



Solano Transportation Authority

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Suisun City, California 94585

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Members:

- Benicia
- Dixon
- Fairfield
- Rio Vista
- Solano County
- Suisun City
- Vacaville
- Vallejo

## Alternative Modes Subcommittee Meeting Agenda

Wednesday, August 27, 2008  
3:00 – 4:30 p.m.

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

### ITEM

### BOARD/STAFF PERSON

**I. CALL TO ORDER – SELF INTRODUCTIONS**

**Jim Spering, Chair**

(3:00 p.m.)

**II. APPROVAL OF AGENDA: August 27, 2008**

(3:02 p.m.)

**III. APPROVAL OF MINUTES FROM LAST MEETING:**

**Jim Spering, Chair**

**July 23, 2008**

(3:02 – 3:05 p.m.)

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**IV. INFORMATIONAL ITEMS**

**A. Guest Speaker**

**James Corless, MTC**

Senior Planner James Corless from MTC will provide a brief presentation on successful Transportation for Livable Communities (TLC) projects in the Bay Area.  
(3:05 – 3:45 p.m.)

**V. ACTION ITEMS**

**A. Alternative Modes Element Goals**

**Robert Macaulay, STA  
Sara Woo, STA**

Recommendation:

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

(4:00 – 4:15 p.m.)

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### Alternative Modes Subcommittee Members

<u>Jim Spering</u> Chair County of Solano	<u>Alan Schwartzman</u> City of Benicia	<u>Jack Batchelor, Jr.</u> City of Dixon	<u>Chuck Timm</u> City of Fairfield	<u>Jan Vick</u> City of Rio Vista	<u>Steve Wilkins</u> City of Vacaville
<u>Tom Bartee</u> City of Vallejo	<u>Mike Segala</u> City of Suisun City	<u>J.B. Davis</u> Bicycle Advisory Committee	<u>Lynne Williams</u> Pedestrian Advisory Committee	<u>Ed Huestis</u> Technical Advisory Committee	

**VI. NEXT MEETING**

(4:15 p.m.)

- A. Establish date and time for next Committee meeting
- B. Future agenda items/next steps

**Jim Spering, Chair**

**VII. ADJOURNMENT – 4:30 p.m.**

**Jim Spering, Chair**



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

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*Solano Transportation Authority*

**SOLANO TRANSPORTATION AUTHORITY  
Alternative Modes Subcommittee Draft Minutes for Meeting of  
July 23, 2008**

**I. CALL TO ORDER**

Vice Chair Segala called the meeting to order at 3:00 p.m.

**MEMBERS PRESENT:**

Michael Segala (Chair)	City of Suisun City
Jack Batchelor, Jr.	City of Dixon
Chuck Timm	City of Fairfield
Jan Vick	City of Rio Vista
Tom Bartee	City of Vallejo
J.B. Davis*	STA Bicycle Advisory Committee
Barbara Wood	STA Bicycle Advisory Committee (alternate)
Ed Huestis	STA Technical Advisory Committee

**MEMBERS ABSENT:**

Jim Spering (Chair)	County of Solano
Alan Schwartzman	City of Benicia
Steve Wilkins	City of Vacaville
Lynne Williams	STA Pedestrian Advisory Committee

**STAFF PRESENT:**

Daryl Halls	STA
Robert Macaulay	STA
Elizabeth Richards	STA
Sara Woo	STA

**ALSO PRESENT (*In Alphabetical Order by Last Name*):**

Dan Kasperson	City of Suisun City Public Works
Brian McLean	City of Vacaville City Coach
Matt Tuggle	County of Solano Public Works

**II. APPROVAL OF AGENDA: JULY 23, 2008**

On a motion by Member Batchelor, and a second by Member Vick, the STA Alternative Modes Subcommittee unanimously approved the agenda.

**III. APPROVAL OF MINUTES FROM LAST MEETING: JUNE 18, 2008**

On a motion by Member Bartee, and a second by Member Timm, the Alternative Modes Subcommittee unanimously approved the meeting minutes for June 18, 2008.

**IV. INFORMATIONAL ITEMS**

**A. Guest Speaker**

Jeremy Nelson, Senior Associate from Nelson|Nygaard, specialists in transit and multimodal transportation, provided a presentation on “ideas and success stories” in multimodal planning. Mr. Nelson’s presentation covered case studies, incentives for encouraging alternative modes, examples of mobility studies, universal transit pass programs, carsharing, and various examples of collaboration with jurisdictions in land use practices. After his presentation, Member Davis asked whether a universal transit pass program is inclusive of all types of public transit (e.g. buses, ferries, trains, etc). Mr. Nelson replied that it is possible; however, it’s most ideal when the public transit providers are operated by the same entity. Daryl Halls commented that the Metropolitan Transportation Commission (MTC) currently continues to work with the Bay Area’s transit operators to further develop the TransLink electronic universal transit pass coverage to include the entire nine-county Bay Area public transportation system. Mr. Halls further explained that the Bay Area has over 25 transit operators in total, with approximately 6 in Solano County.

Member Davis asked whether it would be a reasonable endeavor for Solano County to develop a similar program catered to the public transportation within the county. Mr. Halls commented that the TransLink universal transit pass effort is a long-term undertaking by MTC to include all nine Bay Area counties. He further commented that STA staff can consider short-term opportunities that will support/encourage the universal transit pass program if the committee is interested. Mr. Nelson suggested that STA would achieve the most functionality in terms of taking steps for the short-term by setting up the capacity with the operators and potentially developing the foundation through employers (e.g. large companies, hospitals, etc).

Brian McLean asked how the City of Glendale was able to offer “free” bus service. Mr. Nelson replied that the City was able to generate the revenue needed for the service through parking fees. He further explained that as a part of the Glendale Downtown Mobility Study, Nelson|Nygaard recommended decreasing the fee at the parking structures while placing a nominal fee for on-street parking.

Elizabeth Richards asked whether the City of Glendale had a Transportation Management Association (TMA). Mr. Nelson explained that it does and that the Glendale TMA is a non-profit organization that worked with local businesses and other groups to help with the parking program.

## V. ACTION ITEMS

### A. Alternative Modes Element Purpose Statement:

#### Recommendation:

Develop an Alternative Modes Element Purpose Statement to guide STA staff in preparing element goals for the Alternative Modes Subcommittee to consider at their August 27, 2008 meeting.

Mr. Macaulay provided a brief introduction to the purpose statement recommended by STA staff. He commented that society could be at the “tipping point” in the change from single-occupancy vehicles trips to alternative modes and noted that the Purpose Statement will help STA staff develop Goals that will ultimately guide the sub-elements of the Alternative Modes Element.

Vice Chair Segala commented that the element Purpose Statement can be in depth or it can be brief and asked the committee whether any of the members had comments to improve the purpose statement prepared by STA staff. Member Bartee commented on the importance of the concept of a universal transportation pass and suggested including language regarding a comprehensive transportation system. He also recommended the inclusion of the phrase, “...to relieve traffic congestion.” Mr. Macaulay replied that the comment regarding a universal transit pass pertains to the Transit Subcommittee and that he would be glad to bring the topic to the committee at their next meeting. He further commented that the inclusion of “traffic congestion relief” will not be a problem.

Member Batchelor commented that the TransLink pass may be something to include in the Alternative Modes Element Goals because it is something that can serve as an incentive for alternative modes users that can potentially be measured in effectiveness.

Member Davis suggested the inclusion of “public safety” in the purpose statement. To illustrate, he cited the aftermath of Hurricane Katrina, where the majority of the victims walked and used buses to reach safety. He further noted that it is something that the public can identify with and is a topic the public needs assurance of. Mr. Macaulay replied that STA staff has received direction from the STA Board to include information regarding “emergency preparedness and disaster response” as part of the overall CTP and as pertinent to each element. Member Davis commented that his preference is to include his suggestion in the purpose statement; however, he conceded with the consensus of the committee that it may be most appropriately expressed as a goal with measurable objectives.

Mr. Halls commented that the committee’s discussions and the staff recommended purpose statement suggests transit-oriented development and that the committee may consider stating it clearly in the purpose statement. Member Vick noted that the much of the committee’s discussions have involved land use and that coordination with land use policies that support transit are important to

any transportation system. Member Bartee commented that transportation policy can guide land use policies and not necessarily the other way around.

Mr. Nelson suggested the use of the word “accessibility” over “mobility” to help better capture the essence of connecting land use and multimodal transportation. He further described transportation as a means to an end (e.g. end goals such as recreation, equity, sustainability, etc).

After discussion and by consensus, the committee modified the Alternative Modes Element Purpose Statement to include the following:

- Add “integrated” before the word multimodal
- Incorporate the following phrases:
  - transit-oriented development
  - land use planning
  - relieve congestion
  - enhances connectivity
  - integrated
  - accessibility and/or mobility

On a motion by Member Vick, and a second by Member Bartee, the Alternative Modes Subcommittee recommended including the modifications to the Alternative Modes Element Purpose Statement as listed above.

VI. NEXT MEETING

The Alternative Modes Subcommittee requested to meet on Wednesday August 27, 2008 at 3:00 p.m. at the STA.

VII. ADJOURNMENT

The Alternative Modes Subcommittee meeting was adjourned at 4:25 p.m.

Minutes submitted by: Sara Woo, STA staff, (707) 399-3214, [swoo@sta-snci.com](mailto:swoo@sta-snci.com)



DATE: August 19, 2008  
TO: STA Alternative Modes Subcommittee  
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 Subcommittee 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 Subcommittee meeting of July 23, 2008, the Committee met to develop a Purpose Statement that would help guide STA staff in preparing element Goals for the Alternative Modes Subcommittee 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 meeting, the Alternative Modes Subcommittee was provided with a presentation regarding multimodal planning from Nelson|Nygaard. This provided the committee 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 transportation including bicycles, pedestrians, transit vehicles, ferries, trains and personal vehicles

The Purpose Statement and Alternative Modes Subcommittee discussions were the basis for the development of the Alternative Modes Element Goals. STA staff additionally reviewed numerous regional and local transportation plans to help prepare a comprehensive, yet practical set of goals for the committee to consider. The committee has discussed the potential attainment of the “tipping point” for alternative modes of transportation. STA staff’s literature review demonstrates that municipalities and various transportation planning agencies from various states have incorporated an alternative modes chapter similar to the Solano CTP’s Alternative Modes Element. A draft of the Alternative Modes Element Goals has been developed by STA staff for input and approval by the committee (see **Attachment A**).

**Fiscal Impact:**

None

**Recommendation:**

1. 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