



Solano Transportation Authority

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Suisun City, California 94585

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Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

BAC

BICYCLE ADVISORY COMMITTEE

MEETING AGENDA

Thursday, May 7, 2009
Start at 6:30 p.m. in STA Conference Room

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

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

<u>ITEM</u>	<u>ACTIVITY</u>	<u>ADMINISTRATOR</u>
I.	CALL TO ORDER—SELF INTRODUCTIONS (6:30 p.m.)	Barbara Wood, Chair
II.	OPPORTUNITY FOR PUBLIC COMMENT	Barbara Wood, Chair
III.	APPROVAL OF AGENDA: May 7, 2009	Barbara Wood, Chair
IV.	APPROVAL OF MINUTES FROM LAST MEETING: March 5, 2009 – Pg. 1	Barbara Wood, Chair
V.	PRESENTATIONS	
	A. Guest Speaker: Project Delivery/Implementation Process (6:32 – 6:55 p.m.)	Matt Tuggle, Solano County Public Works
	B. Bike to Work Day (May 14); BikeLinks Map Update; Safe Routes to School Program Bicycle Rodeos (6:55 – 7:10 p.m.)	Judy Leaks, SNCI Program Manager
VI.	ACTION ITEMS	
	A. Countywide Bicycle Plan Update – Purpose Statement and Goals <i>Recommendation:</i> Forward a recommendation to the STA Board to adopt the purpose statement and goals for the Solano Countywide Bicycle Plan. (7:10 – 7:25 p.m.) Pg. 7	Sara Woo, Planning Assistant

BAC MEMBERS

Barbara Wood	Larry Mork	JB Davis	James Fisk	Randall Carlson	Michael Segala	Ray Posey	Mick Weninger	Glen Grant
Chair Member at Large	Vice Chair City of Rio Vista	City of Benicia	City of Dixon	City of Fairfield	City of Suisun City	City of Vacaville	City of Vallejo	County of Solano

B. Transportation Development Act (TDA) Article 3 Fund Allocations

Robert Guerrero,
Senior Planner

Recommendation:

Forward a recommendation to the STA Board to approve the following for FY 2009-10 TDA Article 3 funding:

1. \$85,000 allocation for the 2009 Countywide Bicycle Pedestrian Plan Update
2. \$40,000 allocation to replace the TE local match for the Safe Routes to School Program
3. Discuss options for remaining TDA Article 3 funds

(7:25 – 7:40 p.m.)

Pg. 18

VII. INFORMATIONAL ITEMS – DISCUSSION

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

Robert Guerrero,
Senior Planner

Informational

(7:40 – 7:45 p.m.)

Pg. 21

B. Benicia-Martinez Bicycle-Pedestrian Path Status Update

Sara Woo,
Planning Assistant

Informational

(7:45 – 7:50 p.m.)

Pg. 21

C. MTC Regional Bicycle Working Group Meeting Update

Sara Woo,
Planning Assistant

Informational

(7:50 – 7:55 p.m.)

Pg. 21

VIII. INFORMATIONAL ITEMS - NO DISCUSSION NECESSARY

A. Funding Opportunities Summary

Sara Woo,
Planning Assistant

Informational

Pg. 23

IX. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS

(7:55 – 8:00 p.m.)

X. ADJOURNMENT

The next meeting of the Bicycle Advisory Committee is July 2, 2009 at 6:30 p.m. at One Harbor Center Suite 130 in Suisun City, CA.

2009 BAC MEETING SCHEDULE

May 7, 2009
July 2, 2009
September 3, 2009
November 5, 2009

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



Solano Transportation Authority

STA ACRONYMS LIST OF TRANSPORTATION TERMS

Table with 2 columns: Acronym and Full Name. Rows are organized by letter: A, B, C, D, E, F, G, H, I, J, L, M, N, O, P, R, S, T, U, V, W, Y, & Z.

Helpful Definitions for Bicycle Advisory Committee Members

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

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

Planning Agencies

MTC (MPO): The transportation planning, coordinating, and financing agency for the nine-county Bay Area
STA (CMA): The transportation planning, coordinating and financing agency for the seven-city County of Solano

MPO: Metropolitan Planning Agency; regional planning agency
CMA: Congestion Management Agency; local countywide planning agency

Committees

BAC: Advisory committee to STA for implementing the Countywide Bicycle Plan
RBWG: Ad hoc advisory committee to MTC for implementing the Regional Bicycle Plan

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

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Bicycle Advisory Committee
Meeting Minutes
March 5, 2009

BICYCLE ADVISORY COMMITTEE CALL TO ORDER

The Bicycle Advisory Committee (BAC) meeting was called to order by Committee Chair, Barbara Wood at approximately 6:32 p.m.

Committee Members Present:	Barbara Wood	Chair
	J.B. Davis	City of Benicia
	Jim Fisk	City of Dixon
	Randy Carlson	City of Fairfield
	Michael Segala	City of Suisun City
	Ray Posey	City of Vacaville
	Mick Weninger	City of Vallejo
	Glen Grant	County of Solano

Committee Members Not Present:	Larry Mork	Vice-chair
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Participants:	James Loomis	City of Vacaville Public Works
	Garland Wong	City of Fairfield Public Works
	Nick Lozano	City of Suisun City Public Works
	Matt Tuggle	Solano County Public Works
	Robert Powell	Vallejo Resident
	Robert Guerrero	STA
	Sara Woo	STA

I. CALL TO ORDER—SELF INTRODUCTIONS

Participants exchanged introductions.

II. OPPORTUNITY FOR PUBLIC COMMENT

Rob Powell commented that June 6 is national trails day. He explained that the San Francisco Bay Trail and Bay Area Ridge Trail Council will be jointly celebrating their 20th anniversaries. Mr. Powell elaborated that the two groups are welcoming interested public agencies to coordinate events pertaining to bicycling to commemorate the connections to these trails. The Committee responded with interest in receiving more information about what types of activities the Bay and Ridge Trail groups had in mind. Ms. Woo will work with Mr. Powell to get back to the committee on any ideas for preparing an event.

III. APPROVAL OF AGENDA: March 5, 2009
Sara Woo explained that a question provided by Member Posey regarding stimulus projects will be addressed in agenda item VII.A McGary Road Update. On a motion by Member Carlson, and a second by Member Grant, the STA BAC unanimously approved the agenda.

IV. APPROVAL OF MINUTES FROM PREVIOUS MEETING: November 6, 2008
On a motion by Member Grant, and second by Member Fisk, the STA BAC unanimously approved the minutes.

V. REPORTS FROM STA STAFF

A. Bike to Work Activities

Judy Leaks discussed Bike to Work activities for 2009. She commented that SNCI implemented a more formal sponsorship program based on level of support. Depending on the level of support, sponsors could be advertised on different items. She noted that this year's goal for the Team Bicycle Challenge is to increase the number of teams that participate by 20 percent from the previous year (a total of approximately 8 or more teams). Ms. Leaks commented that a press release will be prepared for Team Bike Challenge and Bicycle Commuter of the Year.

The committee discussed opportunities to remain involved with the Bike to Work Day planning and preparation process. Sara Woo commented that she could follow up and keep the committee up to date. Member Segala asked how the points are calculated for Team Bike Challenge. Ms. Leaks replied that the points are counted by trips and not by miles which does not count recreational trips.

Ms. Leaks also encouraged the committee to submit nominations for Bicycle Commuter of the Year. She further explained that there are a great number of candidates who aren't nominated from year to year. Member Grant commented whether it is possible to develop selection criteria that are more objective. He further commented that using guidelines similar to the Team Bicycle Challenge where participants bike "x" number of days, "x" number of trips, and so on. Ms. Leaks explained that candidates for Bicycle Commuter of the Year vary over a wide range. Ms. Leaks asked whether the committee would like to be part of the selection process. Sara Woo stated that she could follow up with providing the committee with the list of nominees.

Ms. Leaks noted that since the Solano business park had 4 people last year, other locations are being considered. The committee suggested the following:

- FF transportation center
- Suisun Train Station
- Solano Community College
- County building

Mick Weninger commented that Rockville bike shop in Vallejo is no longer there. Randy Carlson recommended Jelly Belly Sport Beans (1000 packages); Mike Segala will follow up. The committee recommended the bicycle reflector lights provided last year. The committee suggested a promotion for placing a “special prize” in 1 out every 100 bags. Ms. Leaks explained to the committee that it is effective to write letters to newspaper editors and encouraged the members to do so. She also noted that last year STA coordinated w/ SR2S (walk and roll, bike rodeo). She further explained that SR2S is not tied to bike to work this year, but some schools traditionally participate; STA staff will continue the effort to work with these schools schools.

VI. ACTION ITEMS

A. 2009 BAC Work Plan

Sara Woo explained the work plan and reviewed the key tasks of the bicycle plan update and invited the committee and participants to provide comments.

Robert Powell commented that the California Cross State Bicycle Route should be a statewide priority and commented that STA staff should take it up with the legislature as part of the Alternative Modes Element.

Member Grant commented that it the work plan list of activities omits a reference to the review of Transportation Development Act (TDA) article 3 funding. He recommended its inclusion in the 2009 BAC Work Plan. Member Davis commented that he is disappointed that the City of Fairfield’s McGary Road project has taken so long to accomplish. He further explained that the committees have committed millions of dollars to the project over the last three years. It would be a great dishonor if the project was not completed this year because the opportunity cost that was forgone is greater. He commented that a city applying for funding should not do so unless they are committed and prepared to bring a project to reality.

Matt Tuggle, Solano County Public Works, commented on behalf of the City of Fairfield as a funding partner for the McGary Road project. He clarified that the shortfall was the BTA grant (\$800,000); it was a significant local match for the larger federal stimulus funding. Mr. Tuggle further noted that the environmental process is very complicated. He described the teamwork that has been performed by the City of Fairfield, Solano County, and STA to overcome the challenges of the McGary Road project.

With a motion by Randy Carlson, and second by Michael Segala, the 2009 Work Plan approved to include the following amendments:

- Add SBPP review
- Add TDA Article 3 discussion
- Bicycle Plan schedule to be ahead of CTP schedule

VII. INFORMATIONAL ITEMS—DISCUSSION

A. McGary Road Status Update

A. McGary Road Status Update

Robert Guerrero discussed the status of the McGary Road project. He explained that the Board Member Sperring advocated for \$1 million in federal stimulus funding to help fully fund the McGary Road project. Mr. Guerrero further explained that the project still has some funding details to work out, but anticipates a groundbreaking in the spring or summer of this year.

B. Transportation Development Act (TDA) Article 3 Fund Estimates

Sara Woo explained the source of the TDA Article 3 funds and provided that the conservative estimate of funds for FY 2009-10 is approximately \$297,657. She also reminded the committee that the funds still remain a candidate for the McGary Road project due to the pending funding issues tied to the project.

Glen Grant expressed his concern that the TDA Article 3 funding will be allocated without a discussion by the BAC. Member Davis clarified that the estimate provided by STA staff is for the committee's information. Ms. Woo commented that the committee will have the opportunity to discuss any potential recommendations for the funding at a future meeting. Glen Grant commented that he would like an agenda item to discuss the allocations for the TDA Article 3 funding at the next meeting. The committee's consensus was to include the TDA Article 3 funds allocation discussion at the next BAC meeting.

C. MTC Regional Bicycle Plan

Sara Woo talked about the MTC Regional Bicycle Plan update as a part of the Regional Transportation Plan update. She commented that the regional bicycle plan considers the majority of STA's planned and constructed routes. Ms. Woo explained the update process implemented by MTC staff, which was to work with each congestion management agency (CMA) to collect information about their regional routes. She further explained that STA staff worked with member agency staff and the BAC to identify and submit routes that have been completed or routes that may have been omitted in the previous plan update.

D. Bicycle and Pedestrian Count Locations Update

Sara Woo discussed the status of the locations and explained to the committee that the recommendation submitted by STA staff to MTC staff remained mostly unchanged. She further explained that the locations listed were identified by working with the BAC and PAC in the past and continues to be suitable for data collection purposes. Randy Carlson asked whether the bicycle and/or pedestrian counts would be used to ultimately decide the need for bicycle improvements in the count area. Ms. Woo explained that the bicycle and pedestrian counts are for data collection purposes *only*. She further explained that a recommendation would depend on how the decision

makers use it when considering the merits for improvement. She further clarified that this data would primarily benefit STA staff, the BAC, and the PAC as an additional consideration in developing recommendations to the STA Board.

E. Benicia-Martinez Bridge Bicycle-Pedestrian Path

Sara Woo provided an update regarding the Benicia-Martinez Bridge Bicycle-Pedestrian Path project. She explained that Caltrans staff is currently working with the local agencies to identify the needs for bicycle and pedestrian way-finding signs. The committee expressed that regional indicators will be beneficial to bicycle users (i.e. pointers to the direction of City of Fairfield, Sacramento, Vallejo, Napa, and others), especially when existing the bridge on the north end. Ms. Woo commented that she would follow up to see whether this could be implemented as part of the project.

Ms. Woo also discussed the general discussions regarding the ribbon cutting ceremony once the project is completed. Members of the BAC commented on an disagreeable experience with another bridge path dedication ceremony where Caltrans required that the bikers to drive to the bridge. It was the consensus of the committee to ensure that there are provisions to allow bicyclists to get from one side to the other ahead of time (including families and children).

VIII. INFORMATIONAL ITEMS—NO DISCUSSION NECESSARY

No comments provided.

IX. COMMITTEE MEMBER COMMENTS

Nick Lozano commented on the second and final phase of the Central County Bikeway project. He explained that it is an important gap closure project and that most of the construction is completed, including the alignment to the bridge: bridge ordered this week (6-8 weeks lead time). Mr. Lozano commented that Mike Duncan made the right decision about encouraging the development of this project and explained that there is a lot of cooperation. He commented that the bridge abutments are in place and will span two bodies of water from Marina Boulevard to the Fairfield-Suisun City Amtrak train station.

Robert Powell commented that bicycle racks are needed on the intercity buses (i.e. the bus that goes to the BART station). It was the consensus of the committee to suggest that STA staff develop an item to bring to a future Transit Consortium meeting. Mr. Powell also noted that the Fairfield to Sacramento bus includes angled bicycle racks in the luggage area. He further explained that AC transit and Golden Gate transit also provide accommodation for bicyclists. Mr. Powell commented that Vallejo Transit no longer accommodate bicycles when the buses on the routes 80 and 85 had in the past.

JB expressed his intent to step down from his membership on the Bicycle Advisory Committee to balance his share of commitments and civic duties. He discussed his concern with regard to his appointment by the BAC to the Alternative Modes Committee and noted his interest in maintaining his seat on the Alternative Modes Committee if his BAC seat were to be replaced by a new incumbent. The committee's consensus was to recommend that Mr. Davis retain his seat on the BAC to maintain his appointment on the Alternative Modes Committee to avoid confusion.

Robert Guerrero made an announcement that the pizza would no longer be provided at meetings due to the impending State budget crisis.

X. ADJOURNMENT

The BAC meeting was adjourned at approximately 8:25 p.m.

Minutes prepared by: Sara Woo, STA



DATE: April 29, 2009
TO: STA BAC
FROM: Sara Woo, STA Planning Assistant
RE: Solano Countywide Bicycle Plan Purpose Statement and Goals

Background:

The Solano Countywide Bicycle Plan was first developed in 1995 through the guidance of the Bicycle Advisory Committee. The development of the plan was in response to need for a long-range plan to guide the future development of bicycle facilities as well as the legal requirement to claim Transportation Development Act Article 3 funds. The Solano Countywide Bicycle Plan compliments local city plans for bicycle facilities with a proposed network of regional routes for the local routes to connect to. The Solano Countywide Bicycle Plan also compliments the Comprehensive Transportation Plan (CTP) Alternative Modes Element. Work by the Alternative Modes Committee is underway to develop an element that will not only inventory current practices, but also prepare a guiding foundation for accommodating Solano County's future multimodal¹ transportation needs.

Discussion:

One component of multimodal transportation is bicycling. Bicycling has been recognized as an affordable and cost-effective method to reducing vehicle miles travelled as well as air emissions. STA staff reviewed the 2004 Countywide Bicycle Plan for opportunities to improve the document's guiding principles which are embodied in the "Goals, Objectives, and Policies" section. The two main objectives of staff review were to compare the 2004 bicycle plan's consistency with previous plans and also to compare previous plans' consistency with current STA policies for planning, which are guided by the CTP. The current structure of the CTP has incorporated a new "Purpose Statement, Goals, and Objectives" framework. The 2009 update to the Solano Countywide Bicycle Plan will require a purpose statement as well as a set of goals to provide a better context for the already established objectives. The purpose statement and goals will also help to update the objectives already in place. The following draft Bicycle Plan purpose statement has been developed by STA staff for input and approval by the committee:

"To make the bicycle an integral part of daily life in Solano County"

This purpose statement has been prepared to capture the vision of the committee based on ideas expressed in previous STA bicycle plan updates. To develop the purpose statement and goals for

¹ A system or corridor that accommodates all modes of surface transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles

the Countywide Bicycle Plan, STA staff conducted a review of previous STA bicycle plans and various bicycle plans from cities and counties in the region, nation, and around the world. The themes of institutionalizing bicycling, increasing mode share, increasing safety, funding, guidelines/safeguards (for facilities, projects, and programs), integration with all modes, education, and monitoring were prevalent in the plans reviewed by STA staff. Based on these themes, the Alternative Modes Element goals, and the objectives presented in the 2004 plan, a draft of the Bicycle Plan goals has been developed by STA staff for input and approval by the BAC (see Attachment A). For reference, the Alternative Modes Element purpose statement and goals have been included as part of this report (see Attachment B).

Fiscal Impact:

None

Recommendation:

1. Forward a recommendation to the STA Board to adopt the purpose statement and goals for the Solano Countywide Bicycle Plan.

Attachments:

- A. STA Solano County Bicycle Plan draft purpose statement and goals
- B. STA Alternative Modes Element purpose statement and goals

**SOLANO COUNTYWIDE BICYCLE PLAN
DRAFT PURPOSE STATEMENT AND GOALS**

ALTERNATIVE MODES ELEMENT PURPOSE STATEMENT: One County, Many Choices for Mobility ~ To establish program and facilities for the transition toward sustainable transit-oriented communities with integrated multimodal¹ transportation choices for Solano’s residents, workers, and visitors. This will be accomplished by incorporating alternative modes as a central part of travel to ensure accessible, convenient, healthy, safe, efficient and cost-effective travel options to enhance connectivity, and will be compatible with local land use planning.

DRAFT BICYCLE PLAN PURPOSE STATEMENT: To make the bicycle an integral part of daily life in Solano County.

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano Countywide Bicycle Plan, the following goals are/will be established:

DRAFT GOALS:

1. To include bicycle transportation in planning, design, and construction activities to meet the needs of the cycling public
2. To improve bicyclist safety in Solano County
3. To increase the level of commuting and utilitarian bicycling in Solano County over the next decade
4. To integrate and coordinate bicycling with other modes of transportation

OBJECTIVES: Objectives are the actions by which achievement of the Goals are measured.

Note: this section is for reference and will be discussed at a later BAC meeting.

2004 OBJECTIVES (showing changes from 1995 Bicycle Plan):

1. ~~Support~~ Maximize the increased use of bicycles and the development of a comprehensive regional bikeway system as a viable alternative to the automobile
 - a. Develop a ~~Regional Bikeway Master Plan~~ Countywide Bikeway Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 20 years
 - b. Update the Plan every ~~two years~~ three to five years, or as necessary to maintain eligibility for state and federal funds
 - c. Ensure that the Plan is consistent with all existing regional, state, and federal bicycle documents, and is consistent with current adopted local bikeway master plans
 - d. Design the Plan as a resource and coordinating body for local jurisdictions, and utilize existing and planned local bikeway facilities to the extent possible

¹ A system or corridor that accommodates all modes of surface transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles

2. Maximize the amount of state and federal funding for bikeway improvements that can be received by Solano County
 - a. Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines
 - b. Encourage multi-jurisdictional funding applications of the regional bikeway system
 - c. Develop a prioritized list of regional-countywide improvements along with detailed cost estimates, and identify appropriate funding sources for each proposal
 - d. Encourage the formation of reliable local, regional, and state funding sources which can be used to leverage federal funds
 - e. Encourage the local jurisdictions to include bikeway improvements in their Capital Improvement Plans
 - ~~f.~~ In general, seek funding for Class I (bike paths) and Class II (bike lanes) over Class III (bike routes)
 - ~~g.f.~~ Funding applications should state that bikeway facilities will not revert to non-bicycle uses within the next 10 years

3. Build upon the existing bikeway facilities and programs in Solano County
 - a. Identify existing and proposed bike paths, lanes, and routes, and design regional system to maximize use to the extent feasible
 - b. Encourage the use of existing natural and manmade corridors such as creeks, railroad rights of ways, and corridors for future bike path alignments
 - c. Identify existing bicycle education programs, and target future expansion as need warrants
 - d. Conduct before and after bicycle counts at specific locations and times to measure the relative effectiveness of various investments. Submit all data to the STA for review and storage
 - e. Strive for the inclusion of bicycle facilities in the development of all new road, and roadway improvement projects
 - ~~d.f.~~ Ensure that new roadways, transportation projects, and developments improve bicycle travel and system continuity

4. Develop a regional bikeway system which meets the needs of commuter and recreational bicyclists, helps reduce vehicle trips, and links residential neighborhoods with regional destinations countywide
 - a. Develop a commuter bikeway system which provides direct routes between residential neighborhoods and regional employment areas, schools, and universities
 - b. Develop a recreational bikeway system which uses lower volume streets, off-street bike paths, and serves regional and natural destinations countywide
 - ~~c.~~ Develop a series of incentives to encourage employees to use bicycle to reach work. Quantify the estimated future benefits of bicycling in terms of air quality, congestion, and health
 - ~~d.c.~~ Develop a regional-countywide bikeway system which is connected to ~~the~~ proposed local and regional trail-bikeway systems, and which is a maximum of two (2) miles from any residential neighborhood in Solano County
 - ~~e.d.~~ Develop a bikeway network which balances the need for directness with concerns for safety and user convenience. Where needed, develop a dual system which serves both the experienced and inexperienced bicyclist

- ~~f.e.~~ Emphasis should be on Strive to develop Class II (bike lanes) and Class I (bike paths) over Class III (bike routes) wherever feasible
 - ~~g.f.~~ Develop a network of off-road mountain bicycling facilities which offer a variety of experiences for the bicyclist while minimizing conflicts with hikers and equestrians, and environmental impacts
- 5. Maximize the multi-modal connections to the Bikeway System
 - a. Ensure that the regional-countywide bikeway system serves all multi-modal stations and terminals in Solano County
 - b. Work with local and regional transit agencies to install bike lockers at terminals, and bike racks on at least 50 percent of all buses, and/or designated storage areas on Capitol Corridor trains and ferries serving Solano County
- 6. Improve bicycle safety conditions in Solano County
 - a. Monitor bicycle-related accident levels annually, and target a 10% reduction on a per capital basis over the next twenty (20) years
 - b. Develop a comprehensive bicycle education program that is taught to all school children in Solano County
 - c. Develop a system for reporting and responding to maintenance problems on the existing bikeway system
 - d. Incorporate bicycle safety curriculum into existing motorist education and training
 - e. Lighting-Include lighting and emergency call boxes along Class I bike paths carrying high numbers of commuters are eligible for MTC/ISTEA funding and should be included in funding applications as they are eligible for a variety of regional, state, and federal funding sources
 - f. Identify bicycle routes located in agricultural spraying zones, and warn bicyclists through signing about the potential hazard and the typical spraying periods
 - f.g. Incorporate provisions for safe bicycle travel and/or detours in traffic control plans and through construction zones
- 7. Develop detailed and ranked improvements in the Regional-BikewayCountywide Bicycle Plan
 - a. Identify the top ten to twenty bikeway segments to be completed in the short-term (Phase I)(2005-2010), mid-term (2010-2015), and long-term (2020-2030), based on a variety of objective and subjective criteria, including number of activity centers served, closure of critical gaps, immediate safety hazards, existing bicycle use, and support from the public and local jurisdictions, and availability of funding
 - b. Develop detailed implementation information on each recommended segment, including length, classification, adjacent traffic volumes and speeds, activity centers served, cost, and overall feasibility
 - ~~c.~~ Develop prototype cross sections and plans for the design of bike paths and lanes that meet state (Caltrans) standards. Develop prototype street cross sections which show how bike lanes may be placed on streets
 - ~~d.c.~~ Develop education and maintenance programs which may be adopted by local jurisdictions Develop education and maintenance programs that may be adopted by local jurisdictions
- 8. Encourage public participation and creation-continuation of an on-goingthe Bicycle Advisory Committee

- a. ~~Create an on-going~~Continue regular meetings of the Bicycle Advisory Committee. ~~made up of a balance between~~Effective committees are made up of a balance of citizens (preferably bicyclists) and department staff from planning, parks and recreation, public works, and others. ~~The BAC members~~ should help member agencies develop and update a local bikeway master plans and submit it them for approval to the local City Councils. ~~Once approved, the BAC should be involved in monitoring implementation, funding and other matters~~
 - b. Identify a Bicycle Coordinator in each jurisdiction who is a staff member whose responsibility is to (a) provide support to the BAC, (b) act as a liaison to the City, (c) complete funding applications, and (d) provide inter-departmental coordination
 - c. Public involvement in the planning process should be maximized through workshops and other means
9. Develop a coordinated marketing strategy to encourage bicycling in Solano County
- a. Develop a series of promotional/marketing incentives to encourage employees to use bicycles to reach work. Quantify the estimated future benefits of bicycling in terms of air quality, congestion, and health
 - b. Encourage and expand the Solano Napa Commuter Information (SNCI) bicycle incentives program
 - a.c. ~~Develop and~~Periodically update a bikewaythe BikeLinks map for public distribution that shows existingto reflect new bicycle facilities and information
 - b.d. Sponsor annual bicycle events such as Bike to Work weekWeek, the annual Solano Bicycle Classic, and adult safety courses in conjunction with other congestion management efforts

2001 Countywide Bicycle Plan included, "South County Objectives, and Policies"

In addition, the following objectives and policies were developed specifically for the South County

Objective 1 Develop the South County Bicycle Plan Update to address the regional bicycling needs of the South County and to serve as an addendum to the Countywide Bicycle Plan

Policy 1.0 Develop a special Focus on the South County

Actions:

1.1 Develop the South County Plan to serve as an addendum document to the Solano Countywide Bicycle Plan

1.2 Develop a plan that focuses on overcoming specific gaps and barriers for bicyclists and the South County area

1.3 Identify and develop projects that will be competitive for available local, regional, state, and federal funding

Objective 2 Implement the Gap Closure Projects

Identify the best methods available to close the major gaps and obstacles in the South County Bikeway System

2.1 Develop an I-80 Gap Closure Project connecting the Solano Bikeway and eastern portion of Vallejo with central and western Vallejo and to the Sonoma County line.

2.2 Ensure bicycle access is maximized with the scheduled programmed improvements to State Route 37

2.3 Identify a feasible alignment for the San Francisco Bay and Ridge Trails in both Benicia and Vallejo, especially the connections across I-80 and Hwy 12

- 2.4 Develop plans to enhance the bikeway connection over I-780 into the Benicia State Recreation Area
- 2.5 Ensure that the new Carquinez Bridge with its programmed bikeway provides connectivity to the community
- 2.6 Work with local public agencies to improve maintenance of existing bikeways and roadway shoulders
- 2.7 Ensure that the new Benicia-Martinez Bridge with its programmed bikeway provides connectivity to the community
- 2.8 Develop plans for a trail along the I-680 frontage roads between Goodyear and Ramsey Roads

Objective 3.0 Funding

Maximize the amount of funding to implement the proposed bicycle system within a prudent budgetary plan

Actions:

- 3.1 Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines
- 3.2 Encourage multi-jurisdictional funding applications
- 3.3 Develop a prioritized list of improvements along with detailed costs estimates, and identify appropriate funding sources for each proposal
- 3.4 Include bicycle improvements in the County's Capital Improvement Plans
- 3.5 Recommend bike improvements or a donation into a transportation improvement fund (based upon a sufficient nexus) for all major residential development projects with 100 new dwelling units or more

Performance Measures (for discussion only; will bring back for review and formal action at later date)

- Bicycle Counting
- Inventory of facilities
- Record of accidents in various intersections

CTP: ALTERNATIVE MODES ELEMENT DRAFT PURPOSE STATEMENT AND GOALS

CTP PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's Mission¹ by identifying a long-term and sustainable transportation system to provide mobility, reduce congestion, and ensure travel safety and economic vitality to Solano County.

ALTERNATIVE MODES ELEMENT PURPOSE STATEMENT: One County, Many Choices for Mobility ~ To establish programs and facilities for the transition toward sustainable transit-oriented communities with integrated multimodal² transportation choices for Solano's residents, workers, and visitors. This will be accomplished by incorporating alternative modes as a central part of travel to ensure accessible, convenient, healthy, safe, efficient and cost-effective travel options to enhance connectivity, and will be compatible with local land use planning.

GOALS: Goals are the milestones by which achievement of the Purpose Statement are measured. In order to implement the Purpose of the Solano CTP and the Alternative Modes Element of the Solano CTP, the following goals are/will be established under 5 potential focus area categories (in alphabetical order):

Alternative Fuels

1. Support sustainable new and emerging alternative fuel technology by maintaining a broad information base, securing applicable funding, providing fleet demonstration programs, and increasing alternative fuel infrastructure
2. Work with the Solano Express Transit Consortium (countywide forum of transit and fleet operators) to discuss alternative fuels technologies for transit fleets serving Solano County

Bicycle, Pedestrian, & Ridesharing

3. Develop an intermodal transportation system that serves the transportation needs of Solano County's residents, workers, and visitors in a manner that is compatible with characteristics of natural, economic, and social resources
4. Improve the connectivity of transit facilities to existing and proposed bicycle and pedestrian facilities
5. Use Caltrans Context-Sensitive Solutions and the Metropolitan Transportation Commission's (MTC) Routine Accommodations policy as an approach to plan, design, construct, maintain, and operate multimodal transportation projects
6. Identify and work with the stakeholders who will benefit from improved bicycle and pedestrian facilities connectivity and access (i.e. local users, visitors, merchants, etc.)
7. Develop and implement plans to improve awareness of the location and function of bicycle and pedestrian facilities.

¹ STA Mission Statement: "The mission of the Solano Transportation Authority is "To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality."

² A system or corridor that accommodates all modes of surface transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles

8. Develop and maintain partnership and good relations 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).
9. Fund and implement bicycle and pedestrian systems defined in STA plans. Periodically review and prioritize bicycle and pedestrian projects identified in STA plans based on ability to close system gaps and available funding
10. Increase the connectivity of bicycle and pedestrian facilities to all modes of travel including public transit and park-and-ride lots.
11. Encourage end-user focused bicycle and pedestrian facilities planning
12. Improve safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T)

Communications/Education

13. Maximize collaboration among member agencies through all available technology
14. Encourage real-time exchange of information between people through shared services (i.e. transportation-related blog/chat rooms, forums, and instant messaging)
15. Develop and provide bicycle and pedestrian trip planning information, including near real-time information on availability of alternative modes
16. Increase awareness of available bicycle, pedestrian, and ridesharing (carpooling and vanpooling) modes
17. Publicize the understanding of both the environmental and economic benefits and costs of using clean technologies and alternative fuel vehicles
18. Provide incentives to expand the percentage of bicycle, pedestrian, and formal and casual ridesharing participation
19. Participate in sponsoring programs and activities that promote/encourage the use of alternative modes such as Safe Routes to School, Safe Routes to Transit, Commute Challenge, and Bike to Work
20. Inform the public of the provisions for public safety/disaster preparedness which is supplied by bicycle and pedestrian facilities

Funding Priorities

21. Develop a comprehensive network of funding resources for project sponsors to utilize when pursuing the planning and delivery of alternative modes projects
22. Assist project sponsors with obtaining funding for the planning and delivery of alternative modes projects
23. Ensure that alternative modes plans and facilities connect to underserved communities

Transportation for Livable Communities (TLC) & Priority Development Area (PDA)

24. Support cities in approving and constructing sustainable higher density development and mixed land use amenities or Transit Oriented Development by implementing the Solano Transportation for Livable Communities (TLC) plan and supporting communities with applications for Priority Development Area (PDA) designation
25. Facilitate transportation and land use planning by sustainably utilizing Transportation Planning and Land Use Solutions (T-PLUS) funding on TLC, PDA, and/or Transit-Oriented Development projects

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5. Use Caltrans Context-Sensitive Solutions and the Metropolitan Transportation Commission's (MTC) Routine Accommodations policy as an approach to plan, design, construct, and operate multimodal transportation projects
6. Identify and work with the stakeholders who will benefit from improved bicycle and pedestrian facilities connectivity and access (i.e. local users, visitors, merchants, etc.)
7. Develop and implement plans to improve awareness of the location and function of bicycle and pedestrian facilities.
8. Develop and maintain partnership and good relations with local and regional bicycle and pedestrian planning agencies such as the California Department of Transportation

¹ STA Mission Statement: "The mission of the Solano Transportation Authority is "To improve the quality of life in Solano County by delivering transportation projects to ensure mobility, travel safety, and economic vitality."

² A system or corridor that accommodates all modes of surface transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles

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10. Increase the connectivity of bicycle and pedestrian facilities to all modes of travel including public transit and park-and-ride lots.
11. Encourage end-user focused bicycle and pedestrian facilities planning
12. Improve safety for cyclists and pedestrians through development and implementation of programs such as Safe Routes to School (SR2S) and Safe Routes to Transit (SR2T)

Communications/Education

13. Develop programs to educate the public about bicycling and walking
14. Maximize collaboration among member agencies through all available technology
15. Encourage real-time exchange of information between people through shared services (i.e. transportation-related blog/chat rooms, forums, and instant messaging)
16. Develop and provide bicycle and pedestrian trip planning information, including near real-time information on availability of alternative modes
17. Increase awareness of available bicycle, pedestrian, and ridesharing (carpooling and vanpooling) modes
18. Publicize the understanding of both the environmental and economic benefits and costs of using clean technologies and alternative fuel vehicles
19. Provide incentives to expand the percentage of bicycle, pedestrian, and formal and casual ridesharing participation
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26. Facilitate transportation and land use planning by sustainably utilizing Transportation Planning and Land Use Solutions (T-PLUS) funding on TLC, PDA, and/or Transit-Oriented Development projects



DATE: April 30, 2009
TO: Solano Bicycle Advisory Committee
FROM: Robert Guerrero, Senior Planner
RE: FY 2009-10 Transportation Development Act Article 3 Allocation

Background:

Transportation Development Act funding is generated by a 1/4 cent tax on retail sales collected in California's 58 counties. Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county congestion management agencies (e.g. Solano Transportation Authority).

Over the last 3 years, Solano County received an average of \$391,000 annually from TDA Article 3. As part of funding approval process, the STA works with the Solano Bicycle and Pedestrian Advisory Committees to review and recommend eligible projects for TDA Article 3 funds. For the past 3 years, TDA Article 3 funds were combined with MTC's Regional Bicycle Program and Congestion Mitigation Air Quality (CMAQ) Improve Program funds to create a larger pool of funding. This pool of funding created the Solano Bicycle Pedestrian Program (SBPP) for countywide priority bike and pedestrian projects. The Solano Bicycle and Pedestrian committees recommended approval of \$3.2 million in SBPP funds during this time period.

At this time, MTC is completing the Regional Transportation Plan which includes commitments to the Regional Bicycle Program for bike projects and Regional Transportation for Livable Communities for pedestrian projects. STA staff is currently waiting on MTC for estimates on potential discretionary funding for each program. In the next 3 years, the only secure SBPP funding source available for allocation is TDA Article 3 funds. Sales tax revenue has decreased dramatically due to the recent economic downturn. MTC estimates \$316,685 in TDA Article 3 will be available to allocate in FY 2009-10.

Discussion:

Three major bicycle gap closure projects have been funded and are underway for construction over the last 3 years:

1. Central County Bikeway- Suisun City's Class I Multi-use Path paralleling SR 12 is 99% complete. The project connects the Capitol Corridor Train Station in Downtown Suisun City to bike and pedestrian network along the Jepson Parkway Corridor located in the eastern portion of the city. The project also provides an important connection to the bike and pedestrian railroad overcrossing which links Downtown Suisun City and Downtown

Fairfield. The final construction piece currently underway is the placement of a bike/ped bridge just north of Main Street near the SR 12 off-ramp to Downtown Suisun City.

2. Solano Bikeway Phase II: McGary Road- This project is a long standing priority project since McGary Road was closed in 1998. Upon completion, the project will address a major gap between the cities of Fairfield and Vallejo. This gap is regionally significant since it would provide critical access to northern and southern Solano County and beyond. The City of Fairfield, in coordination with the STA and the County of Solano, is working with Caltrans to begin the construction of a Class II bike route by summer 2009.
3. Benicia State Park Road/I-780 Overcrossing- This project provides a Class I Multi-use bridge connected to State Park Road over I-780. The project will address bike and pedestrian safety. This segment will also link east Benicia to west Benicia and beyond to the City of Vallejo. The project is also a critical gap for the San Francisco Bay and Ridge Trail network. The City of Benicia is currently working with Caltrans to begin construction by summer 2009.

In addition, a fourth major bicycle gap closure project is underway between Vacaville and Dixon. Solano County, with financial support from the STA and the Yolo Solano Air Quality Management District, continues to make progress on this gap in northern Solano County. The County's strategy is to design fundable segments in separate phases as funding becomes available. Upon completion, the Vacaville-Dixon Bike Route will provide a continuous Class II bike lane linking Vacaville to the City of Davis via the completed Dixon-Davis bike route.

STA staff will provide a detailed funding summary for each of the four priority bicycle projects at the May 7th BAC meeting.

With all four priority bicycle projects fully funded and underway, STA staff is recommending a comprehensive update for the Countywide Bicycle and Pedestrian Plans. The timing for this effort is appropriate since the STA's Comprehensive Transportation Plan and its three corresponding elements are being updated. The last update for each plan was completed in 2005.

An update of the bicycle and pedestrian plan will include progress made over the last four years as well as updated priorities and corresponding costs to implement these projects. In addition, an up-to-date Countywide Bicycle and Pedestrian Plan is necessary for the County of Solano and the seven cities to obtain state and federal grants. By updating the bicycle and pedestrian plan, the STA will be in a position to utilize future discretionary funding provided by MTC through the Regional Bicycle Grant Program and Regional TLC Program when the funding becomes available. Previous efforts to update the Countywide Bicycle Plan and Countywide Pedestrian Plan cost \$50,000 each for a total of \$100,000. STA staff is recommending \$85,000 in TDA Article 3 to create one combined plan for bicycle and pedestrian facilities.

Another priority for the BAC and PAC is the STA's Safe Routes to School Program. In the fall of 2008, the STA was awarded \$400,000 Bay Area Air Quality Management District (BAAQMD) Transportation for Clean Air (TFCA) Regional Grant for the Safe Routes to School Program. A total of \$235,000 of this grant funding plus an additional \$40,000 from

Transportation Enhancements (TE) funding was dedicated to build 28 radar speed signs. In addition, the \$40,000 TE funding was approved as a local match for the entire \$400,000 TFCA grant.

STA Staff was notified after the fact that the TE funds cannot be used for purchasing and installing the radar speed signs. The TE funding had to be moved to a separate eligible project immediately as part of the American Recovery and Reinvestment Act economic stimulus effort for the Bay Area (discussed in agenda item VII.A). The \$400,000 TFCA grant is in jeopardy without the \$40,000 TE funding as a local match. Therefore, STA Staff is recommending that \$40,000 in FY 2009-10 TDA Article 3 funds replace the TE local match to save the TFCA grant at this time. Future TE allocations of up to \$40,000 would backfill the TDA Article 3 funds if approved by the STA Board. The Safe Routes to School Advisory Committee unanimously supported STA staff's recommendation at their April 9, 2009 meeting.

A total of \$191,685 in TDA Article 3 funds remain to be allocated if the Countywide Bicycle Pedestrian Plan and Safe Routes to School Radar Speed Signs are approved. Three options are:

1. Issue a call for bike pedestrian projects for the remaining \$191,685
2. Include the \$191,685 as part of next year's TDA Article 3 fund allocation
3. Recommend an unfunded project(s) from the previous SBPP 3-year plan

Recommendation:

Forward a recommendation to the STA Board to approve the following for FY 2009-10 TDA Article 3 funding:

1. \$85,000 allocation for the 2009 Countywide Bicycle Pedestrian Plan Update
2. \$40,000 allocation to replace the TE local match for the Safe Routes to School Program
3. Discuss options for remaining TDA Article 3 funds



DATE: April 30, 2009
TO: STA BAC
FROM: Sara Woo, Planning Assistant
RE: Informational Items – Discussion

VII.A American Reinvestment and Recovery Act (ARRA) Transportation Enhancement (TE) Program Projects – (Robert Guerrero, STA)

As part of the ARRA, also known as the federal stimulus initiative, the Metropolitan Transportation Commission acted rapidly with the approach to move projects forward by advancing “construction-ready” projects from the Transportation Enhancement (TE) Program Tier 1 regional priority projects list. Among the list of projects for Solano County were the following (in alphabetical order by city):

- Benicia State Park Road Project
- Fairfield McGary Road Project
- Suisun City Drift Wood Drive Project

These above projects met all federal funding requirements and were eligible to advance through the expedited project implementation process. These projects expect to complete construction by late summer or early fall of 2009. No attachments.

VII. B Benicia-Martinez Bridge Bicycle-Pedestrian Path Update – (Sara Woo, STA)

A Class I multiuse path will be constructed as part of the Caltrans Benicia-Martinez Bridge improvement project. This path is due for completion in late summer or early fall of this year. To prepare for the ribbon cutting ceremony, Caltrans staff has been working with the STA to determine the local discussions that will need to be made to facilitate the ceremony. Currently, discussions regarding the way-finding signs for bicyclist and pedestrian users have been completed by members of the BAC and PAC, city staff, STA staff, and local residents. A main item that was identified as part of this process was the need for a regional way-finding system for bicyclists. Further details will be provided by STA staff at the May 7, 2009 meeting. No attachments.

VII.C MTC Regional Bicycle Working Group Meeting Update – (Sara Woo, STA)

On April 16, 2009, the MTC Regional Bicycle Working Group discussed the BikeMapper project, Regional Bikeway Criteria, and the American Recovery Reinvestment Act (ARRA) proposal for Transportation Enhancement (TE) funds. The 511.org BikeMapper project attempts to serve as a resource to bicyclists to plan their trips. MTC staff is working to develop a new update to BikeMapper that will identify routes depending on the bicyclist’s skill level, display “turn-by-turn” directions, and more user-friendly interface. The criteria for updating the Regional Bikeway network

were discussed by the committee. MTC notified the RBWG that the regional bikeway network would not be included as part of the regional bicycle plan update. Instead, MTC staff is developing a fair system to accept amendments and updates to the network, to display online. This will provide a more “real-time” representation of current planned/proposed bicycle projects in the region. MTC staff also notified the RBWG that the ARRA TE funds had a recent change in project funding. MTC staff speculated that there would be a short window of opportunity for STA and other CMAs in the bay area to propose a project for the additional \$2.1 million. With McGary Road already funded, STA staff recommended the Solano County Old Town Cordelia improvement project to receive funding and is waiting to the award announcement. No attachments.



DATE: May 5, 2009
 TO: STA BAC
 FROM: Sara Woo, Planning Assistant
 RE: Funding Opportunities Summary

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

Fund Source	Application Available From	Application Due
American Recovery and Reinvestment Act (ARRA) – Transit Investments for Greenhouse Gas Energy Reduction*	None available. All questions <i>must</i> be submitted in writing via email to: cleandiesel@epa.gov .	May 22, 2009¹
Federal Transit Administration (FTA) Grant Program – 5310 Elderly and Disabled Specialized Transit Program*	Elizabeth Niedziela, Solano Transportation Authority (STA) (707) 424-6075 -and- Kristen Mazur, MTC (510) 817-5789	May 20, 2009
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009
FTA Grant Program – 5317 New Freedom Program for Small Urban Projects*	Kristen Mazur, MTC (510) 817-5789	June 26, 2009

Fund Source	Application Available From	Application Due
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program <i>for Rural Projects*</i>	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009
FTA Grant Program – 5317 New Freedom Program <i>for Rural Projects*</i>	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009

* New funding opportunity

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



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

Transit Investments for Greenhouse Gas and Energy Reduction

Anticipated Application Deadline is May 22, 2009

TO: STA BAC
FROM: Sara Woo, Planning Assistant

This summary of the ARRA Transit Investments for Greenhouse Gas and Energy Reduction Program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Public transportation agencies.

Program Description: This program will provide grants to public transit agencies for capital investments that will assist in reducing the energy consumption or greenhouse gas emissions of their public transit agencies.

Funding Available: Approximately \$100 million is available nationwide. Minimum proposal is \$2 million. Award ceiling is \$100 million. Expected number of awards is 150.

Eligible Projects: Examples:

- compact fluorescents/solar panels for reduction of energy use in bus maintenance facility
- replacing 10 buses in a 100 vehicle bus fleet with more energy-efficient buses

Further Details: <http://www07.grants.gov/search/search.do?&mode=VIEW&flag2006=false&oppId=45906>

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

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



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5310 Elderly and Disabled Specialized Transit Program

Application Due May 20, 2009

TO: STA BAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5310 program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

Eligible Project Sponsors: Private nonprofit corporations or public agencies where no private nonprofits are readily available to provide the proposed service or that have been approved by the State of California to coordinate services for elderly persons and persons with disabilities.

Program Description: The FTA 5310 Program is designed for meeting the transportation needs of elderly persons and persons with disabilities in areas where public mass transportation services are otherwise unavailable, insufficient, or inappropriate. **Note:** the application for this program is due both to the appropriate County Paratransit Coordinating Council (PCC) and MTC by 5:00 p.m. May 20, 2009.

Funding Available: Approximately \$12.6 million is available in the federal fiscal year 2009.

Eligible Projects: The program allows for the procurement of accessible vans and buses; communication equipment; mobility management activities; and computer hardware and software for eligible applicants.

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5310.html>

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789
kmazur@mtc.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Small Urban Projects

Application Due June 26, 2009

TO: STA BAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: The JARC Program provides funding for projects designed to transport welfare recipients and eligible low-income individuals to and from employment and employment-related activities.

Funding Available: Approximately \$3 million is available for JARC small urban projects. Minimum local match requirements are 20 percent for capital projects and 50 percent for operations projects.

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789, kmazur@mtc.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075, eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Small Urban Projects

Application Due June 26, 2009

TO: STA BAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: The New Freedom Program provides funding to assist transit operators and public agencies to provide new transportation services for individuals with disabilities, above and beyond the minimum required by the Americans with Disabilities Act of 1990.

Funding Available: Approximately \$1.6 million is available for New Freedom Small-Urban projects.

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

Eligible Projects: Operating:
• Expansion of hours for paratransit service
• Enhancement of services
• Voucher programs
• Volunteer driver programs

Capital:
• Acquisition of accessibility equipment beyond ADA requirements
• Purchasing accessible vehicles to support taxi, vanpooling, and/or ridesharing programs
• Mobility management activities

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

Program Contact Person: Kristen Mazur, FTA grant staff liaison (MTC), (510) 817-5789 kmazur@mtc.ca.gov

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5316 Job Access and Reverse Commute Program for Rural Projects

Application Due September 25, 2009

TO: STA BAC
FROM: Sara Woo, Planning Assistant

This summary of the FTA 5316 – Job Access and Reverse Commute (JARC) program is intended to assist jurisdictions plan projects that are eligible for the program. STA staff is available to answer questions regarding this funding program and provide feedback on potential project applications.

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

Program Description: The FTA 5316 JARC program provides funding to support projects designed to transport welfare recipients and eligible low-income individuals to and from employment activities and employment related activities and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

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

Eligible Projects:

<u>Operating:</u>	<u>Capital:</u>
<ul style="list-style-type: none">• Late night/weekend service• Guaranteed ride home service• Shuttle service• Expanded fixed-route public transit routes• Demand-responsive service• Ridesharing/carpooling activities• Voucher programs	<ul style="list-style-type: none">• Intelligent Transportation Systems (ITS)• Promotion of operating activities• Vehicles• Mobility management activities

Further Details: <http://www.dot.ca.gov/hq/MassTrans/5316.html>

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

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075 eniedziela@sta-snci.com



FUNDING OPPORTUNITY

Federal Transit Administration (FTA) Grant

FTA 5317 New Freedom Program for Rural Projects

Application Due September 25, 2009

TO: STA BAC
FROM: Sara Woo, Planning Assistant

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

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

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

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

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

Eligible Projects:

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

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

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

STA Contact Person: Liz Niedziela, STA Transit Manager/Analyst, (707) 424-6075
eniedziela@sta-snci.com