



Solano Transportation Authority

One Harbor Center, Suite 130
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, July 2, 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: July 2, 2009	Barbara Wood, Chair
IV.	APPROVAL OF MINUTES FROM LAST MEETING: May 7, 2009 – Pg. 1	Barbara Wood, Chair
V.	APPROVAL OF MINUTES FROM JOINT MEETING: June 1, 2009 – Pg. 4	Barbara Wood, Chair
VI.	PRESENTATIONS	
	A. Guest Speaker: FAST Bicycle Policy – Pg. 8 (6:35 – 6:55 p.m.)	Scott Butler, City of Fairfield Transportation Planner
	B. Safe Routes to School (SR2S) Program Update – Pg. 8 (6:55 – 7:10 p.m.)	Sam Shelton, STA Project Manager
VII.	ACTION ITEMS	
	A. Solano Countywide Bicycle Plan Purpose Statement, Goals, and Objectives <u>Recommendation:</u> Forward purpose statement, goals, and objectives to STA Board for approval. (7:10 – 7:30 p.m.) Pg. 11	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

VIII. INFORMATIONAL ITEMS – DISCUSSION

- A. Solano Comprehensive Transportation Plan (CTP) Call for Projects: Solano Countywide Bicycle Projects**
Informational
(7:30 – 7:35 p.m.)
Pg. 24 Sara Woo,
Planning Assistant
- B. Benicia-Martinez Bicycle-Pedestrian Path Status Update**
Informational
(7:35 – 7:40 p.m.)
Pg. 24 Sara Woo,
Planning Assistant
- C. MTC Regional Bicycle Working Group (RBWG) Meeting Summary: 06/18/09**
Informational
(7:40 – 7:45 p.m.)
Pg. 25 Sara Woo,
Planning Assistant
- D. Solano Bicycle and Pedestrian Program Funding Outlook**
Informational
(7:45 – 7:50 p.m.)
Pg. 25 Robert Guerrero,
Senior Planner

IX. INFORMATIONAL ITEMS - NO DISCUSSION NECESSARY

- A. Funding Opportunities Summary**
Informational
Pg. 33 Sara Woo,
Planning Assistant

X. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS
(7:50 – 7:55 p.m.)

XI. ADJOURNMENT

2009 BAC MEETING SCHEDULE

May 7, 2009
July 2, 2009
August (TBD)
September 3, 2009
October (TBD)
November 5, 2009



STA ACRONYMS LIST OF TRANSPORTATION TERMS

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

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 6:33 p.m.

Committee Members Present:	Barbara Wood Jim Fisk Randy Carlson Mike Segala Ray Posey Mick Weninger	Chair (Member-at-Large) City of Dixon City of Fairfield City of Suisun City City of Vacaville City of Vallejo
Committee Members Not Present:	Larry Mork J.B. Davis Glen Grant	Vice-chair (City of Rio Vista) City of Benicia Solano County
Others Present:	James Loomis Jim Antone Matt Tuggle Judy Leaks Robert Guerrero Sara Woo	City of Vacaville Yolo-Solano Air Quality Management District (YSAQMD) Solano County Public Works STA STA STA

I. CALL TO ORDER–SELF INTRODUCTIONS

Participants exchanged introductions.

II. OPPORTUNITY FOR PUBLIC COMMENT

Member Carlson commented that he is the captain of a team for the Team Bike Challenge this year and has also helped formed two additional teams with vacancies open to anyone who is interested. He also offered his assistance to help form a team for anyone invited, noting that members of a team in the Team Bike Challenge contest need not be on the same team nor go to the same place to participate on team.

Vice-chair Segala asked what the Team Bike Challenge contest is. Randy Carlson answered that... (Get definition from Judy Leaks). Judy Leaks commented that the scoring is based on the number of trips biking instead of driving, miles don't count toward the score (i.e. using bike to go to the post office or bank, etc.) Jim Antone asked whether miles would be logged online. Ms. Leaks replied that participants will be asked to log their miles on the 511.org website for the Team Bike to Work Challenge. She further clarified that the miles would not count toward the participant's score, but points would awarded depending on the participant's number of trips and level of experience.

Chair Wood commented that the Adventure Cycling Association's Executive Director would be presenting their route in Sacramento (passed out flyers). She said it would be good to see where it fits into our plans and vice versa. She further explained that the event would be held on May 17, 2009 in the evening.

Ray Posey commented that the new BikeLinks maps look awesome and that it's great to have bike season back!

III. APPROVAL OF THE AGENDA: May 7, 2009

On a motion by Member Carlson, and second by Vice-chair Segala, the STA BAC unanimously approved the agenda.

IV. APPROVAL OF MINUTES FROM PREVIOUS MEETING: March 5, 2009
On a motion by Vice-chair Segala, and second by Member Carlson, the STA BAC unanimously approved the minutes.

V. PRESENTATIONS

A. Project Delivery/Implementation Process: Presented by Matt Tuggle, Solano County Public Works
Robert Guerrero provided a brief introduction regarding the STA's idea to do a series of presentations to talk about the pros and cons of working with other people to get a project constructed. Matt Tuggle provided a brief presentation regarding the project delivery process from start to finish. Mr. Tuggle provided an overview of the process elements:

- Concept Plan
- History of traffic data and public complaints, etc.
- Preliminary engineering design for potential solutions to the identified problem
- Environmental clearance
- Right-of-way acquisition
- Construction

Vice-chair Segala thanked Matt Tuggle for putting things into perspective. He commented that the description of the schedules and

B. Bike to Work Day (May 14) and BikeLinks Map Update: Presented by Judy Leaks, STA
Judy Leaks introduced herself and discussed Bike to Work Day, the BikeLinks Map update, and Safe Routes to School (SR2S) bicycle-related projects. Ray Posey thanked Ms. Leaks for the extra posters. Vice-chair Segala requested extra posters. She announced that the Bicycle Commuter of the Year Craig Snider would be at the Vallejo Ferry energizer station to receive his prizes for winning. Ms. Leaks will follow up and ask if Mayor Davis and Mayor Patterson will attend. She explained that Member Carlson volunteered and provided a demonstration on how to do a bicycle check/inspection. She noted that there were 57 students who participated and 36 students that received bicycle helmets.

VI. ACTION ITEMS

A. Countywide Bicycle Plan Update – Purpose Statement and Goals

Sara Woo provided a brief presentation regarding the Comprehensive Transportation Plan update and explained that the Solano Countywide Bicycle Plan would be updated as part of the process this year. Ms. Woo further explained that the Countywide Bicycle Plan proposed purpose statement and goals were developed through a review of various plans and input from the Committee from previous meetings. The members of the Committee provided the following comments:

- For the purpose statement, would like to reword the statement to include words such as “enhance” and “preferred.”
- Reword “utilitarian” in goal #3 or add the word “trips” after bicycling
- “To enhance bicycling as an integral part of daily life in Solano County” was submitted as a suggestion for the purpose statement

Recommendation:

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

The committee's general consensus was in approval of the draft bicycle plan purpose statement and goals. The item was tabled for re-evaluation with the draft plan Objectives at a future meeting.

B. Transportation Development Act (TDA) Article 3 and Transportation Enhancement (TE) Funding Allocations

Robert Guerrero provided a presentation of the TDA Article 3 funding amounts and discussed the proposed uses for the funding. Member Carlson expressed that would be in support of recommending \$40,000 to replace the TE local match for the Safe Routes to School (SR2S) as long as the same amount would be committed in future funding from another source to the Solano Bicycle and Pedestrian Program (SBPP) to be used for a more direct bicycle and/or pedestrian project.

Mr. Guerrero also presented the remaining TDA Article 3 funds and various options for the use of the funds. Matt Tuggle provided information regarding the Solano County Suisun Valley Bridge project and that the project currently has TDA Article 3 funding. Mr. Tuggle explained that the project's second funding source is delaying the project and that the county's preference was to move the funds to the Vacaville-Dixon bikeway to complete the north-south segment. He further explained that the project is "shovel-ready" and could be completed by reallocating the current TDA Article 3 funds from the bridge project in conjunction with the remainder of the TDA Article 3 funds. There was general support for Solano County's project; however, the committee recommended a call for projects for "shovel-ready" projects to give other project sponsors an opportunity if they have eligible projects.

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

With a motion by Member Carlson, and a second by Vice-chair Segala, the recommendation was approved.

VII. INFORMATION ITEMS

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

Robert Guerrero provided a brief review of the bicycle-related projects that were funded through the economic stimulus ARRA program. He explained that the bicycle TE projects that were funded were the Benicia State Park Road project and Fairfield McGary Road project. He also mentioned that the Solano County Old Town Cordelia pedestrian project was submitted by STA staff for funding as part of the economic stimulus program.

B. Benicia-Martinez Bridge Bicycle-Pedestrian Path Update

Sara Woo provided a brief presentation of the Caltrans Benicia-Martinez Bridge Bicycle-Pedestrian Path coordination efforts between various regional agencies including Caltrans, MTC, Bay Area Toll Authority (BATA), San Francisco Bay Trail, and the Bay Area Ridge Trail Council. Ms. Woo notified the committee that the project would be completed in late summer or early fall. She further explained that the ribbon cutting ceremony could take place shortly after the construction is complete and that she would notify the committee of the date of the ceremony when it is decided.

C. MTC Regional Bicycle Working Group Meeting Update

Sara Woo provided a brief overview of the items discussed at the Regional Bicycle Working Group meeting. She discussed the recent efforts by MTC staff to work on the BikeMapper project to improve its usefulness to users. Ms. Woo further explained that MTC is developing a fair system to accept amendments and updates to the network to display online in the form of a comprehensive list of projects, with the goal to provide the most "accurate" and "real-time" information possible.

Minutes Prepared By: STA staff, Sara Woo

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

BICYCLE ADVISORY COMMITTEE CALL TO ORDER

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

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

- II. **OPPORTUNITY FOR PUBLIC COMMENT**
None presented.

- III. **APPROVAL OF AGENDA: June 1, 2009**
On a motion by Mike Segala, and a second by Glen Grant, the STA BAC and PAC unanimously approved the agenda.

IV. ACTION ITEMS

A. TDA Article 3 Fund Allocation FY 2009-2010

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

V. COMMITTEE MEMBER COMMENTS

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

VI. ADJOURNMENT

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

Minutes prepared by: Sara Woo, STA



DATE: June 25, 2009
TO: STA BAC
FROM: Sara Woo, Planning Assistant
RE: Presentations

VI.A FAST Bicycle Policy – (Scott Butler, City of Fairfield)

Fairfield and Suisun Transit (FAST) staff, Scott Butler will be providing a presentation regarding the bicycle rack policy on their buses. The bicycle section under the “Rules for Riding” from the 2009 FAST Rider’s Guide¹ has been provided for reference (**Attachment VI.A**, page 9).

VI.B Safe Routes to School Program Update – (Sam Shelton, STA)

The STA’s Safe Routes to School Program is beginning an ambitious FY 2009-10 work plan that will include additional planning and safety events at 60 schools. The STA intends to hire a part-time program coordinator (planning and encouragement events) and a part time safety coordinator (safety assemblies & bike rodeos) to handle the additional work load. To handle nearly 120 bicycle rodeos next year, the STA intends to purchase an enclosed 6x10x6 trailer to fill with bicycle rodeo equipment (e.g., cones, obstacles, bicycles, helmets, etc.) to be hauled by the safety coordinator to events. STA staff is considering opening the trailer and its equipment to private sponsorship. STA Staff will solicit sponsorships (cash and equipment for large logos on the side of the trailer and on safety materials) through letters to bicycle shops across the county in the next two-three weeks. BAC members are also encouraged to participate in bike rodeos in their cities. Randy Carlson recently assisted with bicycle tune-up stations at bike rodeos in Fairfield. Future bike rodeos will be scheduled this fall. No attachments.

¹ http://www.ci.fairfield.ca.us/files/FINAL_PROOF.pdf

Rules for Riding

Bicycles

Bicycle racks are located on all Fairfield-owned buses operated by FAST. Bike racks are available on a first come – first served basis. Typically, there are no bike racks available on **Route 90** buses as these are leased vehicles from the City of Vallejo. Riders are responsible for loading and unloading bicycles. Local bus operators cannot assist with the loading or unloading of bicycles. After the bike racks are full, bicycles may be brought on board buses on a space available basis as long as the specific rules noted below are followed.

On local FAST buses, please tell the bus operator before you load the bicycle. When you get off the bus, ask the bus operator to wait while you remove your bicycle. After you remove your bicycle, please lift the rack up and step away from the bus.

Please see numbered list below, for specific rules governing bicycle transit.

1. Bicycle racks are provided on a first come – first served basis and are allocated on a space available basis. The City makes no guarantee adequate space will be available.
2. The decision to transport a bicycle is at the sole discretion of the Road Supervisor on duty.
3. Bicycles may be allowed for interior transportation only when there is no space available in the bike racks.
4. The bicycle shall not be allowed on the bus if it displaces seated passengers, or according to the driver, will cause additional passengers to stand after boarding at a future stop.
5. For interior transportation of a bicycle, the front wheel shall be removed before boarding and shall remain detached from the bicycle during transit.
6. The bicycle and front wheel shall be stored between two forward facing bench seats located behind the rear door, and shall not be moved while in transit.
7. For interior transportation the passenger shall accompany the bicycle at all times
8. The passenger assumes all responsibility for the bicycle at all times.
9. On MCI buses, only the driver will open the compartment door, slide out the rack, watch the passenger load and secure the bicycle, then slide the rack back into the bus, secure the retaining pin and shut the door. At no time shall the driver handle the bicycle.
10. No cargo (bags, backpacks, walkers etc.) shall be allowed, or placed in the bicycle hold or rack.
11. On buses equipped with front-mounted racks, the driver shall not assist the passenger. The passenger is responsible for operating and securing their bicycle and the bicycle rack.
12. The passenger utilizes bicycle racks (Sportwork type and MCI) at their own risk and the City is not responsible for damage to the bicycle or injuries resulting from operating the City's equipment.

Rules for Riding

13. The bicycle shall be clean and shall not dirty the interior of the bus.
14. The bicycle shall not have any sharp edges, which can cut or blemish the interior of the bus.
15. When the passenger accompanying the bicycle reaches their destination, the passenger shall remove the bicycle from the bus only after all other passengers getting off the bus at that stop have exited the bus.
16. The owner of the bicycle, by transporting their bicycle on FAST, accepts responsibility for:
 - > Damage occurring to the bus and/or any injury to a person or persons on the bus.
 - > Damage to property caused by improperly storing, securing or attending to the bicycle being transported.

Please be courteous to your fellow transit riders. Please keep conversations low, music on headphones, and please don't reserve seats. Remember that respect gets respect. Thanks!

Senior, Disabled and/or Medicare cardholders

All FAST vehicles are fully equipped with wheelchair lifts and a wheelchair securement area. The bus operator will provide assistance with normal boarding or exiting, wheelchair securement and operation of the lift. Any other additional assistance will require the use of a personal care attendant (PCA). A PCA may accompany a person with a disability at no additional charge. FAST bus operators are required to secure all wheelchairs before the bus can leave the bus stop.

Fixed route FAST vehicles kneel by lowering the front steps for easier boarding and passengers with mobility limitations. Please let the bus operator know if you need to use the bus kneeling feature upon boarding or exiting.

Paratransit service is available through DART/Solano Paratransit. In order to be eligible for DART/Solano Paratransit, riders must be unable to use a FAST bus due to their disability.

Persons eligible for DART/Solano Paratransit qualify for the Reduced Fare Taxi Program as described in the next section.



DATE: June 25, 2009
TO: STA BAC
FROM: Sara Woo, STA Planning Assistant
RE: Solano Countywide Bicycle Plan Purpose Statement, Goals, and Objectives

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. On May 7, 2009, the Bicycle Advisory Committee met and discussed the purpose statement and goals for the bicycle plan update. The committee commented on this item, but voted to table this item until their next meeting on July 2, 2009. The BAC members directed STA staff to move forward with the development of plan objectives based on the draft purpose statement and goals comments provided.

Discussion:

The following comments were made on draft Bicycle Plan purpose statement and goals by the BAC at their May 7, 2009 meeting:

- For the purpose statement, would like to reword the statement to include words such as “enhance” and “preferred.”
- Reword “utilitarian” in goal #3 or add the word “trips” after bicycling
- “To enhance bicycling as an integral part of daily life in Solano County” was submitted as a suggestion for the purpose statement

The purpose statement and goals have been revised according to the comments shown above. The objectives for the bicycle plan are the performance criteria for which the achievement of the goals will be measured. A total of 27 objectives have been identified to meet the goals. Each objective is listed under a goal based on its ability assist with the STAs achievement of that goal. A draft of the Bicycle Plan purpose statement, goals, and objectives has been developed by STA staff for input and approval by the BAC (**Attachment A**). For reference, the 2004 Countywide Bicycle Plan policies (**Attachment B**) and the Alternative Modes Element purpose statement and goals have been included as part of this report (**Attachment C**).

Recommendation:

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

Attachments:

- A. STA Solano Countywide Bicycle Plan draft purpose statement, goals, and objectives
- B. STA 2004 Solano Countywide Bicycle Plan policies
- C. STA Alternative Modes Element purpose statement and goals

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

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 improve the convenience of using the bicycle as an everyday part of transportation 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. Build the bicycle transportation network by planning, designing, constructing and managing transportation facilities that will meet the needs of the cycling public
2. Improve bicyclist safety in Solano County
3. Increase commuting and utilitarian bicycling trips in Solano County
4. Integrate and coordinate bicycling with other modes of transportation
5. Include public participation in addressing bicycling needs

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

2004 OBJECTIVES:

Goal #1: Build the bicycle transportation network by planning designing constructing and managing transportation facilities that will meet the needs of the cycling public.

Objective 1. Establish Criteria for the Bicycle Network

Policies:

- 1.1. Use objective and subjective categories, including accessibility, directness, continuity, route attractiveness, low conflict, cost, local input, and ease of implementation

Objective 2. Maximize the amount of state and federal funding for bikeway improvements that can be received by Solano County

Policies:

- 2.1. Implement the proposed bicycle system within a prudent budgetary plan²
- 2.2. Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines
- 2.3. Encourage multi-jurisdictional funding applications of the regional bikeway system
- 2.4. Develop a prioritized list of countywide improvements along with detailed cost estimates, and identify appropriate funding sources for each proposal

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

² New objectives/policies are highlighted

- 2.5. Encourage the formation of reliable local, regional, and state funding sources which can be used to leverage federal funds
- 2.6. Encourage the local jurisdictions to include bikeway improvements in their Capital Improvement Plans
- 2.7. Include bicycle improvements in the County's Capital Improvement Plans

Objective 3. Increase the use of bicycles and the development of a comprehensive regional bikeway system as a viable alternative to the automobile

Policies:

- 3.1. Maintain the Countywide Bicycle Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 25 years
- 3.2. Update the Plan every three to five years, or as necessary to maintain eligibility for state and federal funds
- 3.3. Review projects in the plan annually to assess the opportunities for advancing projects
- 3.4. 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
- 3.5. Design the Plan as a resource and coordinating body for local jurisdictions, and utilize existing and planned local bikeway facilities to the extent possible

Objective 4. Develop detailed and ranked improvements in the Countywide Bicycle Plan

Policies:

- 4.1. Identify the bikeway segments proposed to be completed in the short term (2010 – 2015), mid term (2015 – 2020), and long term (2020 – 2035).
- 4.2. Develop a prioritized list of improvements along with detailed costs estimates, and identify appropriate funding sources for each proposal
- 4.3. Develop detailed implementation information on each recommended segment, including length, classification, adjacent traffic volumes and speeds, activity centers served, cost, and overall feasibility
- 4.4. Use a variety of objective and subjective criteria to prioritize projects, 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
- 4.5. Develop education and maintenance programs that may be adopted by local jurisdictions (moved to Objective 8 Section)

Objective 5. Build upon the existing bikeway facilities and programs in Solano County

Policies:

- 5.1. Maintain current inventory of the existing system
- 5.2. Identify existing and proposed bike paths, lanes, and routes, and design regional system to maximize use to the extent feasible
- 5.3. Identify existing bicycle support facilities (i.e. bicycle racks, bicycle lockers, shower facilities, etc.)
- 5.4. Encourage the use of existing natural and man-made corridors such as creeks, railroad rights of way, and corridors for future bike path alignments
- 5.5. Identify existing bicycle education programs, and target future expansion as need warrants
- 5.6. Conduct before-and-after bicycle counts at specific locations and times to measure the usage of investments over time. Submit all data to the STA for review and storage.

- 5.7. Where feasible and appropriate, strive to include bicycle facilities in the development of all new road, and roadway improvement projects
- 5.8. Ensure that new roadways, transportation projects, and developments improve bicycle travel and system continuity

Objective 6. Develop a countywide bikeway system which meets the needs of commuter bicyclists, helps reduce vehicle trips, and links residential neighborhoods with regional destinations countywide

Policies:

- 6.1. Develop a commuter bikeway system which provides direct routes between residential neighborhoods and regional employment areas, schools, and universities
- 6.2. 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 cyclist.
- 6.3. Strive to develop Class II (bike lanes) and Class I (bike paths) over Class III (bike routes) wherever feasible

Goal #2: Improve bicyclist safety in Solano County.

Objective 7. Improve bicycle safety conditions in Solano County

Policies:

- 7.1. Monitor bicycle-related collision levels annually, and evaluate high-collision areas for improvements
- 7.2. Develop a comprehensive bicycle education program that is taught to all school children in Solano County
- 7.3. Encourage Safe Routes to School educational programs
- 7.4. Incorporate bicycle safety curriculum into existing motorist education and training
- 7.5. Include lighting and emergency call boxes along Class I bike paths carrying high numbers of commuters as they are eligible for a variety of regional, state, and federal funding sources
- 7.6. Identify bicycle routes located in agricultural spraying zones, and warn bicyclists through signing about the potential hazard and the typical spraying periods
- 7.7. Incorporate provisions for safe bicycle travel and/or detours in traffic control plans and through construction zones
- 7.8. Develop a method to monitor accident rates per trip
- 7.9. Develop a system for reporting and responding to maintenance problems on the existing bikeway system
- 7.10. Review and comment on regional policies affecting bicycle transportation safety

Goal #3: Increase the level of commuting and utilitarian bicycling trips in Solano County over the next decade.

Objective 8. Develop a coordinated marketing strategy to encourage bicycling in Solano County

Policies:

- 8.1. 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
- 8.2. Encourage and expand the Solano Napa Commuter Information (SNCI) bicycle incentives program
- 8.3. Periodically update the BikeLinks map for public distribution to reflect new bicycle facilities and information

8.4. Sponsor bicycle education and encouragement events such as Bike to Work Week, Safe Routes to School program activities, bicycle rodeos, and adult safety courses in conjunction with other congestion management efforts

Goal #4: Integrate and coordinate bicycling with other modes of transportation

Objective 9. Maximize the multi-modal connections to the Bikeway System

- 9.1. Ensure that the countywide bikeway system serves all multi-modal stations and ferry terminals in Solano County
- 9.2. Work with local and regional transit agencies to install bike lockers at terminals, and bike racks on all buses, and designated storage areas on Capitol Corridor trains and ferries serving Solano County
- 9.3. Work with local and regional transit agencies to establish policies to accommodate cyclists when bike racks are not available
- 9.4. Review and maintain record for bicycle policies for Solano County transit operators
- 9.5. Support connections to regional transit stations/stops, retail, commercial, and industrial centers
- 9.6. Encourage developers and employers to provide bicycle parking/storage and shower facilities for workers

Goal #5: Include public participation in addressing bicycling needs

Objective 10. Encourage public participation and continuation of the Bicycle Advisory Committee

Policies:

- 10.1. Continue regular meetings of the Bicycle Advisory Committee. Effective committees are made up of a balance of citizens (preferably bicyclists) and department staff from planning, parks and recreation, public works, and others. BAC members should help member agencies develop local bikeway master plans and submit them for approval to local City Councils.
- 10.2. 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
- 10.3. Maximized public involvement in the planning process through workshops and other means
- 10.4. Publicize workshops and advisory committee meetings through various media (i.e. announcements, flyers, etc.)
- 10.5. Implement the Metropolitan Transportation Commission's (MTC) Routine Accommodations policy during project implementation
- 10.6. Develop a Countywide "Complete Streets" review process for projects using SBPP funding

critical. This plan also encourages systematic review by STA member agency staff and the BAC of all new development projects, including public works efforts to assure compliance with planning and building codes and the principles of this Bicycle Plan. Finally, this plan proposes an aggressive strategy for obtaining grants and competing for other funding sources in order to realize the physical improvements identified as the highest priorities.

NEW ERA OF RESPECT

A key factor in bicycle and pedestrian-friendly communities throughout the country and world is the mutual respect between motorists and people on bicycle or foot. While Solano County prides itself on having smaller sized livable communities, many public comments that were received noted the lack of respect between motorists and bicyclists. It was noted in one public forum how few people stop their cars at crosswalks to allow people—even children—to cross. Many bicyclists told stories of aggression towards them from motorists. Conversely, it is not uncommon to see bicyclists running stop signs or riding two or three abreast on narrow roads, frustrating activities for motorists.

This Plan calls for a new era of mutual respect between all people using public right-of-ways. It calls on bicyclists and pedestrians to police themselves and spread the word on the importance of obeying rules-of-the-road. For example, in communities such as Davis bicyclists are widely accepted as having a right to use roadways, while at the same time bicyclists adhere to established rules of the road as well. The Plan identifies several strategies to educate the general public on the rights of bicyclists, and on the importance of sharing the road and deferring to bicyclists and pedestrians when needed. The Plan emphasizes the link between this level of respect and the overall quality of life in Solano County for everyone.



GOALS, OBJECTIVES, AND POLICIES

This section presents a series of recommended goals, objectives, and policies that will help guide future development of the regional bikeway system, and serve as a resource for local jurisdictions in forming their own policies and standards. These policies have been developed over the course of several plan updates to reflect the unique needs of Solano County.

Objective 1.0: Maximize the increased use of bicycles and the development of a comprehensive regional bikeway system as a viable alternative to the automobile.

Policies:

“If we are to meet the goals of doubling the current levels of bicycling and walking in the United States while decreasing by 10% the number of crash-related injuries and deaths, coordinated and committed effort must be put forth at every level of government.”

-National Bicycling and Walking Study, Federal Highway Administration
1994.

- 1.1 Develop a Countywide Bikeway Plan, which identifies existing and future needs, and provides specific recommendations for facilities and programs to be phased in over the next 25 years.
- 1.2 Update the Plan every three to five years, or as necessary to maintain eligibility for state and federal funds.
- 1.3 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.
- 1.4 Design the Plan as a resource and coordinating body for local jurisdictions, and utilize existing and planned local bikeway facilities to the extent possible.

Objective 2.0: Maximize the amount of state and federal funding for bikeway improvements that can be received by Solano County.

Policies:

- 2.1 Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.
- 2.2 Encourage multi-jurisdictional funding applications of the countywide bikeway system.
- 2.3 Develop a prioritized list of countywide improvements along with detailed cost estimates, and identify appropriate funding sources for each proposal.
- 2.4 Encourage the formation of reliable local, regional, and state funding sources, which can be used to leverage federal funds.
- 2.5 Encourage the local jurisdictions to include bikeway improvements in their Capital Improvement Plans.

Objective 3.0: Build upon the existing bikeway facilities and programs in Solano County.

Policies:

- 3.1 Identify existing and proposed bike paths, lanes, and routes, and design the regional system to maximize use to the extent feasible.

- 3.2 Encourage the use of existing natural and manmade corridors such as creeks, railroad rights of way, and corridors for future bike path alignments.
- 3.3 Identify existing bicycle education programs, and target future expansion as need warrants.
- 3.4 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.
- 3.5 Strive for the inclusion of bicycle facilities in the development of all new road, and roadway improvement projects.
- 3.6 Ensure that new roadways, transportation projects, and developments improve bicycle travel and system continuity.

Objective 4.0: Develop a countywide bikeway system that meets the needs of commuter and recreation bicyclists, helps reduce vehicle trips, and links residential neighborhoods with destinations countywide.

“Objective 4.0: Develop a countywide bikeway system that meets the needs of commuter and recreation bicyclists, helps reduce vehicle trips, and links residential neighborhoods with destinations countywide.”

Policies:

- 4.1 Develop a commuter bikeway system that provides direct routes between residential neighborhoods and regional employment areas, schools, and universities.
- 4.2 Develop a recreational bikeway system that uses lower volume streets, off-street bike paths, and serves historic and natural destinations countywide.
- 4.3 Develop a countywide bikeway system which is connected to proposed local and regional bikeway systems, and which is a maximum of two (2) miles from any residential neighborhood in Solano County.
- 4.4 Develop a bikeway network that balances the need for directness with concerns for safety and user convenience. Where needed, develop a dual system that serves both the experienced and inexperienced bicyclist.
- 4.5 Strive to develop Class II (bike lanes) and Class I (bike paths) over Class III (bike routes) wherever feasible.
- 4.6 Develop a network of off-road mountain bicycling facilities that offer a variety of experiences for the bicyclist while minimizing conflicts with hikers and equestrian and environmental impacts.

Objective 5.0: Maximize multi-modal connections to the Bikeway System.



Multi-modal connections, such as bikes on buses have the ability to extend the commute range of bicyclists.

Policies:

- 5.1 Ensure that the countywide bikeway system serves all multi-modal stations and terminals in Solano County.
- 5.2 Work with local and regional transit agencies to install bike lockers at terminals, bike racks on at least 50 percent of all buses, and bike racks and/or designated storage areas on Capitol Corridor trains and ferries serving Solano County.

Objective 6.0: Improve bicycle safety conditions in Solano County.

Policies:

- 6.1 Monitor bicycle-related accident levels annually, and target a 10 percent reduction on a per capita basis over the next twenty 25 years.
- 6.2 Develop a comprehensive bicycle education program that is taught to all school children in Solano County.
- 6.3 Develop a system for reporting and responding to maintenance problems on the existing bikeway system.
- 6.4 Incorporate bicycle safety curriculum into existing motorist education and training.
- 6.5 Include lighting and emergency call boxes along Class I bike paths carrying high numbers of commuters as they are eligible for a variety of regional, state, and federal funding sources.
- 6.6 Identify bicycle routes located in agricultural spraying zones, and warn bicyclists through signing about the potential hazard and the typical spraying periods.
- 6.7 Incorporate provisions for safe bicycle travel and/or detours in traffic control plans and through construction zones.



A sample construction detour sign taken in another jurisdiction advises bicyclists to use alternate routes due to construction activities.

Objective 7.0: Develop detailed and ranked improvements in the Countywide Bicycle Plan.

Policies:

- 7.1 Identify the top bikeway segments proposed to be completed in the short term (2005-2010), mid term (2010 – 2020), 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, support from the public and local jurisdictions, and availability of funding.

- 7.2 Develop detailed implementation information on each recommended segment, including length, classification, adjacent traffic volumes and speeds, activity centers served, cost, and overall feasibility.
- 7.3 Develop education and maintenance programs that may be adopted by local jurisdictions.

Objective 8.0: Encourage public participation and continuation of the Bicycle Advisory Committee.

Policies:

- 8.1 Continue regular meetings of the Bicycle Advisory Committee. Effective committees are made up of a balance of citizens (preferably bicyclists) and department staff from planning, parks and recreation, public works, and others. BAC members should help member agencies develop local bikeway master plans and submit them for approval to local City Councils. Once approved, the BAC should be involved in monitoring implementation, funding, and other matters.
- 8.2 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.
- 8.3 Public involvement in the planning process should be maximized through workshops and other means.

Objective 9.0: Develop a coordinated marketing strategy to encourage bicycling in Solano County.

Policies:

- 9.1 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.
- 9.2 Encourage and expand the Solano Napa Commuter Information (SNCI) bicycle incentives program.

CTP: ALTERNATIVE MODES ELEMENT 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, 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

(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. 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
20. 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
21. Inform the public of the provisions for public safety/disaster preparedness which is supplied by bicycle and pedestrian facilities

Funding Priorities

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

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

25. 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
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: June 25, 2009
TO: STA BAC
FROM: Sara Woo, Planning Assistant
RE: Informational Items – Discussion

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

On June 10, 2009, the STA Board authorized the Planning Director to execute a call for projects for the Comprehensive Transportation Plan (CTP). As part of this effort, STA planning staff will be working with the BAC and Pedestrian Advisory Committee to identify appropriate bicycle and pedestrian projects. A list of projects has been prepared by STA staff for the BAC members to consider (**Attachment VIII.A**, page 26). Projects on this list include all projects from the 2005 Alternative Modes Element and 2004 Bicycle Plan. The goal of the 2008/2009 update will be to consolidate both lists into one list to be included in the Alternative Modes Element. This list of bicycle projects will be mapped and used in the Countywide Bicycle Plan as well. To assist the BAC with providing comments, a separate 32”x32” map of current planned and existing facilities will be provided for each member at the July 2, 2009 meeting. Addition details will be provided at the July 2, 2009 meeting.

VIII.B MTC RBWG Meeting Summary: 6/18/09 – (Sara Woo, STA)

The RBWG discussed the Routine Accommodations checklist policy and how they plan to improve the process. The MTC is planning to provide Bicycle and Pedestrian Counts in the San Francisco Bay Area. However, MTC staff is still is considering different funding options to fund the counts (i.e. TDA Article 3, Regional Bicycle Program funds, other). There would be 100 counts conducted throughout the nine (9) Bay Area counties. Each county would have approximately 10-12 locations for counts. Criteria and current count locations are attached for reference (**Attachment VIII.B1**, page 31). The purpose of counts is to track the number of users over time only. In addition, the counts will not be used for project selection or funding criteria. Suggestions for amending the list of count locations can be submitted to STA staff, Sara Woo for consideration. The regional bikeway network selection criteria were approved by the committee (**Attachment VIII.B2**, page 32). These criteria will be used to assist STA staff in developing a County Bikeway Network Selection Criteria for the BAC to consider at a future meeting.

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

The date for the ribbon cutting ceremony is Saturday August 29, 2009. As part of the ceremony, STA staff is working with the City of Benicia to determine the feasibility of coordinating a communitywide Bicycle Rodeo. A bicycle rodeo is a workshop that helps teach children the importance of riding a bicycle safely and what skills and precautions they need to develop to have a safe time on their bicycles. STA staff will be meeting with the event coordinators on Tuesday July 1, 2009 to decide the whether a bicycle rodeo will be possible. Additional information will be provided at the July 2, 2009 meeting. No attachments.

VIII.D Solano Bicycle and Pedestrian Program Funding Outlook – (Robert Guerrero, STA)

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

Local Agency Alternative Modes Projects Listed in 2005 CTP

Benicia:

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

Dixon:

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

Fairfield:

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

Rio Vista:

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

Solano County:

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

Suisun City:

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

Vacaville:

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

Vallejo:

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

Bicycle Projects Listed in 2004 Countywide Bicycle Plan

Benicia
Benicia Rd – Solano Ave to Rose Dr (CII) – Vallejo to Benicia
Interstate 780 Overcrossing – Rose Dr to Benicia State Recreation Area (CI) – Vallejo to Benicia
Military East – Park Rd to 1 st St (CII) – Benicia to Martinez
First St – Military West St to West I St (CII) – Benicia to Martinez
West I St – First St to West 9 th St (CII) – Benicia to Martinez
2nd St – Military East St to Lake Herman Rd (CII) – Benicia to Martinez
Lake Herman Rd – Benicia city limit to Lopes Rd (CII)

Dixon
Porter Rd – Hawkins Rd to Adams St (CII) – Vacaville Dixon Route
Adams St – Porter Rd to SR113 (CII) – Vacaville Dixon Route

Fairfield
Dover Rd – Paradise Valley Rd to Fairfield Linear Park Pthwy (CII) – Fairfield Vacaville Route
Cement Hill Rd – Peabody Rd to Walters Rd (CI) – Jepson Pkwy
Walters Rd – Cement Hill Rd to Air Base Pkwy (CI) – Jepson Pkwy
Walters Rd – Air Base Pkwy to East Tabor Ave (CII) – Jepson Pkwy
Linear Park Pathway Extension – North Texas St to Cement Hill Rd (CI) – Solano Bikeway
Red Top Rd – Linear Park Pthwy to McGary Rd (CII) – Solano Bikeway
McGary Rd – Red Top Rd to American Canyon Rd (CII) – Solano Bikeway*

*fully funded

Rio Vista
Multi-use pathway on north side of SR 12 – Azevedo Rd to Rio Vista Bridge (CI)
Rio Vista Loop

Solano County
Hawkins Rd – Leisure Town Rd to Pitt School Rd (CII) – Vaca Dixon Bike Route
Pitt School Rd – Hawkins Rd to Porter Rd (CII) – Vaca Dixon Bike Route
Vanden Rd – Leisure Town Rd to Peabody Rd (CI) – Jepson Pkwy
Shoulder improvements on SR12 (CII) – Central County Bikeway
SR 29 – Curtola Pkwy to Maritime Academy Dr (CII) – Vallejo to Carquinez Bridge
Lopes Rd – Lake Herman Rd to Mangels Blvd (CIII) – Benicia to Cordelia
Pleasants Valley Rd – Cherry Glen Rd to Yolo County Line (CII) – Pleasants Valley Route
Cherry Glen Rd – Nelson Rd to Pleasants Valley Rd (CII) – Pleasants Valley Route
Lake Herman Rd – Vallejo city limit to Benicia city limit (CII)
Suisun Valley Rd – Mangels Blvd to Napa County line (CII)
Mankas Corner Rd – Suisun Valley Rd to Abernathy Rd (CII) – Abernathy/Mankas Corner Rte
Abernathy Rd – Mankas Corner Rd to Rockville Rd (CII) – Abernathy/Mankas Corner Rte
Abernathy Rd – Rockville Rd to Linear Park (CI) – Abernathy/Mankas Corner Rte
SR12 BikePed Overcrossing – Red Top Rd to North Connector (CI)
Gibson Canyon Rd – Vacaville city limit to Cantelow Rd (CII)
Class I Bike Bridge using abandoned RR – Solano County to Yolo County (CI) – Putah Creek Bridge

Note: Projects Identified as Secondary in 2004 Solano Countywide Bicycle Plan are Highlighted

Suisun City
Walters Rd – East Tabor Ave to SR 12 (CI) – Jepson Pkwy
Multi-use pathway on north side of SR 12 – Marina Blvd to Amtrak Station (CI) – Central County Bikeway
Pintail Drive – Sunset Dr to Walters Rd (CIII)
McCoy Creek Path – SR 12 to Pintail Dr (CI) - COMPLETED
McCoy Creek Path Cackling Dr – Pintail Dr to Canvasback Dr (CI) – McCoy Creek Trail
McCoy Creek Path Canvasback Dr – Cackling Dr to 0.1 mile east of Sunset Drive (CI) – McCoy Creek Trail
McCoy Creek Path Sunset Dr – Canvasback Dr to Blossom Ave (CI) – McCoy Creek Trail

Vacaville
Elmira Rd Pathway – Meridian Rd to Alamo Creek east of Leisure Town Rd (CI) – Fairfield Vacaville Route
Stevenson St – Davis St to Merchant St (CI) – Fairfield Vacaville Route
Nelson Rd Pathway – Pena Adobe to Paradise Valley Rd (CI) – Fairfield Vacaville Route
Merchant St – Stevenson St to Alamo Dr (CI) – Fairfield Vacaville Route
Leisure Town Rd – I-80 to Ulatis Creek Pkwy (CI) – Jepson Pkwy
Leisure Town Rd – Ulatis Creek to Alamo Dr (CI) – Jepson Pkwy
Leisure Town Rd – Alamo Dr to Vanden Rd (CI) – Jepson Pkwy
Gibson Canyon Rd – East Monte Vista Ave to Vacaville city limit (CII)
Ulatis Creek Bicycle Path – Allison Dr to Ulatis Dr (CI) – Ulatis Creek Bike Path
Centennial Bikeway – Vaca Valley Pkwy to Browns Valley Pkwy (CI) – Centennial Bikeway

Vallejo
Columbus Pkwy – I-80 to Georgia St (CII) – Solano Bikeway
Admiral Callaghan Ln – Columbus Pkwy to Redwood St (CII) – Solano Bikeway
Fairgrounds Dr – Turner Pkwy to Redwood St (CII) – Solano Bikeway
Mariposa St – Claremont St to Solano Ave (CII) – Solano Bikeway
Solano Ave – Mariposa St to Sonoma Blvd (CII) – Solano Bikeway
SR 37 multi-use path – SR 29 @ Mini Dr to Sonoma County Line (CI) – Vallejo to Sonoma County
Valle Vista Ave – Redwood Blvd to Sacramento St (CII) – Vallejo to Sonoma County
Sacramento St – Valle Vista to SR 37 (CII) – Vallejo to Sonoma
Mare Island Wy – Vallejo Ferry Terminal to Curtola Pkwy (CII) – Vallejo to Benicia
Curtola Pkwy – Mare Island Wy to Sonoma Blvd (CII) – Vallejo to Benicia
Sonoma Blvd – Curtola Pkwy to Solano Ave (CII) – Vallejo to Benicia
Solano Ave – Benicia Rd to Sonoma Blvd (CIII) – Vallejo to Benicia
Alameda St – Solano Ave to Broadway Blvd (CII) – Vallejo to Napa
Broadway – Alameda St to Napa County Line (CII) – Vallejo to Napa
Lake Herman Rd – Columbus Pkwy to Vallejo city limit (CII)

STA and Other
Business Center Drive (North Connector) – SR 12 West to Abernathy Rd (CII)
SR 12 – Napa County Line to Red Top Rd (Alternative A, CI) – Update for Jameson Canyon
SR 12 – Napa County Line to Red Top Rd (Alternative B, CII) – I-80/I-680/SR12 Interchange project (designed)
Various Projects for Cross State Bicycle Route (Tahoe to Bay Area)

Note: Projects Identified as Secondary in 2004 Solano Countywide Bicycle Plan are Highlighted

Bicycle Projects Listed in the 2001 South County Bicycle Plan

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. Ensure bicycle access is maximized with the scheduled programmed improvements to State Route 37
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
4. Develop plans to enhance the bikeway connection over I-780 into the Benicia State Recreation Area
5. Ensure that the new Carquinez Bridge with its programmed bikeway provides connectivity to the community
6. Ensure that the new Benicia-Martinez Bridge with its programmed bikeway provides connectivity to the community
7. Develop plans for a trail along the I-680 frontage roads between Goodyear and Ramsey Roads

4/9/2003

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

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

KEY:

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

MTC Regional Bikeway Network Selection Criteria

Regional Destinations

1. Create connections to the regional transit system – including transit centers, ferry terminals, bus rapid transit, and rail stations (including BART stations, light rail stations, airports and commuter rail) – from the four directions surrounding each station.
2. Provide access to and through the major central business districts of the region or sub region.
3. Establish connections to regionally significant activity centers, including selected commercial districts, universities and community colleges, hospitals, regional parks, and recreational venues.

Regional Connections

4. Selected connections across county lines.
5. Selected connections across barriers created by the regional transportation system (e.g., freeways, interchanges, railroads) and natural barriers (e.g., rivers, creeks and bays.)
6. Within current or planned Priority Development Areas (PDAs)

Regional Routes

7. The spine and connector of the San Francisco Bay Trail.
8. Other regional bicycle routes that serve multiple jurisdictions or connect to adjoining regions (e.g., Iron Horse Trail, Pacific Coast Bikeway, SMART corridor).

2001 Regional Bikeway Network Link Selection Criteria

1. Provide connections to every incorporated town and city and to unincorporated areas with populations of over 5,000 people, and between the Bay Area and surrounding regions.
2. Provide connections to the regional transit system, including multimodal terminals, ferry terminals, BART stations, commuter rail stations and Amtrak.
3. Provide connections to major activity centers such as universities, hospitals, parks, athletic venues and shopping malls.
4. Provide access within or through the major central business districts of the region.
5. Comprise part of the existing, planned or proposed Bay Trail system (an interconnected system of routes ringing San Francisco and San Pablo bays being implemented by the Association of Bay Area Governments).



DATE: June 25, 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
TIGER Grants for Surface Transportation*	None available. All questions must be submitted in writing via email to: TigerTeam@dot.gov .	N/A ¹
FTA Grant Program – 5316 Job Access and Reverse Commute (JARC) Program for Rural Projects*	Kristen Mazur, Caltrans (916) 654-8222	September 25, 2009
FTA Grant Program – 5317 New Freedom Program for Rural Projects*	Tracey Frost, Caltrans (916) 654-8222	September 25, 2009

* New funding opportunity

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



FUNDING OPPORTUNITY

American Recovery and Reinvestment Act (ARRA)

TIGER (Transportation Investment Generating Economic Recovery) Grants

Anticipated Application Deadline Not Available

TO: STA BAC
FROM: Sara Woo, Planning Assistant

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

Eligible Project Sponsors: Public transportation agencies.

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

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

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

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

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

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



FUNDING OPPORTUNITY

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:

<p><u>Operating:</u></p> <ul style="list-style-type: none">• Expansion of hours for paratransit service• Enhancement of services• Voucher programs• Volunteer driver programs	<p><u>Capital:</u></p> <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
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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