



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, September 4, 2008  
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.	<b>CALL TO ORDER—SELF INTRODUCTIONS</b> (6:30 p.m.)	Barbara Wood, Chair
II.	<b>OPPORTUNITY FOR PUBLIC COMMENT</b>	Barbara Wood, Chair
III.	<b>APPROVAL OF AGENDA: SEPTEMBER 4, 2008</b>	Barbara Wood, Chair
IV.	<b>APPROVAL OF MINUTES FROM LAST MEETING: JULY 3, 2008 Pg. 1</b>	Barbara Wood, Chair
V.	<b>REPORTS FROM STA STAFF</b>	
	<b>A. Solano Bike Links Map Update</b> (6:35 – 6:50 p.m.)	Judy Leaks
VI.	<b>ACTION ITEMS</b>	
	<b>A. Solano Comprehensive Transportation Plan (CTP): Alternative Modes Element Purpose Statement, Goals, and Policies</b> <u>Recommendation:</u> Forward a recommendation to the STA Board to adopt the Alternative Modes Element Purpose Statement and Goals for the Comprehensive Transportation Plan (6:50 – 7:20 p.m.) <b>Pg. 5</b>	Sara Woo

#### 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

## VII. INFORMATIONAL ITEMS - DISCUSSION

- A. **Solano Bicycle and Pedestrian Program (SBPP) Working Group Update** BAC Member  
*Informational*  
(7:20 – 7:35 p.m.)  
**Pg. 9**
- B. **Priority Bicycle Projects Update** Sara Woo  
*Informational*  
(7:35 – 7:40)  
**Pg. 9**
- C. **Regional Bicycle Working Group (RBWG): 06/19/08 Meeting Summary** Sara Woo  
*Informational*  
(7:40 – 7:45 p.m.)  
**Pg. 10**

## VIII. INFORMATIONAL ITEMS - NO DISCUSSION NECESSARY

- A. **Funding Opportunities Summary** Sara Woo  
*Informational*  
**Pg. 15**
- B. **Regional Transportation Plan (RTP) Update** Robert Macaulay  
*Informational*  
**Pg. 15**

## IX. COMMITTEE MEMBER COMMENTS & FUTURE AGENDA TOPICS (7:45 – 8:00 p.m.)

## X. ADJOURNMENT

The next meeting of the Bicycle Advisory Committee is November 6, 2008 at 6:30 p.m. at One Harbor Center Suite 130 in Suisun City, CA.

### **FUTURE MEETING SCHEDULE**

**November 6, 2008**



## STA ACRONYMS LIST OF TRANSPORTATION TERMS

<b>A</b>		<b>P</b>	
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>B</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		
		<b>R</b>	
<b>C</b>		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	<b>S</b>	
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
<b>D</b>		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
<b>E</b>		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
<b>F</b>		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
<b>G</b>		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
<b>H</b>		STP	Surface Transportation Program
HIP	Housing Incentive Program		
HOV	High Occupancy Vehicle	<b>T</b>	
		TAC	Technical Advisory Committee
<b>I</b>		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
<b>J</b>		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 <sup>st</sup> Century
<b>L</b>		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
<b>M</b>		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	<b>U, V, W, Y, &amp; Z</b>	
MTS	Metropolitan Transportation System	UZA	Urbanized Area
		VTA	Valley Transportation Authority (Santa Clara)
<b>N</b>		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
<b>O</b>			
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”)
<b>ARB:</b>	Air Resources Board
<b>PDA:</b>	Priority Development Area
<b>RBWG:</b>	Regional Bicycle Working Group
<b>RPC:</b>	Regional Pedestrian Committee
<b>RBPP:</b>	Regional Bicycle and Pedestrian Program
<b>SBPP:</b>	Solano Bicycle and Pedestrian Program

### Planning Agencies

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

<b>MPO:</b>	Metropolitan Planning Agency; regional planning agency
<b>CMA:</b>	Congestion Management Agency; local countywide planning agency

### Committees

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

### Funding Sources

<b>RBPP:</b>	Regional Bicycle and Pedestrian Program; funding program for bicycle and pedestrian projects eligible to counties in the Bay Area (RBPP = CMAQ)
<b>SBPP:</b>	Solano Bicycle and Pedestrian Program; funding program made up of MTC CMAQ funds, SACOG CMAQ funds (aka Eastern CMAQ), and TDA Article 3 funds for bicycle and pedestrian projects eligible to cities in Solano County <ul style="list-style-type: none"><li>• MTC <b>CMAQ</b> – MTC Congestion Mitigation and Air Quality Improvement Program (for cities in Solano’s Western air basin: Benicia, Suisun City, Vacaville, Vallejo, and County unincorporated areas)</li><li>• Solano County <b>Eastern CMAQ</b> – Solano County Eastern Congestion Mitigation and Air Quality Improvement Program (for cities in Solano’s Eastern air basin: Dixon, Fairfield, Rio Vista, and County unincorporated areas)</li><li>• TDA Article 3 – Transportation Development Act Article 3</li></ul>

# Bicycle Advisory Committee Meeting Minutes July 03, 2008

## BICYCLE ADVISORY COMMITTEE CALL TO ORDER

The Bicycle Advisory Committee (BAC) meeting was called to order by Committee Chair, Barbara Wood at approximately 6:30 p.m.

<b>Committee Members Present:</b>	Barbara Wood Larry Mork J.B. Davis* Randy Carlson Ray Posey Mick Weninger Glen Grant Jim Fisk	Chair Vice-chair City of Benicia City of Fairfield City of Vacaville City of Vallejo County of Solano City of Dixon
Committee Members Not Present:	Michael Segala	City of Suisun City
<b>Participants:</b>	Matt Tuggle Robert Macaulay Sara Woo	County of Solano STA STA

\*via conference call

- I. CALL TO ORDER—SELF INTRODUCTIONS  
Participants exchanged introductions.
- II. OPPORTUNITY FOR PUBLIC COMMENT  
None presented. Sara Woo talked about Jameson Canyon Project
- III. APPROVAL OF AGENDA: July 3, 2008  
On a motion by Glen Grant, and a second by Randy Carlson, the STA BAC unanimously approved the agenda.
- IV. APPROVAL OF MINUTES FROM LAST MEETING: April 30, 2008  
On a motion by Randy Carlson, and second by Jim Fisk, the STA BAC unanimously approved the minutes with corrections.
- V. ACTION ITEMS
  - A. Solano Bicycle and Pedestrian Program (SBPP) Working Group Appointment  
  
Sara Woo explained the current status of the Solano Bicycle and Pedestrian Program and the potential challenges the program is facing. She explained that the BAC would need to appoint members to participate on a working group to discuss these challenges and asked for committee member comments. Member Carlson commented that the key to successful implementation of the program will require an efficient method to prioritizing

projects, regardless of how much funding is available to Solano County at any time.

Member Grant commented that the committee doesn't want to continue to forward recommendations for the same projects year to year if they are not being completed. He further commented that it would be beneficial to be able to choose from a larger list of projects for the program.

Member Carlson commented that there have been projects that the committee does not want to fund, but have been included in the program. He further commented that in some situations the BAC appointed a subcommittee to review priority projects. Member Carlson further explained that it would be more constructive if the program would place the entire committee in a position to review the projects together and not have to defer the judgment to a subcommittee.

Various committee members expressed the desire for more projects.

Member Carlson commented that the BAC wants the best projects and that the BAC should focus on the quality bicycle projects, regardless of which city the project is planned for.

The committee's general consensus was a need to set up a prioritization system with criteria that would help in the selection of the best projects.

Member Posey and Member Fisk both commented that the BAC views Solano County as a whole and want to work together to get the best projects funded as efficiently as possible.

Robert Macaulay commented that the same is true for the project sponsors which is represented by the STA Technical Advisory Committee (TAC). He further explained that the TAC collaborates and make decisions to fund the best project.

Member Mork encouraged STA staff to identify funds would be available in addition to the federal bill.

Through consensus of the committee, Chair Wood appointed Randy Carlson and herself to participate on the Solano Bicycle and Pedestrian Program (SBPP) Working Group.

## VI. INFORMATIONAL ITEMS—DISCUSSION

### A. Solano Comprehensive Transportation Plan (CTP) Update: Alternative Modes Subcommittee Meeting Summary

Robert Macaulay briefly discussed the CTP update effort. Mr. Macaulay further provided details about the June 18, 2008 Alternative Modes Committee meeting and explained that the committee did not adopt a purpose statement and goals as planned on their agenda. He further explained that the Alternative Modes Committee wanted to take a more in depth look at what multimodal planning is about and to find out more information about what successful transit oriented communities like Portland (Oregon) and Marin County (California) have done to accomplish better communities for walking, biking, and taking public transportation. Member Carlson commented that this news is very encouraging. The BAC members were generally enthused about the Alternative Modes Element and expressed interest in opportunities for providing comment where appropriate.

### B. Regional Bicycle Working Group Meeting Summary: 06/19/08

Sara Woo provided an overview of items the RBWG members discussed at their June 19, 2008 meeting and reminded the BAC that STA staff would be following closely with MTC for the release date of the Draft Regional Bicycle Plan.

### C. Bicycle and Pedestrian Project Cost Estimates Update

Sara Woo explained that the effort to update the costs for the bicycle and pedestrian projects is still in progress. The committee members asked whether the costs are demonstrating as large of a discrepancy the BAC and PAC were concerned about. Ms. Woo commented that the general trend for costs was higher, however, the work is still in progress and no responses have revealed a tremendous inconsistency besides a few specific projects.

### D. Solano County Bicycle Projects Tour Summary

Sara Woo informed the Committee that STA staff arranged for the BAC to tour the major bicycle projects planned and in progress on June 5, 2008. Ms. Woo explained that all the projects included on the tour were at various stages toward completion. She commented that the two priority projects with TDA Article 3 local funds attached are the Benicia State Park Road project and the McGary Road Bikeway project. She further explained that City of Benicia staff confirmed their City Council's adoption of a resolution of local support for the State Park Road project, which would support any shortfall in the cost of the project with local funds. She also explained that City of Fairfield staff is still waiting for confirmation of the status of their Bicycle Transportation Account grant application. Ms. Woo informed the committee that all other projects were either preparing for construction (i.e. Suisun City's McCoy Creek bicycle path) or ready for construction funding.

E. May 2008 Bike to Work Activities Wrap-Up Summary  
Sara Woo presented the results from the Bike to Work activities and explained this year's success with an increased number of Team Bike Challenge participants countywide. Ms. Woo thanked the committee for its work in helping with the operation of the energizer stations in Solano County.

F. Safe Routes to School Pilot Projects  
Sara Woo commented that the SR2S program is currently has three pilot projects and discussed the amounts of ECMAQ funding programmed for each project.

VII. INFORMATIONAL ITEMS—NO DISCUSSION NECESSARY  
No comments provided.

VIII. COMMITTEE MEMBER COMMENTS  
Randy Carlson explained the need for the adoption of a countywide ordinance or rule for new roads built to require an additional 4-foot shoulder or other consideration/accommodation for road users other than cars.

IX. ADJOURNMENT  
The BAC meeting was adjourned at approximately 7:55 p.m. The next meeting will be a joint meeting with the STA Pedestrian Advisory Committee in August with a date and time to be determined.

Minutes prepared by: Sara Woo, STA



DATE: August 28, 2008  
TO: STA BAC  
FROM: Sara Woo, STA Planning Assistant  
RE: Alternative Modes Element Goals

**Background:**

The Alternative Modes Element of the Solano Comprehensive Transportation Plan has been developed in conjunction with the other two elements to the Comprehensive Transportation Plan: “Transit” and “Arterials, Highways, and Freeways.” The Alternative Modes Element has attempted to inventory and connect the various plans related to alternative modes aspects of transportation, such as the Solano Countywide Bicycle Plan, Solano Countywide Pedestrian Plan, and Solano Transportation for Livable Communities (TLC) Plan. In addition, the element included sections that discussed the “transportation land use connection” as well as Ridesharing options in the county. With the current update, the Alternative Modes Committee is working to develop an element that will not only inventory current practices, but also prepare a foundation for accommodating Solano County’s future multimodal transportation needs.

At the Alternative Modes Committee meeting of July 23, 2008, the Committee met to develop a Purpose Statement that would help guide STA staff in preparing Goals for the Alternative Modes Committee to consider at their August 27, 2008 meeting. The committee developed and approved the following Purpose Statement:

**One County, Many Choices for Mobility** ~ To establish programs and facilities for the transition toward sustainable transit-oriented communities with integrated multimodal<sup>1</sup> 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 being compatible with local land use planning.

**Discussion:**

At the July 23, 2008 and August 27, 2008 meetings the Alternative Modes Committee was provided with presentations regarding multimodal planning from Nelson|Nygaard transportation consulting firm and the Metropolitan Transportation Commission respectively. This provided the committee members with additional information to help them better understand the types of studies, plans, and practices that have been implemented by communities that have successfully developed their options for multimodal transportation.

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<sup>1</sup> A system or corridor that accommodates all modes of surface travel including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles

The Purpose Statement and Alternative Modes Committee discussions were the basis for the development of the Alternative Modes Element Goals. At their August 27, 2008 meeting, the Alternative Modes Committee recommended a review of the element Purpose Statement and Goals by the BAC and Pedestrian Advisory Committee before forwarding a recommendation for approval by the STA Board. A draft of the Alternative Modes Element Purpose Statement and Goals has been developed by STA staff for input and approval by the BAC (**Attachment A**).

**Fiscal Impact:**

None

**Recommendation:**

Forward a recommendation to the STA Board to adopt the Alternative Modes Element Purpose Statement and Goals for the Comprehensive Transportation Plan

Attachments:

- A. STA Alternative Modes Element Draft Goals

## CTP: ALTERNATIVE MODES ELEMENT DRAFT PURPOSE STATEMENT AND GOALS

CTP PURPOSE STATEMENT: The Solano Comprehensive Transportation Plan will help fulfill the STA's Mission<sup>1</sup> 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 multimodal<sup>2</sup> 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.

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<sup>1</sup> 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."

<sup>2</sup> 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



DATE: August 28, 2008  
TO: STA BAC  
FROM: Sara Woo, Planning Assistant  
RE: Informational Items – Discussion

**VII. A Solano Bicycle and Pedestrian Program (SBPP) Working Group Update – (SBPP Working Group Member(s), BAC)**

The SBPP Working Group is meeting on September 4, 2008 at 4:00 p.m. at the STA Offices at One Harbor Center Suite 130 in Suisun City, CA. The working group consists of two (2) BAC members, two (2) Pedestrian Advisory Committee (PAC) members, and two (2) Technical Advisory Committee (TAC) members.

The committee will meet to discuss the current SBPP and the potential challenges the program will be facing with regard to the pending Federal Transportation Bill reauthorization and pending Regional Transportation Plan update. The Federal Transportation Bill is the primary source of funding for programs specified in the RTP. The RTP defines the programs (i.e. Transportation for Livable Communities and Regional Bicycle Program) that will fund various transportation types of projects (i.e. bicycle, pedestrian, and road maintenance) in the nine (9) county Bay Area. BAC representatives Chair Wood and Randy Carlson will provide a summary of the meeting for the BAC at their September 4, 2008 meeting. No attachments.

**VII. B Priority Bicycle Projects Update – (Sara Woo, STA)**

STA staff will provide an update on the following BAC funded bicycle projects:

1. *Benicia State Park Road Project*
2. *Fairfield McGary Road Regional Bicycle Path*
3. *Solano County Vacaville-Dixon Bikeway, Phase III*
4. *Suisun City McCoy Creek Trail, Phase II*
5. *Vacaville Ulatis Creek Bicycle Path (Allison to I-80)*

Each project continues to make progress. Solano County's Vacaville-Dixon Bikeway is currently under construction, with Suisun's McCoy Creek bike project to begin construction soon. Fairfield and Benicia's Bike Projects had funding challenges in the beginning of the year; however, these issues were resolved. Both projects are completing their environmental documents and design drawings. They are estimated to begin construction in Spring 2009.

**VII. C      Regional Bicycle Working Group (RBWG): 08/21/08 Meeting Summary – (Sara Woo, STA)**

The RBWG discussed the following items:

- *24-Hour Access to bicycle paths and guidelines for MTC funded projects*  
RBWG Chair requested MTC to provide information regarding any guidelines pertaining to 24-hour access to bicycle projects. Currently, there are no MTC guidelines requiring 24-hour access to bicycle projects.
  
- *Alameda County Pedestrian and Bicycle Counting Project*  
This research project is being conducted by the UC Berkeley Traffic Safety Center for the California Department of Transportation (Caltrans) and the Alameda County Transportation Improvement Authority. Manual and automatic counts were performed at approximately 50 intersections in Alameda County.
  
- *Regional Bicycle Counts*  
MTC staff explained that some of the methods defined in the Alameda County regional bicycle counting project could be utilized regionally by MTC's member agencies.
  
- *RTP draft financially constrained investment plan and RTP next steps*  
MTC staff provided RBWG members with the financially constrained investment plan recently approved by the Metropolitan Transportation Commission at their July 23, 2008 meeting. An estimated \$1 billion will be dedicated to the fully fund the Regional Bikeway Network. (**Attachment VII.C**, page 11).

STA staff will provide further details at the September 4, 2008 BAC meeting.



# Financially Constrained Investment Plan

Commission Meeting

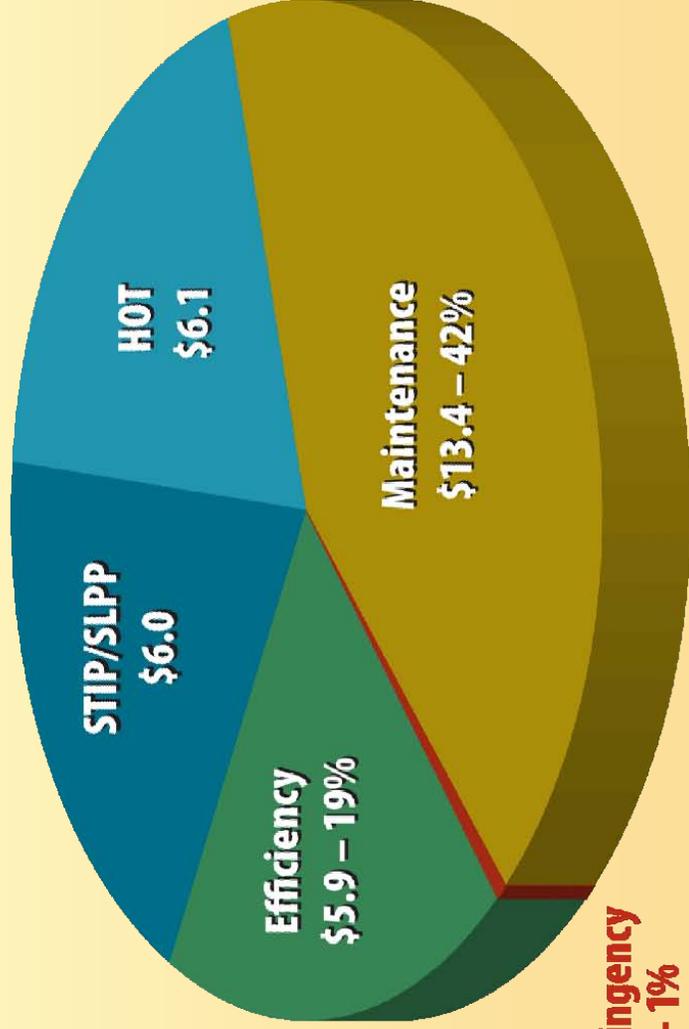
July 23, 2008

# Committee Recommendation

(escalated billions of \$)

**Total = \$31.6**

**Expansion**  
\$12.1 – 38%



# Recommendation: Invested Plan for the \$31.6 Billion Uncommitted Discretionary Funds

(escalated billions \$)

Investment Category	Amount	% of Total	Rationale
<b>Maintenance</b>			
Transit	\$6.4	20%	Regional investment priority given to vehicles plus 25% of to-be-determined priority guideway (e.g. track and structures) needs
Local Road	\$7.0	22%	Regional investment priority given to MTS pavement needs to maintain current PCI of 64
State Hwy			Assumes State responsibility for funding shortfall need
<b>Subtotal</b>	<b>\$13.4</b>	<b>42%</b>	
<b>Efficiency</b>			
Lifeline	\$0.4	1%	Extends Commission's current 10-year Lifeline commitment (\$300 million, which includes means-based pilot program) to 25 years for a total investment of \$700 million
Regional Bicycle Plan	\$1.0	3%	Fully funds Regional Bike Plan network, excepting toll bridge facilities
Climate Change/PM Reduction Program	\$0.4	1%	Fully funds 5-year Climate Change/Particulate Matter Reduction Program that includes the following elements: 1. Outreach/Incentives Programs - \$27 million/yr 2. Safe Routes to School/Transit - \$20 million/yr 3. Transit Priority Program - \$10 million/yr
Planning	\$0.3	1%	Planning funds for CMAs and Regional Agencies (ABAG, MTC, BCDC)
TLC	\$2.2	7%	Doubles current program from \$27 million/yr to \$60 million/yr
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STIP	\$5.7		
SLPP	\$0.3		
HOT	\$6.1		
<b>Cost Risk Contingency</b>	<b>\$0.2</b>	<b>1%</b>	Includes additional contingency for committed projects to cover potential committed projects cost increases
<b>TOTAL</b>	<b>\$31.6</b>		

# Issue 2. Bicycle and Pedestrian Program

**Parity** (escalated millions of \$)

	<b>Projected Revenues</b>	<b>Estimated Ped. Share</b>	<b>Estimated Bike Share</b>
<b>Committed Funds*</b>	\$400	\$150	\$250
<b>Discretionary Funds**</b>	\$2,300	\$1,550	\$750
<b>Regional Bike Plan Funding***</b>	\$1,000		\$1,000
<b>TOTAL</b>	<b>\$3,700</b>	<b>\$1,700</b>	<b>\$2,000</b>

\* Projected revenues and shares based on historical fund allocations to bike and ped projects from various fund sources (e.g. TDA Art. 3)

\*\* Discretionary revenues include TLC and Climate Change Programs; TLC shares based on historical allocations while Climate assumes 50/50 split

\*\*\* Includes Class I multi-use paths, which also serve pedestrian travel



DATE: August 28, 2008  
TO: STA BAC  
FROM: Sara Woo, Planning Assistant  
RE: Informational Items – No Discussion Necessary

**VIII.A Funding Opportunities Summary Report – (Sara Woo, STA)**

The funding opportunities summary report is intended to inform STA staff and committees of funding for various types of projects potentially available to sponsors. (**Attachment VIII.A**, page 16).

**VIII. B Regional Transportation Plan (RTP) Update – (Robert Macaulay, STA)**

This report is intended to inform STA staff and committees of the status of the RTP. (**Attachment VIII.B**, page 19).

**Attachment VIII.A**  
*Funding Opportunities*



DATE: August 25, 2008  
 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.

<b>Fund Source</b>	<b>Application Available From</b>	<b>Application Due</b>
Bay Area Air Quality Management District (BAAQMD) Lower-Emission School Bus Program*	Geraldina Grunbaum, BAAQMD (415) 749-4956	<b>September 30, 2008</b>
Bicycles Belong Coalition*	Elizabeth Train, Bikes Belong Coalition (303) 449-4893 x3	<b>November 24, 2008</b>

\* New funding opportunity



**FUNDING OPPORTUNITY**

**BAAQMD Lower-Emission School Bus Program**

**Applications Due September 30, 2008**

TO: STA BAC  
FROM: Sara Woo, Planning Assistant

This summary of the BAAQMD Lower-Emission School Bus 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 agencies, private for profit organizations, private non-profit organizations

Program Description: The Lower-Emission School Bus Program (LESBP) is a partnership between the California Air Resources Board (ARB) and local air districts, and is administered locally by the Bay Area Air Quality Management District (Air District). The goals of the LESBP are to reduce the exposure of school children to harmful emissions of particulate matter (PM) and reduce emissions of oxides of nitrogen (NOx) and non-methane hydrocarbons (NMHC), which contribute to summertime smog.

Funding Available: Approximately \$11.6 million is available for 2008 grant cycle

Eligible Projects: This grant program provides funding to:

- replace pre-1987 school buses with clean school buses, and
- retrofit 1987 and newer in-use diesel school buses with emission control devices

Further Details: [http://www.baaqmd.gov/pln/grants\\_and\\_incentives/school\\_bus/index.htm](http://www.baaqmd.gov/pln/grants_and_incentives/school_bus/index.htm)

Program Contact Person: Geraldina Grunbaum, Environmental Planner (BAAQMD), (415) 749-4956, [ggrunbaum@baaqmd.gov](mailto:ggrunbaum@baaqmd.gov)

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



## FUNDING OPPORTUNITY

# Bikes Belong Coalition Grants Program

Applications Due November 24, 2008

TO: STA BAC  
FROM: Sara Woo, Planning Assistant

This summary of the Bikes Belong Coalition Grants 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 agencies, private for profit organizations, private non-profit organizations

Program Description: The grant program provides funding for organizations and agencies within the United States that are committed to putting more people on bicycles more often.

Funding Available: Approximately \$180,000 per year

Eligible Projects: Fundable projects include paved bike paths and rail-trails as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.

### Examples:

- **Facilities:**
  - Marin County Bicycle Coalition (1999-2001) – North-South Greenway, Phase I,II,& III Bike Path
  - San Francisco Bicycle Coalition (2001) - \$10,000 to develop San Francisco bicycle network
  - City of Modesto (2003) – \$5,000 to fund 4.2 mile bike path linking schools, businesses and neighborhoods to downtown area
- **Advocacy:**
  - Bay Area Bicycle Coalition (2007) – \$5,000 to help efforts with securing and increasing funding for bicycle projects through the Metropolitan Transportation Commissions (MTC) Regional Transportation Plan (RTP)

Further Details: <http://www.bikesbelong.org/node/41> (Application)  
<http://www.bikesbelong.org/node/42> (Grant Seeker's Guide)

Program Contact Person: Elizabeth Train, Grants and Research Director (Bikes Belong),  
(303) 449-4893 x3  
elizabeth@bikesbelong.org

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



DATE: August 28, 2008  
TO: STA BAC  
FROM: Robert Macaulay, Director of Planning  
RE: Regional Transportation Plan (RTP) T2035 Update

**Background:**

The Metropolitan Planning Commission (MTC) is updating the Regional Transportation Plan (RTP). This plan sets the transportation priorities for the 9 Bay Area counties for the next 25 years.

**Discussion:**

On July 23, the MTC approved the draft fiscally constrained Regional Transportation Plan (RTP). This is the document that will undergo environmental analysis, including air emission modeling and conformity analysis.

MTC asked the Congestion Management Agencies (CMAs), including the Solano Transportation Authority, to submit projects for inclusion in the RTP. MTC estimated each CMA's share of available discretionary revenue, and required project costs to be no greater than their share. The STA share was \$1.98 billion. STA staff worked with the member agencies and the Bicycle and Pedestrian advisory committees to develop a project list, which was approved by the STA Board and submitted to MTC. MTC subsequently revised their estimates of available discretionary funds sharply downward. This reflected several factors:

- Commitment to MTC to fund roadway and transit operations and maintenance "off the top" of RTP funds
- Identification of full costs for "committed" projects
- Revised estimates of available funds
- Limitations of projects based on specific discretionary fund availability

The revised STA discretionary project share was \$305 million – approximately 15% of the funds initially identified. These funds were limited to the projected State Improvement Program (STIP) share for Solano County. As a result, STA submit a project list based on Attachment A, STA Priorities for RTP Investment Trade-Offs. In addition, MTC recommended \$200 million of future Interregional Transportation Improvement Program (ITIP) funds for the I-80/I-680/State Route (SR) 12 Interchange Project.

Based upon the priorities set by the STA Board and the March 2008 project submittal, STA staff submitted the amended project list included as Attachment B to MTC for inclusion in the Draft RTP. The MTC July 23<sup>rd</sup> action included these projects.

The Draft RTP includes 7 regional programs, as shown in Attachment C. These include existing programs such as the Transportation for Livable Communities and Lifeline transit programs, and new initiatives such as a regional climate change initiative. Although funding levels have been identified for each program, the details of how the new programs will be structured and actually funded have not been released by MTC.

The Draft Environmental Impact Report and air quality conformance analysis are scheduled for release in December 2008. Following a 45-day public comment period, final hearings and adoption of the final RTP is scheduled for March 2009.

**Fiscal Impact:**

None

**Recommendation:**

Informational

Attachments:

- A. STA Priorities for RTP Investments
- B. STA STIP/ITIP Projects in RTP
- C. MTC Investment and Regional Plans

**ATTACHMENT A**  
**STA Priorities for RTP Investment Trade-Offs**

**Maintain the Existing System.** The condition of regional and local roadway and transit capital has been allowed to deteriorate. Before any new investments are made, the existing investments must be protected by adequate maintenance and periodic replacement. *Preserve and expand the Pavement Management and Technical Assistance Program and the Streetsaver Program as specific programs that promote maintenance of local streets and roads.*

**Local Decisionmaking and Local Implementation.** The CMAs and the cities and counties have the best understanding of local needs, and are responsible for implementing programs. The overall theme of the RTP should be set at the regional level, but the implementation should be done on a corridor and local level.

**Efficiency Before Expansion.** Make moderate investments in more efficient use of the regional transportation system before making initiating major expansions of roadways.

**Improve Corridor Mobility.** MTC has focused on the maturity of the core urban area freeway system, but the periphery system has room and need to grow. The RTP should allow CMAs to identify and plan for that system expansion before it is needed. This includes rail and water corridors that can take pressure off of road corridors.

**Regional Clean Air Strategy.** MTC and the Bay Area Air Quality Management District should collaborate with the CMAs and local jurisdictions to develop a clean air strategy. The current partnership between the BAAQMD should be expanded in this endeavor.

**Priority Development Areas (PDAs).** The PDA process of identifying and helping fund high density transit oriented development should be structured to allow all portions of the region to participate, not just the core inner-Bay communities. Funding for existing programs such as Transportation for Livable Communities should not be diverted to pay for PDAs.

**Attainable Milestones.** The RTP needs to set out clearly measurable and attainable milestones so that we can measure progress towards long-term goals.

**Focus on Goals, Then on Tools.** The RTP needs to first identify goals (such as a regional HOV network) and then discuss tools options to attain those goals (generate revenue from HOT lanes to finance the HOV network) as proposed by MTC.

## ATTACHMENT B

County	RTPID	Project/Program	Total Cost (\$M)	Committed Existing Funds (\$M)	Requested Discretionary Funds (\$M)	Proposed ITIP Funds (\$M)	BC Ratio	Number of Goals Strongly Supported
Solano	94151	Construct 4-lane Jepson Parkway from Route 12 to Leisure Town Road	194.0	134.0	60.0	0.0	4.6	1
Solano	230326	I-80/I-680/Route 12 Interchange (Phase 1): Connect I-680 northbound directly to Route 12 westbound (Jameson Canyon) (includes adding connectors and reconstructing local interchanges)	491.0	134.4	156.5	197.0	2.4	1
Solano	21341	Construct new Fairfield/Vacaville multi-modal train station for Capitol Corridor intercity rail service (Phases 1, 2, and 3)	39.6	39.6	10.0	0.0		3
Solano	22629	Construct new Vallejo Baylink Ferry Terminal (includes additional parking, upgrade of bus transfer facilities, and pedestrian access improvements)	119.3	75.6	10.0	0.0		3
Solano	230468	Provide auxiliary lanes on I-80 in eastbound and westbound directions from I-680 to Airbase Parkway (includes an eastbound mixed flow lane from Route 12 East to Airbase Parkway and removes the I-80/Auto Mall hook ramps and C-D road slip-ramp)	50.0	0.0	50.0	0.0		1
Solano	230635	Construct new 400-space parking garage at the Vacaville Intermodal Station	23.0	0.0	10.0	0.0		3
Solano	22700	Construct parallel corridor north of I-80 from Red Top Road to Abernathy Road (the western section extends from the railroad crossing on Road Top Road at Route 12 to Business Center Drive; the eastern section extends from Suisan Valley Creek to Abernathy)	69.0	60.5	8.5	0.0		1
<b>Solano</b>	<b>Sum</b>				<b>305.0</b>	<b>197.0</b>		

ATTACHMENT C

# Recommendation: Investment Plan for the \$31.6 Billion Uncommitted Discretionary Funds (escalated billions \$)

Investment Category	Amount	% of Total	Rationale
<b>Maintenance</b>			
Transit	\$6.4	20%	Regional investment priority given to vehicles plus 25% of to-be-determined priority guideway (e.g. track and structures) needs
Local Road	\$7.0	22%	Regional investment priority given to MTS pavement needs to maintain current PCI of 64
State Hwy			Assumes State responsibility for funding shortfall need
<b>Subtotal</b>	<b>\$13.4</b>	<b>42%</b>	
<b>Efficiency</b>			
Lifeline	\$0.4	1%	Extends Commissioner's current 10-year Lifeline commitment (\$300 million, which includes means-based pilot program) to 25 years for a total investment of \$700 million
Regional Bicycle Plan	\$1.0	3%	Fully funds Regional Bike Plan network, excepting toll bridge facilities
Climate Change/PM Reduction Program	\$0.4	1%	Fully funds 5-year Climate Change/Particulate Matter Reduction Program that includes the following elements: 1. Outreach/Incentives Programs - \$27 million/yr 2. Safe Routes to School/Transit - \$20 million/yr 3. Transit Priority Program - \$10 million/yr
Planning	\$0.3	1%	Planning funds for CMAAs and Regional Agencies (ABAQ, MTC, BCDC)
TLC	\$2.2	7%	Doubles current program from \$27 million/yr to \$50 million/yr
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