due On First-Come, First Served Basis
2.	Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Approximately **$10 million**	Due On First-Come, First-Served Basis
3.	Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)	Up to **$5,000** rebate per light-duty vehicle	Due On First-Come, First-Served Basis
4.	Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)	Approximately **$10,000 to $45,000** per qualified request	Due On First-Come, First-Served Basis
	State		
5.	N/A	N/A	N/A
	Federal		
6.	N/A	**N/A**	N/A

*New funding opportunity

Fiscal Impact:
None.

Recommendation:
Informational.

Attachment:
A. Detailed Funding Opportunities Summary

[1] Local includes programs administered by the Solano Transportation Authority and regionally in the San Francisco Bay Area and greater Sacramento.

This page intentionally left blank.

Attachment A

The following funding opportunities will be available to the STA member agencies during the next few months. Please distribute this information to the appropriate departments in your jurisdiction.

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants[1]						
Carl Moyer Memorial Air Quality Standards Attainment Program (for San Francisco Bay Area)	Anthony Fournier Bay Area Air Quality Management District **(415) 749-4961** **afournier@baaqmd.gov**	Ongoing. Application Due On First-Come, First Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$20 million**	Carl Moyer Memorial Air Quality Standards Attainment Program provides incentive grants for cleaner-than-required engines, equipment, and other sources of pollution providing early or extra emission reductions.	$12M Fairfield/ Vacaville Intermodal Train Station STA co-sponsor STA staff contact: Janet Adams	Eligible Projects: cleaner on-road, off-road, marine, locomotive and stationary agricultural pump engines **http://www.baaqmd.gov/Divisions/Strategic-Incentives/Funding-Sources/Carl-Moyer-Program.aspx**
Carl Moyer Off-Road Equipment Replacement Program (for Sacramento Metropolitan Area)	Gary A. Bailey Sacramento Metropolitan Air Quality Management District **(916) 874-4893** **gbailey@airquality.org**	Ongoing. Application Due On First-Come, First-Served Basis Eligible Project Sponsors: private non-profit organizations, state or local governmental authorities, and operators of public transportation services	Approx. **$10 million**, maximum per project is $4.5 million	The Off-Road Equipment Replacement Program (ERP), an extension of the Carl Moyer Program, provides grant funds to replace Tier 0, high-polluting off-road equipment with the cleanest available emission level equipment.	N/A	Eligible Projects: install particulate traps, replace older heavy-duty engines with newer and cleaner engines and add a particulate trap, purchase new vehicles or equipment, replace heavy-duty equipment with electric equipment, install electric idling-reduction equipment **http://www.airquality.org/mobile/moyererp/index.shtml**
Air Resources Board (ARB) Clean Vehicle Rebate Project (CVRP)*	Meri Miles ARB **(916) 322-6370** **mmiles@arb.ca.gov**	Application Due On First-Come, First-Served Basis	Up to **$5,000** rebate per light-duty vehicle	The Zero-Emission and Plug-In Hybrid Light-Duty Vehicle (Clean Vehicle) Rebate Project is intended to encourage and accelerate zero-emission vehicle deployment and technology innovation. Rebates for clean vehicles are now available through the Clean Vehicle Rebate Project (CVRP) funded by the Air Resources Board (ARB) and implemented statewide by the California Center for Sustainable Energy (CCSE).	N/A	Eligible Projects: Purchase or lease of zero-emission and plug-in hybrid light-duty vehicles **http://www.arb.ca.gov/msprog/aqip/cvrp.htm**
Bay Area Air Quality Management District (BAAQMD) Hybrid Electric Vehicle Purchase Vouchers (HVIP)*	To learn more about how to request a voucher, contact: **info@californiahvip.org**	Application Due On First-Come, First-Served Basis	Approx. **$10,000 to $45,000** per qualified request	The California Air Resources Board (ARB) created the HVIP to speed the market introduction of low-emitting hybrid trucks and buses. It does this by reducing the cost of these vehicles for truck and bus fleets that purchase and operate the vehicles in the State of California. The HVIP voucher is intended to reduce about half the incremental costs of purchasing hybrid heavy-duty trucks and buses.	N/A	Eligible Projects: Purchase of low-emission hybrid trucks and buses **http://www.californiahvip.org/**
State Grants						

[1] Local includes opportunities and programs administered by the Solano Transportation Authority and/or regionally in the San Francisco Bay Area and greater Sacramento

Fund Source	Application Contact**	Application Deadline/Eligibility	Amount Available	Program Description	Proposed Submittal	Additional Information
Local Grants[1]						
N/A						
Federal Grants						
N/A						

*New Funding Opportunity
**STA staff, Sara Woo, can be contacted directly at (707) 399-3214 or swoo@sta-snci.com for assistance with finding more information about any of the funding opportunities listed in this report