



Solano Transportation Authority

One Harbor Center, Suite 130  
Suisun City, California 94585

**MEETING NOTICE**

Area Code 707  
424-6075 • Fax 424-6074

**July 13, 2005**

**STA Board Meeting  
Suisun City Hall Council Chambers  
701 Civic Center Drive  
Suisun City, CA**

*Members:*

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

**5:45 P.M. Closed Session  
6:00 P.M. Regular Meeting**

**MISSION STATEMENT - SOLANO TRANSPORTATION AUTHORITY  
To improve the quality of life in Solano County by delivering transportation system projects to ensure mobility, travel safety, and economic vitality.**

*Time set forth on agenda is an estimate. Items may be heard before or after the times designated.*

**ITEM**

**BOARD/STAFF PERSON**

**I. CLOSED SESSION:**

1. PERSONNEL CLOSED SESSION pursuant to California Government Code Section 54957 et seq.; Executive Director – Performance Review (5:45 – 6:00 p.m.)

**II. CALL TO ORDER – CONFIRM QUORUM (6:00 – 6:05 p.m.)**

Chair Courville

**III. PLEDGE OF ALLEGIANCE**

**IV. APPROVAL OF AGENDA**

**V. OPPORTUNITY FOR PUBLIC COMMENT (6:05- 6:10 p.m.)**

Pursuant to the Brown Act, each public agency must provide the public with an opportunity to speak on any matter within the subject matter jurisdiction of the agency and which is not on the agency’s agenda for that meeting. Comments are limited to no more than 5 minutes per speaker. By law, no action may be taken on any item raised during the public comment period although informational answers to questions may be given and matters may be referred to staff for placement on a future agenda of the agency.

This agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Johanna Masielat, Acting Clerk of the Board, at 707.424.6008 during regular business hours, at least 24 hours prior to the time of the meeting.

**STA Board Members:**

Mary Ann Courville Chair City of Dixon	Len Augustine Vice Chair City of Vacaville	Steve Messina City of Benicia	Karin MacMillan City of Fairfield	Ed Woodruff City of Rio Vista	Jim Spering City of Suisun City	Anthony Intintoli City of Vallejo	John Silva County of Solano
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**STA Board Alternates:**

Gil Vega	Steve Wilkins	Dan Smith	Harry Price	Ron Jones	Mike Segala	Joanne Schively	John Vasquez
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- VI. **EXECUTIVE DIRECTOR'S REPORT** Daryl K. Halls  
(6:10 - 6:15 p.m.) – Pg 1
- VII. **COMMENTS FROM STAFF, CALTRANS AND MTC**  
(6:15 – 6:20 p.m.)
- A. **Caltrans Report**
  - B. **MTC Report**
  - C. **STA Report**
    - 1. **State Legislative Report** Shaw/Yoder
- VIII. **CONSENT CALENDAR**
- Recommendation: Approve the following consent items in one motion. (Note: Items under consent calendar may be removed for separate discussion.)*  
(6:20 – 6:25 p.m.) – Pg. 5
- A. **STA Board Minutes of June 8, 2005** Johanna Masiclat  
*Recommendation:*  
*Approve minutes of June 8, 2005.*  
Pg. 6
  - B. **Review Draft TAC Minutes of June 29, 2005** Johanna Masiclat  
*Recommendation:*  
*Receive and file.*  
Pg. 13
  - C. **STA Meeting Schedule Update** Johanna Masiclat  
*Recommendation:*  
*Receive and file.*  
Pg. 19
  - D. **Proposed Compensation Changes for Executive Director** Chuck Lamoree  
*Recommendation:*  
*Approve Amendment No. 6 to Employment Agreement with the Executive Director of the STA.*  
Pg. 21
  - E. **Agreement of Continuation of Services** Susan Furtado  
*Recommendation:*  
*Authorize the Executive Director to renew and amend the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for FY 2005-06 for an amount not to exceed \$47,000.*  
Pg. 22

- F. Status of Unmet Transit Needs Process for FY 2005-06** Elizabeth Richards  
Recommendation:  
*Approve the revised responses to MTC's Unmet Transit Needs issues as shown on Attachment A.*  
 Pg. 27
- G. Cordelia Community Based Transportation Plan** Elizabeth Richards  
Recommendation:  
*Authorize the Executive Director to sign an amendment to the funding agreement between MTC and the STA for the Cordelia Community Based Transportation Plan.*  
 Pg. 35
- H. Transit Consolidation Study Letter of Support** Elizabeth Richards  
Recommendation:  
*Authorize the STA Board Chair to send a letter requesting MTC to provide \$60,000 in matching planning funds for the Solano Transit Consolidation Study.*  
 Pg. 36
- I. Letter of Support for City of Fairfield Request for Safe Routes to Transit Application for Union Avenue – Main Street Pedestrian/Bicycle Overcrossing Improvements** Robert Guerrero  
Recommendation:  
*Approve a letter of support for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements for Safe Routes to Transit Applications SR2T funding.*  
 Pg. 37
- J. Geographic Information Systems (GIS) Agreement with the County of Solano** Sam Shelton  
Recommendation:  
*Authorize the Executive Director to enter into a Geographic Data Sharing License Agreement with the County of Solano.*  
 Pg. 38

**IX. ACTION ITEMS – FINANCIAL**

- A. Solano Paratransit Funding Agreement and Vehicle Wraps** Elizabeth Richards  
Recommendation:  
*Approve the following:*
1. *Authorize the Executive Director to execute the Solano Paratransit service and funding agreement between STA and the City of Fairfield.*
  2. *The proposed Solano Paratransit logo, bus wrap, and brochure design.*
- (6:25 – 6:30 p.m.) – Pg. 45

**X. ACTION ITEMS – NON-FINANCIAL**

- A. Solano Travel Safety Plan, Phase 1** Jennifer Tongson  
*Recommendation:*  
*Approve the final Solano Travel Safety Plan – Phase 1.*  
(6:30 – 6:35 p.m.) – Pg. 64
- B. Support Statewide Planning Agencies Efforts to Secure Additional Planning, Programming and Monitoring (PPM) Funds for Solano Transportation Authority** Andrew Fremier  
*Recommendation:*  
*Authorize the Executive Director to send a letter to MTC and Solano County State Legislators in support of legislation increasing the allocation of statewide PPM funds for purposes of managing highway, streets and roads projects.*  
(6:35 – 6:40 p.m.) – Pg. 85
- C. Emergency Ride Home Program** Anna McLaughlin  
*Recommendations:*  
*Approve the following:*  
  1. *The STA’s Emergency Ride Home (ERH) Program.*
  2. *Authorize the Executive Director to release a Request for Proposals (RFP) for Taxi and Rental Car Providers for the Emergency Ride Home (ERH) Program in an amount not to exceed \$30,000 for three years.*  
(6:40 – 6:45 p.m.) – Pg. 89
- D. SNCI FY 2005-06 Work Program and FY 2004-05 Annual Report** Anna McLaughlin  
*Recommendation:*  
*Approve SNCI’s FY 2005-06 Work Program for Solano County.*  
(6:45 – 6:50 p.m.) – Pg. 96
- E. Legislative Update – July 2005** Jayne Bauer  
*Recommendation:*  
*Approve the following position:*  
  - *SB 371 – Support*  
(6:50 – 6:55 p.m.) – Pg. 101
- F. Draft 2005 Congestion Management Program (CMP)** Sam Shelton  
*Recommendation:*  
*Approve the Draft 2005 Congestion Management Program and forward to MTC for RTP consistency.*  
(6:55 – 7:00 p.m.) – Pg. 118

**XI. INFORMATION ITEMS- (No Discussion Necessary)**

- A. Status of SR 12 Transit Corridor Study** Dan Christians  
*Informational* – Pg. 126
- B. 2006 STIP Fund Estimate, Guidelines and Allocation** Andrew Fremier  
*Informational* – Pg. 129
- C. Highway Projects Update** Andrew Fremier  
*Informational* – Pg. 148
- D. Funding Opportunities Summary** Sam Shelton  
*Informational* – Pg. 152

**XII. BOARD MEMBERS COMMENTS**

**XIII. ADJOURNMENT**

The next regular meeting of the STA Board is scheduled for **Wednesday, September 14, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.





MEMORANDUM

DATE: July 6, 2005  
TO: STA Board  
FROM: Daryl K. Halls  
RE: Executive Director's Report – July 2005

The following is a brief status report on some of the major issues and projects currently being advanced by the STA. An asterisk (\*) notes items included in this month's Board agenda.

**Congress Approves 8<sup>th</sup> Extension of TEA 21 Reauthorization**

Last week, the Congress passed and the President authorized the 8<sup>th</sup> extension of Federal Reauthorization Bill, titled the Transportation Equity Act for the 21<sup>st</sup> Century (TEA- 21). H.R. 3104 extended the legislation to enable the continued expenditure of federal surface transportation program spending through July 19, 2005. The Senate-House Conference Committee for Reauthorization continues to negotiate the final details of the six-year bill. The Senate version would authorize \$295 billion over six years, \$11 billion over the House version. Additional issues being discussed are increasing the rate of return for "donor" states such as California above the 90.5% minimum guarantee and division of earmarked projects between the House and the Senate. Currently, only the House version contains specific earmarks. This includes \$21.85 million for the I-80/I-680/SR 12 Interchange and \$4 million for Jepson Parkway/Access Improvement to Travis Air Force Base. Both Senator Barbara Boxer and Congresswoman Ellen Tauscher are members of the joint conference committee.

**State Budget Includes Restoration of Proposition 42 for FY 2005-06 \***

This week, the Governor and the majority and minority legislative leaders in the Assembly and Senate, collectively known as the "Big Five", announced an agreement on a recommended State Budget for FY 2005-06. The State Legislature is scheduled to vote on the recommended budget on July 7<sup>th</sup>. As proposed, the State Budget does include the restoration of \$1.3 billion in voter approved Proposition 42 funds for FY 2005-06 and the early repayment of Vehicle Licensing Fees for local governments. The restoration of Proposition 42 funds will result in some limited local streets and roads funds being allocated to Solano County's cities and the County, and will improve the likelihood of funds being available for the allocation by the California Transportation Commission (CTC) for SHOPP and STIP projects in FY 2005-06.

**State and Bay Area Reach Agreement on Bay Bridge Cost Overruns**

Last week, the Governor and Bay Area State Senators Don Perata and Tom Torlakson announced an agreement on the financing plan for the project cost overruns for the seismic retrofit of the Bay Bridge. Assembly bill 144 has been amended to serve as the legislative vehicle for this financial plan.

**SR 37 Project Dedication Tentatively Scheduled for September 2nd**

The construction of the SR 37 widening and 37/29 Interchange projects are nearing completion. Caltrans, STA and the City of Vallejo have met on several occasions to plan a dedication event to commemorate the completion of this new freeway segment. This week, a tentative date of Friday, September 2, 2005 was set to hold the event. Jayne Bauer will be contacting members of the STA Board and other dignitaries shortly to officially confirm this on your calendars.

**Update Solano Travel Safety Plan Completed \***

The update of the Solano Travel Safety Plan – Phase 1 has been completed and is agendized for review and approval by the STA Board. The Phase 1 plan focuses on identifying the local interchanges with the highest number and percentage of incidents of traffic accidents. Phase 2 of the Solano Travel Safety Plan will focus on identifying safe routes to schools and safe routes to transit.

**New Identity Proposed for Solano Paratransit \***

Since the mid-1990s, the STA has been responsible for management and funding of Solano Paratransit, which provides intercity ADA paratransit services, through an operating agreement with Fairfield/Suisun Transit (FST) for the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and the central and eastern unincorporated areas of Solano County. Working with a marketing consultant, staff has developed a proposed logo, brochure and paratransit vehicle wrap for Solano Paratransit. This new identity and information is designed to help highlight and increase the visibility and aesthetics of this service for the disabled community for which it provides service and to increase the public's awareness of the importance of this service countywide and at the community level.

Attachment:

- A. STA Acronyms List



**Solano Transportation Authority**  
**Acronyms List**  
*Updated 1-4-05*

ABAG	Association of Bay Area Governments	GARVEE	Grant Anticipation Revenue Vehicles
ADA	Americans with Disabilities Act	GIS	Geographic Information System
APDE	Advanced Project Development Element (STIP)	HIP	Housing Incentive Program
AQMP	Air Quality Management Plan	HOV	High Occupancy Vehicle
BAAQMD	Bay Area Air Quality Management District	ISTEA	Intermodal Surface Transportation Efficiency Act
BAC	Bicycle Advisory Committee	ITIP	Interregional Transportation Improvement Program
BCDC	Bay Conservation and Development Commission	ITS	Intelligent Transportation System
BT&H	Business, Transportation & Housing Agency	JARC	Jobs Access Reverse Commute
CALTRANS	California Department of Transportation	JPA	Joint Powers Agreement
CARB	California Air Resource Board	LTA	Local Transportation Authority
CCTA	Contra Costa Transportation Authority	LEV	Low Emission Vehicle
CEQA	California Environmental Quality Act	LIFT	Low Income Flexible Transportation
CHP	California Highway Patrol	LOS	Level of Service
CIP	Capital Improvement Program	LTF	Local Transportation Funds
CMA	Congestion Management Agency	MIS	Major Investment Study
CMAQ	Congestion Mitigation and Air Quality	MOU	Memorandum of Understanding
CMP	Congestion Management Program	MPO	Metropolitan Planning Organization
CNG	Compressed Natural Gas	MTC	Metropolitan Transportation Commission
CTA	County Transportation Authority	MTS	Metropolitan Transportation System
CTC	California Transportation Commission	NEPA	National Environmental Policy Act
CTEP	County Transportation Expenditure Plan	NCTPA	Napa County Transportation Planning Agency
CTP	Comprehensive Transportation Plan	NHS	National Highway System
DBE	Disadvantage Business Enterprise	OTS	Office of Traffic Safety
DOT	Federal Department of Transportation	PCC	Paratransit Coordinating Council
EIR	Environmental Impact Report	PCRPP	Planning and Congestion Relief Program
EIS	Environmental Impact Statement	PDS	Project Development Support
EPA	Federal Environmental Protection Agency	PDT	Project Delivery Team
FHWA	Federal Highway Administration	PMP	Pavement Management Program
FTA	Federal Transit Administration	PMS	Pavement Management System
		PNR	Park and Ride

POP	Program of Projects	TEA	Transportation Enhancement Activity
PSR	Project Study Report	TEA-21	Transportation Efficiency Act for the 21 <sup>st</sup> Century
RABA	Revenue Alignment Budget Authority	TDM	Transportation Demand Management
REPEG	Regional Environmental Public Education Group	TFCA	Transportation for Clean Air Funds
RFP	Request for Proposal	TIP	Transportation Improvement Program
RFQ	Request for Qualification	TLC	Transportation for Livable Communities
RTEP	Regional Transit Expansion Policy	TMTAC	Transportation Management Technical Advisory Committee
RTIP	Regional Transportation Improvement Program	TOS	Traffic Operation System
RTMC	Regional Transit Marketing Committee	TRAC	Trails Advisory Committee
RTP	Regional Transportation Plan	TSM	Transportation Systems Management
RTPA	Regional Transportation Planning Agency	UZA	Urbanized Area
SACOG	Sacramento Area Council of Governments	VTA	Valley Transportation Authority (Santa Clara)
SCTA	Sonoma County Transportation Authority	W2Wk	Welfare to Work
SHOPP	State Highway Operations and Protection Program	WCCCTAC	West Contra Costa County Transportation Advisory Committee
SNCI	Solano Napa Commuter Information	YSAQMD	Yolo/Solano Air Quality Management District
SOV	Single Occupant Vehicle	ZEV	Zero Emission Vehicle
SMAQMD	Sacramento Metropolitan Air Quality Management District		
SP&R	State Planning and Research		
SRITP	Short Range Intercity Transit Plan		
SRTTP	Short Range Transit Plan		
STA	Solano Transportation Authority		
STAF	State Transit Assistance Fund		
STIA	Solano Transportation Improvement Authority		
STIP	State Transportation Improvement Program		
STP	Surface Transportation Program		
TAC	Technical Advisory Committee		
TANF	Temporary Assistance for Needy Families		
TAZ	Transportation Analysis Zone		
TCI	Transit Capital Improvement		
TCM	Transportation Control Measure		
TCRP	Transportation Congestion Relief Program		
TDA	Transportation Development Act		



DATE: July 7, 2005  
TO: STA Board  
FROM: Johanna Masielat, Acting Clerk of the Board  
RE: Consent Calendar  
(Any consent calendar item may be pulled for discussion)

**Recommendation:**

The STA Board approve the following attached consent items:

- A. STA Board Minutes of June 8, 2005
- B. Review Draft TAC Minutes of June 29, 2005
- C. STA Meeting Schedule Update
- D. Proposed Compensation Changes for Executive Director
- E. Agreement of Continuation of Services
- F. Status of Unmet Transit Needs Process for FY 2005-06
- G. Cordelia Community Based Transportation Plan
- H. Transit Consolidation Study Letter of Support
- I. Letter of Support for City of Fairfield Request for Safe Routes to Transit  
Application for Union Avenue – Main Street Pedestrian/Bicycle Overcrossing  
Improvements
- J. Geographic Information Systems (GIS) Agreement with the County of Solano





**SOLANO TRANSPORTATION AUTHORITY**  
**Minutes for Meeting of**  
**June 8, 2005**

**I. CLOSED SESSION:**

Closed session to discuss Executive Director Performance Review. Chuck Lamoree, Legal Counsel, indicated that there were no matters to report.

**II. CALL TO ORDER**

Chair Courville called the regular meeting to order at 6:05 p.m. A quorum was confirmed.

**MEMBERS**

<b>PRESENT:</b>	Mary Ann Courville (Chair)	City of Dixon
	Len Augustine (Vice Chair)	City of Vacaville
	Karin MacMillan	City of Fairfield
	Ed Woodruff	City of Rio Vista
	Jim Spering	City of Suisun City
	Tony Intintoli	City of Vallejo
	John Silva	County of Solano

**MEMBERS**

<b>ABSENT:</b>	Steve Messina	City of Benicia
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**STAFF**

<b>PRESENT:</b>	Daryl K. Halls	STA-Executive Director
	Charles Lamoree	STA-Legal Counsel
	Dan Christians	STA-Asst. Exec. Dir./Director of Planning
	Andy Fremier	STA-Director of Projects
	Elizabeth Richards	STA/SNCI Program Director
	Susan Furtado	STA – Financial Analyst/Accountant
	Jayne Bauer	STA – Marketing & Legislative Program Manager
	Robert Guerrero	STA-Associate Planner
	Jennifer Tongson	STA-Projects Assistant
	Sam Shelton	STA-Planning Assistant
	Johanna Masiclat	STA-Acting Clerk of the Board

**ALSO  
PRESENT:**

Dan Schiada	City of Benicia
Mike Duncan	City of Fairfield
Gian Aggarwal	City of Vacaville
Mark Akaba	City of Vallejo
Paul Wiese	County of Solano
Doanh Nguyen	Caltrans
JB Davis	STA Bicycle Advisory Committee

**III. APPROVAL OF AGENDA**

On a motion by Member Intintoli, and a second by Vice Chair Augustine, the STA Board approved the agenda

**IV. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

**V. EXECUTIVE DIRECTOR'S REPORT**

Daryl Halls provided an update on the following topics:

- Boxer & Tauscher Named to House-Senate Conference Committee as Congress Approves Extension of TEA 21 Reauthorization for 7<sup>th</sup> Time
- STA Board Scheduled to Adopt of Comprehensive Transportation Plan Update
- STA Board to Consider Proposed Balance Budget for FY 2005-06 & 06-07
- Caltrans Will Kempton Highlights Importance of Local Funding and Proposed Restoration of Proposition 42 Funds at Solano EDC Breakfast
- STA's SNCI Staff Coordinate Successful Bike to Work Week

**VI. COMMENTS FROM STAFF, CALTRANS AND MTC**

**A. Caltrans Report:**

Doanh Nguyen, Caltrans Project Manager, provided a status report on the construction progress of various projects in Solano County.

**B. MTC Report:**

Member Spering reported on the following:

- Proposition 42, TCRP, and RM 2
- MTC's Freeway Control Service
- MTC's Regional Airport Planning Committee

**C. STA Report:**

None presented.

## **VII. CONSENT CALENDAR**

On a motion by Member Silva, and a second by Member Spering, the consent items were unanimously approved. Member Intintoli noted that Joanne Schively had been appointed as the City of Vallejo's alternate member to the STA Board.

**A. STA Board Minutes of May 11 2005**

Recommendation:

Approve STA Board minutes of May 11, 2005.

**B. Review Draft TAC Minutes of May 25, 2005**

Recommendation:

Receive and file.

**C. STA Meeting Calendar**

Recommendation:

Receive and file.

**D. Funding Agreement with City of Fairfield for the Fairfield/Vacaville Intermodal Train Station**

Recommendation:

Authorize the Executive Director to enter into a funding agreement with the City of Fairfield for \$145,000 of local funds for additional project assistance to complete the preliminary engineering, environmental documents and railroad negotiations, and related work for the Fairfield/Vacaville Train Station project.

**E. FY 2004-05 Proposed Budget Revision**

Recommendation:

Adopt the revised STA FY 2004-05 budget as shown in Attachment A.

**F. Contract Amendment No. 6 – Project Delivery Management Group for Project Management Services for the I-80/I-680/SR12 Interchange (including North Connector) Project**

Recommendation:

Authorize the Executive Director to amend the contract time only for the consultant contract with the Project Delivery Management Group for Project Management Services for the Environmental Phase of the I-80/I-680/SR12 Interchange and North Connector projects until September 30, 2005.

**G. FY 2005-06 TDA Distribution for Solano County**

Recommendation:

Approve the countywide TDA Matrix for Solano County for FY 2005-06 as shown on Attachment A.

**H. Funding Agreement from MTC for Solano Napa Commuter Information (SNCI) Program for Regional Rideshare Program Services**

Recommendation:

Authorize the Executive Director to execute the MTC funding agreement for Regional Rideshare Program services for the SNCI program for the period of FY 2005-06 through FY 2010-11.

**I. Status of Unmet Transit Needs Process for FY 2005-06**

Recommendations:

1. Approve the responses to MTC's Unmet Transit Needs issues as shown on Attachment A; and
2. Authorize the Executive Director to submit the responses to MTC.

**J. Extension of Contract for Moore Iacofano Goltsman (MIG) for Marketing Services for STA, SolanoLinks, and SNCI Program Marketing Plan 2005 (Phase I)**

Recommendation:

Extend the existing contract through December 31, 2005, for Moore Iacofano Goltsman (MIG) for marketing services for STA, SolanoLinks Transit, and SNCI Program Marketing Plan 2005 (Phase I).

**K. Appointments to Solano Bicycle Advisory Committee and Solano Pedestrian Advisory Committee**

Recommendation:

Appoint the following members for a three-year term:

1. Patricia Morgan – Pedestrian Advisory Committee City of Fairfield Member
2. Barbara Wood – Bicycle Advisory Committee Member-at-Large Member

**L. Jepson Parkway Contract Amendment No. 6 – Jones & Stokes Associates, Inc.**

Recommendation:

Authorize the Executive Director to amend the contract time only for the consultant contract with Jones and Stokes Associates, Inc. for the preparation of the environmental impact statement/ report until September 30, 2005.

**VIII. ACTION ITEMS: FINANCIAL**

**A. FY 2005-06 Budget Revision and FY 2006-07 Proposed Budget**

Daryl Halls provided an overview of recommended revisions to the adopted FY 2005-06 budget and the proposed budget for FY 2006-07. He noted the budget proposal included cost of living adjustments for STA staff, corrected STA salary ranges, and revised salary ranges for specified positions.

**Board Comments:**

Member MacMillan asked if the comprehensive salary study was included in the proposed budget.

Daryl Halls responded that the study was part of the current FY 2004-05 budget.

Recommendations:

1. Approve the revised FY 2005-06 budget and adopt the proposed FY 2006-07 budget as shown in Attachment A.
2. Approve the 2.1% cost of living adjustment for STA salaries for FY 2005-06, as included in the revised FY 2005-06 budget.
3. Approve the corrected STA Salary Range for two positions shown in Attachment B.
4. Approve the revised salary ranges and modified job titles for three positions identified in Attachment C.

On a motion by Member Silva, and a second by Member Intintoli, the staff recommendation was unanimously approved.

**B. State Transit Assistance Funds (STAF) Proposed Funding Plan for FY 2005-06 and FY 2006-07**

Elizabeth Richards reviewed the proposed STAF Program Allocation for FY 2005-06 STAF program and the preliminary project list for FY 2006-07. She outlined the revenue estimates and projects/programs for the Northern Counties STAF and Regional Paratransit. She cited that a balance of \$107,904 STAF funds remains for future funding.

Daryl Halls added that the balance of STAF funds was deliberately left as a balance in the preparation for the STA and intercity transit operators to bring back several intercity operating issues that may require some additional operating support.

**Board Comments:**

None presented.

Recommendation:

Approve the FY 2005-06 STAF project list on Attachment A and preliminary FY 2006-07 STAF project list on Attachment B.

On a motion by Member MacMillan, and a second by Member Intintoli, the staff recommendation was unanimously approved.

**C. FY 2005-06 TDA Article 3 Program**

Robert Guerrero provided an overview of the funding requests and recommended summary of the FY 2005-06 TDA Article 3 Program. He noted the projects submitted total \$383,350 for requested funding. He cited that the BAC and PAC reviewed the projects at a joint meeting and provided a funding recommendation (not to exceed the total of \$327,256 available for FY 2005-06) at their May 19, 2005 meeting.

**Board Comments:**

None presented.

Recommendation:

Approve the following:

1. TDA Article 3 Projects as specified in Attachment A for FY 2005-06
2. Resolution 2005-05 approving for FY 2005-06 TDA Article 3 Countywide Coordinated Claim (See Attachment B)

On a motion by Member Sperring, and a second by Member Silva, the staff recommendation was unanimously approved.

## **IX. ACTION ITEMS: NON-FINANCIAL**

### **A. Adoption of Updated Solano Comprehensive Transportation Plan 2030**

Dan Christians reviewed all recommended revisions, edits, and formatting received from agencies, individuals, and community groups to the three elements of the Draft CTP. He noted that the incorporated comments and revisions to the draft Plan were presented at the three CTP Committee meetings

Daryl Halls added that the Arterials, Highways and Freeways Committee approved their elements at the June 8, 2005 meeting earlier that day and the Board of Supervisors approved adding the requested amendments to add their local needs list on June 7th.

#### **Board Comments:**

None presented.

#### Recommendations:

1. Approve the Final Solano Comprehensive Transportation Plan 2030 including all recommended revisions and edits to the Draft CTP and contained in the attached addendum.
2. Authorize the Executive Director to publish a Notice of Determination approving a Negative Declaration for the CTP 2030 and related studies and component plans referenced in the CTP in accordance with CEQA.

On a motion by Member Silva, and a second by Member Spring, the staff recommendation was unanimously approved.

### **B. Draft Service Concept and Implementation Plan for Oakland-Auburn Regional Rail Study**

Dan Christians provided a summary presentation of the service concept and implementation plan for the Auburn-Oakland Regional Rail Service that included preliminary findings, conclusions, and recommendations dated June 8, 2005.

#### **Board Comments:**

Member MacMillan asked about what the required percentage of local match funds would be needed. Dan Christians responded that the study assumes 11.5% for capital match and operating match is 20% (for FTA funding).

Member Spring raised comments and concerns regarding the competitiveness of commuter train funding for local match funds to be received from federal funding sources and that to prematurely add service could marginalize the existing rail service.

Daryl Halls responded that only the Capital Corridor is eligible for state funding and that the funding of local commuter rail service is a local decision.

Chair Courville stated that she supports continuing the evaluation process and commented that the commuter rail and Capital Corridor would enhance each other's services.

Recommendation:

Endorse the findings and recommendations of the Draft Service Concept and Implementation Plan for the Oakland-Auburn Regional Rail Study

On a motion by Member Spering, and a second by Chair Courville, the staff recommendation was unanimously approved.

**C. Legislative Update – June 2005**

Jayne Bauer reviewed the Governor's recommended allocation of the full restoration of \$1.313 billion in Proposition 42 funds released by the Governor on May 13, 2005. She outlined the Governor's "Go California" package of three bills intended to facilitate project delivery, specifically AB 850, AB 1266, and SB 705.

**Board Comments:**

Member MacMillan requested STA staff keep a close watch on the specifics of AB 850.

Recommendation:

Adopt the following positions:

1. AB 850 – Watch
2. AB 1266 – Support
3. SB 705 – Support in concept

On a motion by Member Spering, and a second by Member MacMillan, the staff recommendation was unanimously approved.

**X. INFORMATION ITEMS (No Discussion Necessary)**

**A. Funding Opportunities Summary**

**XI. BOARD MEMBER COMMENTS**

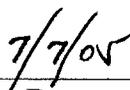
None presented.

**XII. ADJOURNMENT**

The STA Board meeting was adjourned at 6:55 p.m. The next regular meeting of the STA Board is scheduled for **July 13, 2005, 6:00 p.m.** at Suisun City Hall Council Chambers.

Attested By:

  
\_\_\_\_\_  
Johanna Masiclat  
Acting STA Clerk of the Board

  
\_\_\_\_\_  
Date





**TECHNICAL ADVISORY COMMITTEE**

**DRAFT**

**Minutes of the meeting**

**June 29, 2005**

**I. CALL TO ORDER**

The regular meeting of the Technical Advisory Committee was called to order at approximately 1:35 p.m. in the Solano Transportation Authority's Conference Room.

**Present:**

<b>TAC Members Present:</b>	Dan Schiada	City of Benicia
	Janet Koster	City of Dixon
	Charlie Beck	City of Fairfield
	Brent Salmi	City of Rio Vista
	Gary Cullen	City of Suisun City
	Dale Pfeiffer	City of Vacaville
	Gary Leach	City of Vallejo
	Paul Wiese	County of Solano

**Others Present:**

Mike Duncan	City of Fairfield
Gian Aggarwal	City of Vacaville
Ed Huestis	City of Vacaville
Birgitta Corsello	County of Solano
Chris Else	Caltrans
Lorena Wong	Caltrans
Daryl Halls	STA
Dan Christians	STA
Andrew Fremier	STA
Elizabeth Richards	STA/SNCI
Anna McLaughlin	STA/SNCI
Jayne Bauer	STA
Robert Guerrero	STA
Jennifer Tongson	STA
Johanna Masielat	STA

**II. APPROVAL OF AGENDA**

By consensus, the STA TAC approved the agenda

**III. OPPORTUNITY FOR PUBLIC COMMENT**

None presented.

#### IV. REPORTS FROM CALTRANS, MTC AND STA STAFF

**Caltrans:** Chris Else and Lorena Wong, Caltrans Landscape, reported and distributed project information regarding the removal of diseased and dead trees in Solano, Napa, and Marin Counties.

**MTC:** None presented.

**STA:** Jennifer Tongson provided an update to the following:

- Next PCC Meeting (Friday, July 15)
- 2005-06 STP-Augmentation Funds for Local Streets and Roads
- Programming of Transportation Enhancement (TE) Projects

Robert Guerrero reviewed the eligibility and application process for the Safe Routes to Transit (SR2T) Program.

**Other:** Mike Duncan, City of Fairfield, invited other member agencies interested in participating in the Quiet Zone Study.

#### V. CONSENT CALENDAR

On a motion by Charlie Beck, and a second by Gary Cullen, the STA TAC approved the Consent Calendar with the exception of the following:

- ❑ **Agenda Item V.A, Minutes of the TAC Meeting of May 25, 2005**  
Paul Wiese, County of Solano, abstained from the vote.
- ❑ **Agenda Item V.H, Solano Travel Safety Plan, Phase 1**  
This item was pulled for discussion.

##### Recommendations:

**A. Minutes of the TAC Meeting of May 25, 2005**

**B. STA Board Meeting Highlights of June 8, 2005**

**C. STA Meeting Schedule Update**

**D. Funding Opportunities Summary**

**E. Status of Unmet Transit Needs Process for FY 2005-06**

##### Recommendation:

Recommend that the STA Board approve the revised responses to MTC's Unmet Transit Needs issues as shown on Attachment A.

**F. Letter of Support for City of Fairfield Request for Safe Routes to Transit Application for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements**

##### Recommendation:

Forward a recommendation to the STA Board to approve a letter of support for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements for Safe Routes to Transit Application for SR2T funding.

**G. Geographic Information Systems (GIS) Agreement with the County of Solano**

##### Recommendation:

Recommend that the STA Board authorize the Executive Director to enter into a Geographic Data Sharing License Agreement with the County of Solano.

**H. Solano Travel Safety Plan, Phase 1**

Recommendation:

Forward a recommendation to the STA Board to approve the final draft of the Solano Travel Safety Plan.

On a motion by Gary Leach, and a second by Janet Koster, the STA TAC unanimously approved the recommendation.

**VI. ACTION ITEMS**

**A. Status of Development of County Transportation Expenditure Plan (CTEP)**

Daryl Halls highlighted the development of the CTEP. He recommended the TAC forward a recommendation to the STA Board to reaffirm the Board's support for an allocation of Local Return to Source Funding based on each jurisdiction's population and an allocation of Local Streets and Roads funding based on a combination of population (66.7%) and center lane miles (33.3%).

Dale Pfeiffer, City of Vacaville, recommended to forward to the STA Board an modification to the sales tax ordinance for Measure A. He cited that the maintenance of effort (MOE) requirement ensures voters that local funds generated through a local sales tax measure would not be used to replace local agencies' financial commitment to maintaining its local streets and roads, but that the MOE benchmark should be for FY 2004-05.

Recommendation:

Forward the following recommendations to the STA Board:

- A. Reaffirm the STA policy for the allocation of future Transportation Sales Tax revenue to member agencies for Local Return to Source projects based on population averaged over the 30-year term of the expenditure plan.
- B. Reaffirm the STA policy for the allocation of future Transportation Sales Tax revenues to member agencies for rehabilitation and maintenance of local streets and roads be based on a formula of 2:1 (66.7% population to 33.3% center lane miles).

On a motion by Paul Wiese, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation to modify the sales tax ordinance adding the MOE component for Measure A be benchmarked to FY 2004-05.

**B. Support Statewide Planning Agencies Efforts to Secure Additional Planning, Programming and Monitoring (PPM) Funds for Solano Transportation Authority**

Andrew Fremier described the statewide effort to develop additional PPM funds for the statewide transportation planning agencies. He cited that the additional funding would allow the STA to directly manage all of the major highway improvement projects currently identified in the STIP, including the I-80/I-680/SR 12 Interchange and Highway 12 Jameson Canyon.

Recommendation:

Recommend that the STA Board authorize the Executive Director to send a letter to MTC, in support of increasing the allocation of statewide PPM for purposes of managing highway, streets and roads projects.

On a motion by Dan Schiada, and a second by Charlie Beck, the STA TAC unanimously approved the recommendation.

**C. Draft 2005 Congestion Management Program (CMP)**

Dan Christians reviewed the development of the draft CMP. He listed several changes incorporated in the Draft 2005 CMP and tentative meeting dates for the development of the final CMP scheduled for Board approval in early October.

After discussion, the STA TAC agreed to include additional changes submitted by the City of Benicia (from an earlier meeting at the Consortium) and the City of Vallejo.

Recommendation:

Recommend that the STA Board to approve the Draft 2005 Congestion Management Program and forward to MTC for RTP consistency.

On a motion by Paul Wiese, and a second by Janet Koster, the STA TAC unanimously approved the recommendation with the amendment to include additional changes from the City of Benicia and the City of Vallejo.

**D. Route 30 Funding Agreement and Performance Update**

Elizabeth Richards provided an update to Route 30's performance including ridership increases and improvements to the farebox recovery data. She reviewed the proposed Route 30 agreement between the STA and Fairfield-Suisun Transit (FST) for FY 2005-06 and FY 2007-08 and the funding distribution for FY 2005-06 that has been approved as part of the approval of the TDA matrix.

Elizabeth noted that the STA and FST will work together on cost projections for the Route 30 agreement and bring a recommendation back to the TAC at their next meeting of August 31, 2005.

Recommendations:

Recommend the STA Board authorize the Executive Director to execute the Route 30 funding agreement as shown on Attachment B.

On a motion by Charlie Beck, and a second by Dale Pfeiffer, the STA TAC unanimously approved to table this item until their next meeting of August 31, 2005.

**E. Solano Paratransit Funding Agreement and Vehicle Wraps**

Elizabeth Richards reviewed the proposed Solano Paratransit agreement between the STA and Fairfield-Suisun Transit (FST) covering the time frame from FY 2005-06 through FY 2007-08 with an option to extend the contract for 2 additional years. She also requested the TAC review and endorse the proposed Solano Paratransit logo, bus wrap, and brochure cover to improve the image and identity of the service.

Based on input, the STA TAC agreed to revise language of recommendation no.1 to read as follows:

Recommendation:

Forward the following recommendations to the STA Board:

1. *Authorize the Executive Director to execute the Solano Paratransit service and funding agreement between STA and the City of Fairfield.*
2. Endorse the proposed Solano Paratransit logo, bus wrap, and brochure design.

On a motion by Dale Pfeiffer, and a second by Charlie Beck, the STA TAC unanimously approved the recommendation as amended shown above in *italics*.

**F. Emergency Ride Home Program**

Anna McLaughlin reviewed the operating principles and parameters of the draft Solano Transportation Authority Emergency Ride Home Pilot Program. She cited that the program proposes that STA will contract with a taxi and rental car companies to provide transportation to registered employees working in Solano County. She noted that the contract terms would be for three years with the option of two (2) one-year contract renewals.

Recommendation:

Forward to the STA Board a recommendation:

1. Approve the STA's Emergency Ride Home (ERH) Program.
2. Authorize the Executive Director to release a Request for Proposals (RFP) for Taxi and Rental Car Providers for the Emergency Ride Home (ERH) Program in an amount not to exceed \$30,000 for three years.

On a motion by Charlie Beck, and a second by Gary Cullen, the STA TAC unanimously approved the recommendation.

**G. SNCI FY 2005-06 Work Program and FY 2004-05 Annual Report**

Anna McLaughlin distributed and highlighted selected accomplishments from the STA's SNCI Program's FY 2004-05 Annual Report to be finalized after June 30, 2005. She also reviewed the funding and contract obligations that comprise the SNCI's Work Program (FY 2004-05 and FY 2005-06).

Recommendation:

Forward a recommendation to the STA Board to approve SNCI's FY 2005-06 Work Program.

On a motion by Janet Koster, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation.

**H. Legislative Update – June 2005**

Jayne Bauer reviewed two bills currently being watched regarding toll bridge seismic retrofit programs (SB 172 and SB 1024). She cited that the SB 371 would authorize certain state and local transportation entities to use a design-build process for bidding on highway construction projects.

Recommendation:

Forward a recommendation to the STA Board to adopt the following position:

- SB 371 – Support

On a motion by Janet Koster, and a second by Dan Schiada, the STA TAC unanimously approved the recommendation.

## **VII. INFORMATION ITEMS**

### **A. Status of SR 12 Transit Corridor Study**

Dan Christians provided an update to the development of various plans and local transit studies of the SR 12 Transit Corridor Study.

### **B. Local Project Monitoring**

Jennifer Tongson reviewed the inactive projects lists dated May 31, 2005 and distributed by Caltrans Local Assistance for the past 6 and 12 months. She also cited that STA has played a key role in programming, obligating/allocating, and delivering Federal and State funded projects to completion. She added that STA is in the process of building an in-house project monitoring system that will assist in tracking the progress of all Federal and State funded local projects.

### **C. 2006 STIP Fund Estimate, Guidelines and Allocation Plans**

Andrew Fremier summarized the State Transportation Improvement Program (STIP) projects programmed in FY 2005-06 and the California Transportation Commission's (CTC) two-tiered allocation plan of the 2006 STIP Fund Estimate (FE) Assumptions.

### **D. Highway Projects Update**

- 1. I-80/I-680/SR 12 Interchange**
- 2. North Connector**
- 3. Jepson Parkway**
- 4. Highway 37/29**
- 5. Highway 12 (Jameson Canyon and 12/29 Interchange)**
- 6. Highway 12 Barrier Rail**
- 7. SR 113 (Downtown Dixon)**
- 8. I-80 Median Barrier**
- 9. Removal of Trees throughout the County**

Andrew Fremier provided an update to highway projects in Solano County as listed above.

## **VIII. ADJOURNMENT**

The meeting was adjourned at approximately 4:15 p.m. The next regular meeting of the STA TAC is scheduled for **Wednesday, August 31, 2005** at 1:30 p.m.



DATE: July 1, 2005  
TO: STA Board  
FROM: Johanna Masiclat, Acting Clerk of the Board  
RE: STA Meeting Schedule Update

**Background:**

Attached is the updated STA meeting schedule for the calendar year 2005 that may be of interest to the STA Board.

**Fiscal Impact:**

None.

**Recommendation:**

Informational.

Attachment:

A. 2005 STA Meeting Schedule



**STA BOARD  
2005 MEETING SCHEDULE**

DATE	TIME	DESCRIPTION	LOCATION	CONFIRMED
July 13	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
August 31	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
September 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
September 16	11:30 a.m.	SR 12 Steering Committee	Solano County Hall of Administration - 6 <sup>th</sup> Floor	X
September 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
October 12	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
October 26	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
November 9	6:00 p.m.	STA Board Meeting/STA 8 <sup>th</sup> Annual Awards	TBD - Dixon	X
November 30	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X
December 14	6:00 p.m.	STA Board Meeting	Suisun City Hall	X
December 28	10:00 a.m.	Intercity Transit Consortium	STA Conference Room	X
	1:30 p.m.	Technical Advisory Committee (TAC)	STA Conference Room	X

Updated: 7/5/2005  
jm



DATE: July 5 2005  
TO: STA Board  
FROM: Mary Ann Courville, Board Chair  
RE: Proposed Compensation Changes for Executive Director

**Discussion:**

At the June 8, 2005 meeting of the Board there was a closed session to conduct the annual performance evaluation of the Executive Director. The evaluation was positive and the Board requested STA Chair meet with the Executive Director to discuss changes in compensation within certain parameters of which to negotiate.

Consistent with the Board's charge to me and within the parameters provided, I have met with the Executive Director and propose that he receive a 3.9% salary adjustment and the 2.1% COLA granted all other employees through the recently approved budget.

STA Legal Counsel has prepared an amendment to the Executive Director's employment contract reflecting the proposed change in compensation and provided under separate cover.

I request that the Board approve the contract amendment and thereby provide the salary adjustments discussed herein.

**Recommendation:**

Approve Amendment No. 6 to Employment Agreement with the Executive Director of the STA.





DATE: July 6, 2005  
TO: STA Board  
FROM: Susan Furtado, Financial Analyst/Accountant  
RE: Agreement of Continuation of Services

**Background:**

In 1996, STA separated from the County of Solano and became its own agency. Since then, STA has contracted with the City of Vacaville to provide administrative support services for its accounting and personnel services. These services are reviewed and renewed on an annual basis.

**Discussion:**

The STA's administrative service contract with the City of Vacaville expired June 30, 2005. The City of Vacaville continues to provide STA with accounting and personnel services at an affordable and cost-effective rate. However, with the hiring of the Financial Analyst/Accountant, the accounting support provided by the City of Vacaville is gradually being reduced. In order to facilitate this transition, a direct computer link has been established to the City of Vacaville's computer system. This direct computer access enables STA to access all accounting and personnel reports as needed with little staff assistance from the City of Vacaville. This computer access also responds to the recommendations of the Financial and Accounting Assessment Evaluation performed by Kevin Harper in July 2003; and to the Memorandum on Internal Control Structure recommendation by the auditors, Maze & Associates, for the annual audit ending June 30, 2004.

STA staff recommends the renewal and amendment #10 of the administrative services contract with the City of Vacaville for Accounting and Personnel Services for FY 2005-06.

**Fiscal Impact:**

The fiscal impact for the contract is the same as the prior year, a total annual cost of \$47,000 (Accounting Services \$40,000 and Personnel Services \$7,000). This expense is allocated to STA Operations & Management 70% (\$32,900) and SNCI 30% (\$14,100).

**Recommendation:**

Authorize the Executive Director to renew and amend the Administrative Services Contract with the City of Vacaville for Accounting and Personnel Services for FY 2005-06 for an amount not to exceed \$47,000.

Attachment:

A. Agreement for Continuation of Services.



Board of Directors  
 Solano Transportation Authority  
 Suisun City, California

### AGREEMENT FOR CONTINUATION OF SERVICES

The City of Vacaville (the City) administrative staff has developed this proposal for continuation of financial and benefits management services for fiscal year 2005/06. Outlined below are the services to be provided by the City on behalf of the Solano Transportation Authority (the Authority), along with the related compensation. Once the contract is initiated, City will invoice the Authority quarterly, in advance, for ongoing financial processing and benefits management services provided by City pursuant to this agreement. Subsequent to approval of the invoice from the City by the Authority's Executive Director, the amount approved for payment will be deducted from the Authority's pre-designated accounts via journal entry. No amounts other than the approved quarterly fee amount will be deducted from the Authority's accounts without prior approval by the Authority's Executive Director. The quarterly fee amount will be 1/4<sup>th</sup> of the annual contract fee amount specified below

As of July 1, 2004, the City serves only as a processing entity for the Authority's financial transactions; the proposed fee reflects this change in service levels. Limited assistance may be provided in the interpretation of financial records, review of financial activity and assistance with the year-end audit at an hourly rate of \$100 but only if resources are available. The Authority may use the attached Task Order (Exhibit A) to request from the City an estimate of the cost to provide additional services.

With respect to accounting services provided pursuant to this agreement, the City's primary responsibility is for processing accounting and payroll transactions and providing standard accounting reports to the Authority. (See listing of standard monthly financial reports below.) Authority management maintains complete responsibility for establishing, maintaining and enforcing the internal accounting controls over the accounting and payroll transactions submitted by the Authority to the City. Unless expressly agreed to in writing, the City will not be responsible for maintaining or enforcing the Authority's accounting and payroll related policies, procedures and controls.

#### Financial Processing Services

Ongoing financial services will entail the following:

- Processing payroll reporting including disbursements and year-end reporting (W-2), PERS reporting and transmittals, Federal and State taxes, claims processing for deductions, reconciliations of payroll liabilities, electronic transmittals and bank reporting requirements. The City is not responsible for enforcement of Authority's employee policies and procedures or accuracy of timesheet account coding provided by the Authority. The City will provide the Authority payroll reports (i.e. labor distribution, payroll registers, PERS reporting) for each pay period.
- Processing accounts payable disbursements and year-end analysis and reporting for IRS 1099 requirements, Franchise Tax Board requirements and bank reporting

requirements. The City will provide check register copies for each Authority check run.

- Processing purchasing requests based on specifications provided by the Authority (this does not include competitive bidding processes or request for contracted service proposals, i.e. audit services).
- Management of the Authority's cash deposits consistent with the investment policies and practices of the City.
- With STA being provided VPN access, STA will run the financial reports they feel necessary from the City's accounting system. VPN access needs to be established and available no later than the first week in September, 2005. The initial VPN (one hour setup) will be done as a courtesy by IT. The one hour setup will include training on how to use the VPN connection. Accounting will provide Eden training on how to inquire and run reports. The Authority will need to contract directly with Eden if customized reports are necessary.
- Processing journal entries (including budget entries) as provided on a monthly basis. Journal entries must be submitted in prescribed format as defined by City. All back-up documentation for the journal entries will be the sole responsibility of the Authority and will be maintained by the Authority. Copies of journal entries processed by the City will be provided to the Authority on a monthly basis. All journal entries required for a particular month-end close shall be submitted by the 5<sup>th</sup> of the following month to be included in that month-end close. Any journal entry requests that are incomplete will be returned to the Authority for clarification and shall include in writing the reason for which it is being returned. The City will not be responsible for identifying any year-end entries (i.e. accounts payable and receivable accruals, compensated absences calculation). Any such entries should be included as a journal entry request from the Authority and any subsequent reversals should also be requested by the Authority.

As noted above, if any services are requested outside of the scope of the items mentioned above, including computer VPN access and IT tech support, the Authority will be billed an additional fee at the hourly rate of \$100, City resources permitting. Any services that require special handling and/or accelerated timetables may result in additional fees as well. The rate quoted in this document is based on routine handling of day-to-day accounting activities. Any Accounts Payable special check request outside of the previously published check run schedule will result in a special check fee (currently \$50 per check). Also, any requests for financial services including payroll and accounts payable check processing as well as purchasing requests will be provided to the City with a sufficient lead time to be processed within pre-established schedules whenever possible. Any special handling will need to be communicated in writing/e-mail to City staff and may result in additional fees to the Authority.

The fee for ongoing financial services will be **\$40,000** for the year including the following: cashiering (which includes the processing of cash receipts as well as the daily deposits to Bank of America), payroll administration (which includes time entry, processing, reporting and supervision), accounts payable (which includes invoice entry, processing, reporting and supervision), purchasing (which includes purchase order entry, processing and supervision), journal entry and providing standard monthly financial reports. The ongoing financial processing services fee will be journalized quarterly, upon approval by the Authority Executive Director, at a rate of \$10,000/quarter to an account requested by the Authority at the beginning of the fiscal year.

The City will provide up to sixteen (16) hours of direct year-end audit assistance to the Authority's outside auditors without additional charge. All reconciliations (other than cash and payroll related liabilities), monthly reviews and reporting will be the responsibility of the authority. All year-end workpapers (i.e. fixed assets, compensated absences) are the responsibility of the Authority. Journal entry requests may be submitted on a monthly basis directly to the City in a prescribed format.

In the event the Authority needs access to original accounting records (i.e. timesheets, original invoices, journal entries), then the Authority will notify the designated City contact and may send an Authority employee to photocopy those records.

### **Benefit Management**

The Human Resources Division of the Administrative Services Department agrees to provide services to the Authority relative to routine salary and benefit administration, and occasional advice and guidance on general human resources matters.

Administration and implementation of employee salary and benefit programs will include the following services:

1. Benefit summary updates
2. Maintenance of personnel files as directed by Authority
3. New employee benefit orientations
4. Retirement enrollments, reconciliations, and terminations
5. PERS health insurance administration
6. City dental and vision plan administration
7. Life insurance administration
8. Long term disability insurance administration
9. Deferred compensation (401a and 457) enrollments and reconciliation
10. Unemployment insurance set-up and reconciliation
11. Workers' compensation reconciliation only (administration of Workers' Compensation claims and benefits are handled through the State Fund)
12. PERS Liaison for Retirement and Health contract issues
13. Employee Exits – Terminations/Resignations/Retirees
14. Personnel transaction processing – including salary range and position set-up upon initial hire, and implementation of pro-active pay adjustments such as changes in salary step, promotions, reclassifications and demotions. Retroactive pay adjustments will be charged separately as described below.
15. Any change to benefit rates during the fiscal year will be communicated in writing or e-mail to Authority's Administrative Services Director.

On an occasional and short-term basis, and as determined reasonable by the Human Resources Manager and Authority's Executive Director, Authority staff may discuss personnel matters with City Human Resources staff to obtain assistance and guidance on issues such as recruitment, hiring, accommodation, performance, discipline, and other personnel matters.

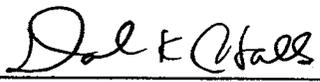
The Authority agrees to pay the City **\$7,000** in compensation for the above services for fiscal year 2005/2006. Per discussions with Authority management, other services

beyond the scope of this agreement, including the implementation of retro-active pay adjustments, the development of special reports, and the involvement of Human Resources staff in extensive research, meetings, or discussions, will be charged separately at \$100 an hour for any such services. These services will be performed only if specifically authorized in writing/e-mail by the Authority and agreed to by the City. Upon request, the City will provide the Authority with an estimate of the cost to provide such additional services.

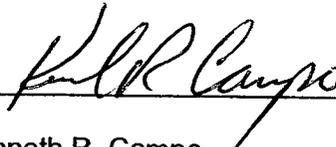
The annual benefit management fee will be journalized quarterly, upon approval by the Authority's Executive Director, at a rate of \$1,749/quarter to an account requested by the Authority at the beginning of the fiscal year. No additional fees will be billed to the Authority without prior approval.

**Expansion of Services**

If the Authority expands its function or acquires additional grant or other revenue sources which necessitate additional service by the City, renegotiation of fees, including set-up fees, may be necessary.

By: 

Daryl K. Halls  
Executive Director  
Solano Transportation Authority

By: 

Kenneth R. Campo  
Finance Manager  
City of Vacaville

Date: 6/13/05

Date: 6/21/05

Approved as to form:

Charles Lamoree  
STA Legal Counsel

  
Date: 6-13-05



DATE: July 1, 2005  
TO: STABoard  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Status of Unmet Transit Needs Process for FY 2005-06

**Background:**

Transportation Development Act (TDA) Article 4/8 funds are distributed to cities and counties based upon a population formula and are primarily intended for transit purposes. However, TDA funds may be used for streets and roads purposes in counties with a population of less than 500,000, if it is annually determined by the regional transportation planning agency (RTPA) that all reasonable unmet transit needs have been met.

Solano is the only county in the Bay Area that has local jurisdictions using TDA funds for streets and roads. Five out of eight jurisdictions currently use TDA funds for streets and roads (Dixon, Rio Vista, Suisun City, Vacaville and the County of Solano). This will be reduced to four in FY 2005-06 when Dixon will not be using TDA for streets and roads purposes. Annually, the Metropolitan Transportation Commission (MTC), the state designated Regional Transportation Planning Agency (RTPA) for the Bay Area, holds a public hearing in the fall to begin the process of determining if there are any transit needs not being reasonably met in Solano County. Based on comments raised at the hearing and written comments received, MTC staff then selects pertinent comments for Solano County's local jurisdictions to respond to. The STA coordinates with the transit operators who must prepare responses specific to their operation.

Once STA staff has collected all the responses from the transit operators, a coordinated response is forwarded to MTC. Evaluating Solano County's responses, MTC staff determines whether or not there are any potential comments that need further analysis. If there are comments that need further analysis, MTC presents them to MTC's Programming and Allocations Committee (PAC) to seek their concurrence on those issues that the STA or the specified transit operator would need to further analyze as part of the Unmet Transit Needs Plan.

If the transit operators, the STA and Solano County can thoroughly address the issues as part of the preliminary response letter, MTC staff can move to make the finding that there are no reasonable transit needs in the county. Making a positive finding of no reasonable transit needs allows the four agencies who plan to claim TDA for streets and roads purposes to submit those TDA Article 8 claims for FY 2005-06. All TDA claims for local streets and roads are held by MTC until this process is completed.

**Discussion:**

MTC held its Solano County Unmet Transit Needs hearing for the FY 2005-06 TDA funding cycle in December 2004. MTC compiled the comments which were transmitted to the Consortium members and the TAC in January and to the STA Board in February.

In preparing a coordinated response to MTC, STA staff has worked with the appropriate transit operator in drafting the responses to each of the issues. The coordinated response should provide MTC with substantive information supporting one of the following for each issue:

1. That an issue has been addressed through **recent changes** in service; or
2. That an issue will be addressed by **changes in service planned** to take place between now through the FY 2005-06; or
3. That the service changes required to address an issue have been **recently studied** and determined not reasonable based on locally established standards; or
4. That the evaluation of the issue resulted in the identification of an **alternative means of addressing it**; or that an issue has not been addressed through recent or planned service changes, nor recently studied.

The initial list of issues and draft responses was prepared and reviewed and approved by the TAC and Consortium in May and the STA Board in June. The STA approved the responses and they were forwarded to MTC for the review and approval. At that point, MTC staff noted that there were two additional issues that were raised in the process that had not been included and needed addressing. Staff has prepared a response to these issues concerning Rt. 20 and Rt. 30. These responses have been initially submitted to MTC to continue the prompt processing of TDA claims that have been submitted for streets and roads purposes. The STA Consortium and TAC have approved the revised response.

**Fiscal Impact:**

None to the STA budget.

**Recommendation:**

Approve the revised responses to MTC's Unmet Transit Needs issues as shown on Attachment A.

Attachment:

A. Revised Unmet Transit Needs Issues and Responses Table

Unmet Transit Needs FY05/06  
Revised Issues and Responses

Issue	Transit Agency to Respond	TDA Usage	Type of Response	STA Draft responses
<p>1</p> <p>San Francisco-Vallejo Route 80 Bus Service and Connections to Other Lines: a) Request for later and more frequent bus service between Vallejo and San Francisco. b) One commenter requested that Vallejo Transit Route 80 delay its last departure from El Cerrito Del Norte BART station to Vallejo by 10 minutes to allow transfers from Golden Gate Transit Route 42. Current schedules do not allow that connection. c) Once in Vallejo, the commenter would like to be able to travel, upon request, with Vallejo Transit Route 85 to Vacaville, which normally terminates in Fairfield.</p>	<p>Vallejo Transit</p>	<p>Transit only</p>	<p>#1 These issues have been addressed through recent changes in service and #4 This issue has been resolved through an alternative means of addressing it.</p>	<p>a) In April 2005, Vallejo Transit significantly (from 72 one-way weekday trips to 131 one-way weekday trips) increased their service on Rt. 80 which connects Vallejo to BART/San Francisco. Weekday ferry service (including the complementary bus connection between the ferry buildings in Vallejo and San Francisco) was also increased from 15 roundtrip/day to 27 roundtrips/day.</p> <p>b) Vallejo Transit (VT) Rt. 80's last departure from El Cerrito del Norte BART station is at 10:54pm. Golden Gate Transit's (GGT) Rt. 40/42 has arrivals at 10:09pm and 11:09pm. The request to hold the last VT Rt. 80 bus for the 11:09pm GGT Rt. 40/42 arrival; this would result in a 15-minute delay now. Riders may use the GGT Rt. 42 arrival at 10:09pm to catch the last Rt. 80 to Vallejo. The number of transfers between this Rt. 40/42 trip and the VT 80 10:54pm departure is very low. There are more passengers on board who would be delayed by 15 minutes if the bus waited for GGT Rt. 40/42. Vallejo Transit uses all of its TDA funds for transit. Studies of late evening service have shown the lowest productivity. Thus, if this request was implemented, it would require reallocating funds from higher productive services.</p> <p>c) In April 2005, Vallejo Transit implemented Rt. 92 which connects Vallejo to Vacaville. Later evening is provided by</p>

2	<p><b>Route 40 Service:</b> a) Request for more weekend bus service from Cordelia to the Fairfield mall, in part to reduce the approximately two hours it takes to travel by transit from Cordelia to Rolling Hills. b) The last Route 40 bus departs the Pleasant Hill BART Station at 7:30 p.m. Later service in the evening is requested. c) A new bus stop at Gold Hill Road in Cordelia is requested.</p>	Fairfield Suisun Transit	Transit only	#3 Issues have been addressed in recent studies	<p>interlined service of Rt. 80 and Rt. 92 with a 10:15pm Rt. 80 departure from El Cerrito del Norte becoming a Rt. 92 route and arriving in Vacaville at 11:42pm</p> <p>a) FST Rt. 40 does not operate on weekends. FST Rt. 7 does operate on Saturday and connects the Cordelia area of Fairfield to the Rolling Hills area via Route 3. On Saturdays, Rt. 7 operates on 2-hour headways. Cordelia and Rolling Hills are both primarily areas of low-medium density housing subdivisions, located at opposite ends of Fairfield and are over 5 miles apart by freeway route. To maximize service coverage throughout Fairfield, the local transit routes travel on the freeway only when there is no other alternative. Rt. 7 connects Cordelia to the primary local transfer location at Solano Mall which is the transfer location to FST Rt. 3A/3B which serves Rolling Hills. Routes 3 and 7 have somewhat circuitous routes between the Fairfield Mall and the outer areas of the city (Cordelia and Rolling Hills) and serve many other areas of the city as well. This contributes to the somewhat long travel time. To improve the travel time, headways on Rt. 7 could be increased. However, according to the latest FST SRTP, Rt. 7's Saturday productivity is one of the lowest of the system.</p> <p>b) The last Route 40 bus departs the Pleasant Hill BART Station at 7:30 p.m. Currently, the Rt. 40 eastbound 7:30pm trip is the lowest performing evening run. Later service from Pleasant Hill BART Station would be less productive.</p> <p>c) One additional Route 7 stop was recently added on Gold Hill Road in Cordelia. A future Gold Hills Road Park &amp; Ride Lot is planned with Route 40 service planned at that time.</p>
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3	<p><b>Timely Transfers at Fairfield Mall:</b> Request for better coordination of Fairfield-Suisun Transit service transfers at the Fairfield Mall. Commenter reports missed connections, resulting in one-hour waits.</p>	Fairfield Suisun Transit	Transit only	#4 Issues have been addressed through alternative means	<p>Local Fairfield Suisun Transit buses operate on a pulse system. Six of the seven routes convene at the primary local route transfer location of the Fairfield/Solano Mall. Arrivals and departures occur on the hour and half hour and there is a five-minute layover period to allow passengers to transfer among routes. Additionally, FST established policy is to wait an <i>additional</i> five minutes past the scheduled departure time if connections are late. Five of the routes have half hour headways. The one remaining route has a headway that varies between hourly and one and a half hour headways. This route has the lowest ridership productivity.</p> <p>A recent field check suggested that one route (Rt. 2) does experience somewhat regular delays in arriving at the Mall transfer location. This route travels between the Mall and Travis Air Force Base (TAFB). The bus must pass through the security gate at TAFB and circulate around Base. With security changes at the gate and on base, this affects the route's on-time performance throughout the route including its arrival at the Mall. The structure of this route, along with the entire schedule of the FST system, will be revisited in the Short Range Transit Plan due for completion in FY05/06.</p> <p>Additional efficiencies resulting in improved transfer times will occur when the new Fairfield Transfer Center is completed within the next 3-5 years. Fairfield Suisun Transit uses all of its TDA funds for transit purposes.</p>
4	<p><b>Rio Vista Transit Service:</b> Expanded transit service is requested beyond the currently provided dial-a-ride services operated by the City of Rio Vista in order to address growing transit demand from continuing population growth in Rio Vista. <small>Service is needed especially from Rio Vista along Highway 112.</small></p>	Rio Vista Transit	Transit and Streets & Roads	#1 and #2. Issues have been addressed	<p>Rio Vista recently completed a local transit study. New services that increased transit service on Hwy 12 were implemented in February 2005. Previously, there was service between Rio Vista and Fairfield one day a week and in February this was doubled to two days a week. New resources have also been secured which will</p>

<p>Service is needed especially from Rio Vista along Highway 12 to serve Suisun City, the Suisun City train station, Fairfield, the Fairfield Mall, also including other attractions in this corridor. Furthermore, the increasing number of elderly residents will increase the demand for transit services, particularly with the construction of the "Active Adult Community".</p>			<p>through recent changes and will be further addressed by changes in service in FY05/06.</p>	<p>be used to further increase in service. Rio Vista is participating in the STA's Highway 12 Transit Corridor Study that was begun at the beginning of 2005. This study will review existing services and demand along Hwy 12 from Napa County to Rio Vista and further east as well. It will analyze future demand and service needs and result in an implementation plan.</p>
<p>6</p>	<p><b>Vacaville's Participation in the 511 Regional Transit Information System:</b> The objective of MTC's 511 Regional Transit Information System (RTIS) is to collect and consolidate service data from all transit providers in the region, linking all local service data into a single transit network that the public can use to easily travel across transit jurisdiction boundaries. The success of this system is based on accurate and up-to-date information from individual transit agencies. To maintain this critical information flow, MTC has agreements with over 20 Bay area transit providers to collect and maintain their transit data. Specifically in Solano County, MTC has completed initial data collection for all Solano County transit operators for RTIS development with the exception of the City of Vacaville. The City of Vacaville has yet to establish a commitment to participate with MTC in the RTIS. MTC staff initiated contact with Vacaville staff three years ago. A year ago both parties agreed in principle to a general plan for adding Vacaville's service data to the RTIS, but Vacaville's progress on implementing this plan appears to have stalled. As part of this agreement, the City would contract with a consultant to do the initial data collection and set up the RTIS in light of limited city staff resources. Also agreed upon was that once the system was in place, MTC would bear the on-going expense of updates to</p>	<p>Vacaville City Coach</p>	<p>Transit and Streets &amp; Roads</p>	<p>Vacaville management has committed to work with MTC and devote the financial resources needed to advance this project within the coming months. A letter of commitment has been prepared and is being submitted in conjunction with the coordinated STA response to these Unmet Transit Needs Issues.</p>
			<p>#2 This issue will be addressed by changes in service planned to take place between FY2005-06</p>	

<p>the service data whenever there are route or schedule changes. A draft MOU, outlining these points of agreement and describing mutual responsibilities, was sent to Vacaville in February of last year for review by Vacaville, but no comments or feedback were returned to MTC. MTC's most recent follow-up request for a response last April remains unanswered. This draft MOU will undergo additional revisions by MTC and Vacaville before finalizing an agreement. Based on experience with data collection for the Fairfield-Suisun Transit participation in RTIS during 2004, the realistic level of funding required for the consultant to assist Vacaville to collect data is now estimated at \$16,000-\$17,000. In conclusion, the next steps would be the execution of an MOU between the City of Vacaville and MTC; and the execution of a contract between the City of Vacaville and a contractor to complete the initial data collection phase of RTIS.</p>			<p>Transit only</p>	<p>STA &amp; Fairfield Suisun Transit</p>	<p>7. Route 30 Service: a) Request for additional morning and afternoon express bus runs on Route 30 to accommodate passengers working under 9-hour work day schedules (compressed) in downtown Sacramento. One commenter specifically requested that an additional bus leave Fairfield approximately one hour earlier than the first scheduled eastbound bus of the day and that an additional bus leave downtown Sacramento at least 10 minutes earlier than the last scheduled westbound bus of the day. b) Additionally route modifications were requested in downtown Sacramento to extend the loop approximately six blocks further east to provide improved access to three of the largest downtown employers (the State Department of Health Services, the State Department of Education, and the State Department of Corrections). c) Lengthen Lastest Route 30</p>
<p>In response to points A and B, an initial assessment of Rt. 30 indicates that ridership and productivity have been generally improving. The farebox recovery rate is hovering around 20%. Whether or not Rt. 30's ridership and productivity gains can be sustained or further improved with the proposed route restructuring and service time adjustments will be reviewed in FY05/06.</p> <p>1C Issue: On-board surveys indicate that the ridership to UC Davis is primarily administrators and staff, not students. Given that the distance between Davis and the western end of the line for Rt. 30 is 30 miles, this is not a short route and every trip is fairly costly. Given the minimal student ridership during the day, demand for evening class by students is not projected to warrant the cost of additional service. As noted above, the farebox recovery rate is hovering around 20% and any expansion of service would need to</p>	<p>#3 The issues have been initially studied and will be given further review and consideration in FY05/06.</p>				

<p>State Department of Corrections). c) Lastly later Route 30 service in the evening was requested to serve students registered in evening classes at UC Davis.</p>					<p>be highly productive.</p>
<p>8. Later Route 20 Service: Request for later service on Route 20 between Fairfield and Vacaville.</p>	<p>Fairfield Suisun Transit</p>	<p>Transit only</p>	<p>#1 Issue has been addressed through recent changes.</p>	<p>With the addition of Vallejo Transit's Rt. 92 in April 2005, later evening service between Fairfield and Vacaville was added. Rt. 20's last trip from Fairfield to Vacaville departs at 6:30pm. With the new Rt. 92 service, evening departures from Fairfield to Vacaville were added at 6:48, 7:33, 8:22, 9:24, 10:07 and 11:24. An evaluation of this service was conducted by Vallejo Transit and it was determined to be unproductive with less than 3 riders per trip. In June 2005, the Vallejo City Council approved the removal of evening trips along this and other segments of Rt. 92.</p>	



DATE: July 1, 2005  
TO: STA Board  
FROM: Elizabeth Richards, Program Director  
RE: Cordelia Community Based Transportation Plan

**Background:**

The Community Based Transportation Planning (CBTP) studies are a result of a regional effort led by the Metropolitan Transportation Commission (MTC). The goal of MTC's Community Based Transportation Planning (CBTP) program is to implement the recommendations of the Lifeline Transportation Network Report included in the 2001 Regional Transportation Plan (RTP) and MTC's Environmental Justice report. Those reports identified transit needs in economically disadvantaged communities throughout the Bay Area. Three communities in Solano were identified as part of this report: Dixon, Cordelia, and Vallejo. MTC provided STA with funding for these studies and the STA is the study lead.

The key component of this study is community involvement. The community's input is critical to identify the needs, but also to identify the priorities once the participants understand the parameters of the transportation system and resources. These CBTP studies can identify a wide array of potential solutions – not just fixed-route transit. Often the transportation obstacles identified are significant, but not large in scale. Creative, non-traditional solutions that fit the scale of the obstacles facing the target population have been encouraged.

**Discussion:**

The Dixon CBTP study has been completed. The Dixon study was funded for \$30,000. Consultants assisted with this study. STA, City of Dixon, and MTC staff also were integrally involved with outreach and administrative support. As with all the other Bay Area pilot CBTP studies, outreach took more time and was more expensive than originally anticipated. The entire budget was utilized.

Cordelia is the next area to be studied and the project should be getting underway early in FY2005-06. Originally, \$20,000 was budgeted for this study. In recognition of lessons learned from Dixon and other pilot studies, MTC has offered to amend the original agreement and add \$10,000 for this study.

**Fiscal Impact:**

If the proposed funding agreement is approved, the STA will receive an additional \$10,000 to conduct the Cordelia Community Based Transportation Plan.

**Recommendation:**

Authorize the Executive Director to sign an amendment to the funding agreement between MTC and the STA for the Cordelia Community Based Transportation Plan.





DATE: July 1, 2005  
TO: STA Board  
FROM: Elizabeth Richards, Program Director  
RE: Transit Consolidation Study Letter of Support

**Background/Discussion:**

In May 2005, the STA Board approved a Scope of Work with evaluation criteria to proceed with a countywide Transit Consolidation Study. Staff was authorized to release a Request for Proposals (RFP) in the amount of \$75,000.

The Scope of Work included extensive outreach to stakeholders and the public. Subsequent to the Board action in May, STA staff had discussions with MTC staff about this Transit Consolidation Study. MTC staff has indicated a willingness to provide additional funding to ensure the extensive outreach can be accomplished.

The RFP has not been released. Staff recommends that the Board authorize the Chair to sign a letter of support for additional funding from MTC to support the Transit Consolidation Study. The RFP would incorporate the additional funding.

**Fiscal Impact:**

This study has \$75,000 of STAF funds that have been allocated for this purpose in FY 2004-05 and FY 2005-06. Any additional funding from MTC would be new funds to the STA budget.

**Recommendations:**

Authorize the STA Board Chair to send a letter requesting MTC to provide \$60,000 in matching planning funds for the Solano Transit Consolidation Study.





DATE: July 1, 2005  
TO: STA Board  
FROM: Robert Guerrero, Associate Planner  
RE: Letter of Support for City of Fairfield Request for Safe Routes to Transit Application for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements

**Background:**

As part of Regional Measure 2, \$20 million was made available for the Safe Routes to Transit (SR2T) Program dedicated to bicycle and pedestrian capital improvements and planning grants in and around transit facilities that have transit services with a nexus to any of the Bay Area state-owned toll bridges. This includes the Al Zampa Bridge (Carquinez) and the Benicia/Martinez Bridge for Solano County. The SR2T Program is anticipated to be administered in five funding cycles with \$4 million available for each cycle. Each cycle is anticipated to occur every two years beginning this year.

Applications for the SR2T were made available late April 29, 2005 with a submittal deadline set for July 29, 2005.

**Discussion:**

The City of Fairfield has requested a letter of support from the STA for their joint application with the City of Suisun City and the County of Solano. The joint project is titled "Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements" and proposes to improve pedestrian linkages along Union Avenue in Downtown Fairfield to Main Street in Downtown Suisun, immediately adjacent to the Amtrak Capitol Corridor Train Station.

Under STA Resolution No. 2005-01, adopted by the STA Board on March 9, 2005, the STA Executive Director is authorized to provide letters of support for grant applications that meet the requirements of the grant program. This project meets the program requirements and is also identified in the Alternative Modes Element of the Solano Comprehensive Transportation Plan (CTP). This application also has potential to compete well regionally because of the partnership created between the three agencies, the project's nexus to bridges via the regional train and regional express bus service, and the pedestrian linkages to revitalization efforts in two downtown locations. Therefore, staff is recommending a letter of support will be prepared for the City of Fairfield to include in their joint grant application.

Staff also would like to offer letters of support to additional Solano SR2T applicants with projects that are consistent with the SR2T program and the Solano CTP. All requests for letters of support should be received by the STA before July 20th. Staff is also available to provide feedback for applications prior to them being formally submitted.

**Fiscal Impact:**

None.

**Recommendation:**

Approve a letter of support for Union Avenue - Main Street Pedestrian/Bicycle Overcrossing Improvements for Safe Routes to Transit Applications SR2T funding.





DATE: July 6, 2005  
TO: STA Board  
FROM: Sam Shelton, Planning Assistant  
RE: Geographic Information Systems (GIS) Agreement with the County of Solano

**Background:**

In January 2005, STA staff conducted a preliminary Geographic Information Systems (GIS) Needs Assessment and concluded that the STA and its member agencies would benefit from having a Spatial Information Database and the ability to make maps in-house for all manner of plans, studies, projects, and policy reports.

On April 5, 2005, Solano County hosted the first Countywide GIS User's Group Meeting. Many departments from the county, several cities, and the STA came to learn more about how Solano County is currently using GIS and what they plan to do in the future. The STA plans to have GIS software installed by July 2005 and is interested in sharing data with Solano County and other agencies.

**Discussion:**

Solano County requires other agencies to sign a "Geographic Data Sharing License Agreement" in order to properly share what is often expensive and sensitive data (such as aerial photos, centerline road data, and crime statistics). Part of the agreement involves abiding by Solano County's Geographic Data Sharing Policy, which contains guidelines for sharing and paying for GIS datasets between agencies.

This agreement is the first step in coordinating the STA's GIS data with the County's Enterprise GIS system. Coordination of GIS data will save money by not duplicating GIS efforts, such as purchasing aerial photos and sharing data already obtained by an agency. Access to publicly available data (such as centerline information, parcel maps, demographics, general basemap information) from both the STA and the County will be streamlined into manageable formats.

Among the first of the STA's GIS projects is to produce a spatial information database that contains information from many of the STA's plans and projects and coordinate them with Solano County's various datasets. STA modeling information, bicycle and pedestrian plan information, and Caltrans project information is already in a GIS format. Grant applications for various funds will be enhanced with GIS maps available between the STA and the County. Solano County's demographic datasets will aid STA's Solano Napa Commuter Information (SNCI) Program produce commuter density maps for their use in aiding employers start carpools and vanpools for their employees. Many map updates to the

STA's upcoming plans and studies (such as Phase II of the Travel Safety Study and the SR12 Implementation Plan and Transit Corridor Study) can be conducted in-house with the aid of Solano County's basemap features.

**Fiscal Impact:**

No initial fee for entering into the agreement with the County of Solano. The cost of data will be on an item-by-item and project and/or study basis.

**Recommendation:**

Authorize the Executive Director to enter into a Geographic Data Sharing License Agreement with the County of Solano.

**Attachments:**

- A. Solano County Geographic Data Sharing License Agreement
- B. Solano County Geographic Data Sharing Policy



## SOLANO COUNTY GEOGRAPHIC DATA SHARING POLICY

### 41.0 Purpose

Solano County has developed and maintains a countywide Geographic Information System (GIS) for the purpose of providing a method for manipulating and displaying geographic data compiled from various public records and other data sources in a user-convenient manner.

This policy addresses how digital, geographic data formatted for use in GIS may be shared among government units such as cities, counties, and/or other public agencies. The County recognizes the importance of sharing digital information for the advancement of public programs. Furthermore, this policy seeks to greatly reduce or waive fees (see Exhibit A) for sharing and distributing digital, GIS data already created, as described in this **Geographic Data Sharing Policy**.

### 2.0 Eligible Data Sharing Members

Any city, county and/or public agency may participate in the **Geographic Data Sharing Policy** by submitting a request to the Solano County GIS Contact, listed in section 3.4. At this time the GIS Committee will review the request and has the right to decline any requests to participate.

All Eligible Data Sharing Members will be referred to as Data Sharing Members for reference purposes in this policy.

### 3.0 Provisions of the Policy

In order to be a Data Sharing Member, local units of government and/or agencies must sign and agree to all terms of this policy. Due to the interest in using existing data and developing new layers of data, members can be both Data Owners and Data Users.

#### 3.1 Data Owners

Data Owners are local units of government and/or agencies, who develop new layers of digital data, for example tax parcel maps, wells, or road networks for use in their GIS programs. Ownership of the data will be retained by the entity that developed the data. The Data Owner is the party who creates and authorizes the distribution of the data. The data that has been authorized by the Data Owner for distribution will be known as Published Data. Please note, not all GIS data is Published Data.

#### 3.2 Data Users

Data Users are local units of government and/or agencies that are Data Sharing Members, who will have access to digital data that the Data Owner has authorized for distribution. Data Users will follow the Usage Restrictions as stated in this policy in section 3.8.

#### 3.3 Published Data

Published Data is any digital data created, maintained, and/or rightfully controlled by Solano County that is available to be shared through this policy. Available data sets will include metadata that contains the name of the Data Owner, the name of the dataset (with a brief description), its most recent amendment date, the Solano County Contact for sharing data, and any other pertinent information. The Published Data will be in a GeoDatabase or Shapefile format. Other formats must be approved by the GIS Committee and a fee may be charged for this service. (See Exhibit A)

#### 3.4 Contact Information

There will be a single contact designated by each party to handle the exchange of GIS data and communications. The Solano County Contact is:

Susan Harms  
Systems & Programming Manager  
675 Texas Street, Suite 3700  
Fairfield, CA 94533-6339  
(707) 784-2577  
[sharms@solanocounty.com](mailto:sharms@solanocounty.com)

## SOLANO COUNTY GEOGRAPHIC DATA SHARING POLICY

### 3.5 Access and Data Transfer

#### 3.5.1 Non-Solano County Employees

Data Sharing Members will have access and the use of Published Data developed by Solano County. A Data Sharing Member requesting data from Solano County must agree to and sign this **Geographic Data Sharing Policy**. Arrangements for transferring data, such as data format and media, along with possible costs (See Exhibit A) associated with the data transfer will be worked out with each member.

Solano County will provide access to the Published Data, metadata, and/or any pertinent data via the Solano County internet site. Information and access to this site will be e-mailed to the Data Sharing Member's point of contact, see section 3.4. No fee shall be charged to any Data Sharing Member using the Solano County GIS website. Solano County reserves the right to shut down any or all portions of such website or access thereto, to any Data Sharing Member, where the County deems such action necessary to maintain, upgrade, or otherwise protect the integrity of the website and/or the Solano County computer systems generally. Any issues or questions with this website or GIS data should be forwarded to the Solano County Contact.

Data Sharing Members desiring information or data from other Data Sharing Members shall contact said parties for their approval.

#### 3.5.2 Solano County Employees

Solano County Data Sharing Members will have access to the Published Data, metadata, and/or any pertinent data via the Network Attached Storage (NAS). Access to the NAS will be provided to the Data Sharing Member's point of contact and other key employees. No fee shall be charged to any Solano County Data Sharing Member using the NAS. Any issues or questions with any of the GIS data should be forwarded to the Solano County Contact.

### 3.6 Ownership

The ownership of the shared data will be retained by the agency/department that created the data and the use of the data will be subject to the Usage Restrictions section.

### 3.7 Disclaimer of Liability and Warranties

A Data Sharing Member understands and agrees that it is possible that errors and omissions will occur in data input or programming done by the County or for the County to provide the GIS layers and/or other data in the form desired. The Data Sharing Member further understands and agrees that it is probable that errors and omissions will occur in record keeping processes, especially when large numbers of records are developed and maintained, and that data may not meet the Data Sharing Member's standards as to accuracy or completeness. Notwithstanding, the Data Sharing Member agrees to take the data "as is", fully expecting that there may be errors and omissions associated with the data.

A Data Sharing Member further understands and agrees that the County makes absolutely no warranty whatsoever, whether expressed or implied, as to the accuracy, thoroughness, value, quality, validity, merchantability, suitability, condition or fitness for a particular purpose of the data or any programming used to obtain the data, nor as to whether the data is error-free, up-to-date, complete or based upon accurate or meaningful facts.

A Data Sharing Member agrees that the County shall not be liable to the Data Sharing Member for any liability, claim, loss, damage, injury or expense of any kind caused or alleged to be caused, directly or indirectly, by the inadequacy of data obtained from the County, by any deficiency of County or Data Sharing Member systems, by any delay or failure to provide any service, or by any other interruption, disruption or loss of Data Sharing Member operations.

If a Data Sharing Member discovers errors in the shared digital data, Solano County Contact will be notified of the error, and if necessary, a map depicting the error will be transmitted.

### 3.8 Usage Restrictions

The Data Owner will retain all ownership of the digital data it has generated. When a Data Sharing Member creates a data set that is derived from or based upon the shared data, but is itself substantially and inductively different, the Data Sharing Member may become the sole owner of that

## SOLANO COUNTY GEOGRAPHIC DATA SHARING POLICY

new data set after consultation and agreement with the Data Owner. It would be advisable to initiate this consultation and agreement prior to commencing the data set work activity.

**Data Sharing Members may only use shared data to promote clearly definable, publicly supported objectives and functions.** These objectives and functions include public planning purposes, implementation and interpretation of scientific research and tabular information, the generation of new data sets, and the creation of hard copy maps, charts, and reports, providing that source citations and credits are listed on all products derived from shared data use.

**Data Sharing Members are not authorized to market, remarket, transfer, distribute, reproduce, loan, sell, license, or otherwise make available, whether for compensation or otherwise, any coverages, spatial data, or documentation to any person, individual, company, association, firm, corporation, or public or private entity regardless of the nature of the organization, without the prior written consent of the Data Owner.** The Data Sharing Member should request, in writing, to have the Data Owner distribute digital data to another entity that is not part of this Data Sharing Policy. This would include but is not limited to the Data Sharing Member's consultants, universities, state agencies, and federal agencies. Further, the Data Owner may charge the cost of reproduction and distribution of the digital data.

A Data Sharing Member may not use shared data in any way that misrepresents the integrity, quality, or accuracy of the shared data, as stated by the Data Owner in the accompanying data set documentation.

The Data user shall acknowledge Solano County as a source when Solano County data are used in the preparation of reports, papers, publications, maps, and other products, regardless of physical form.

**A Data Sharing Member is required to protect the shared data from unauthorized use by employees or associates of the Data Sharing Member, or by others not associated with this policy. Therefore, no employees or associates of the Data Sharing Member may use shared data for personal or private gain.**

### **3.81 Data Sensitivity Levels**

The Data Owner will provide the Sensitivity Level for their data. Data users will be expected to comply with the Usage Restrictions for all data and any additional restrictions as specified by the Sensitivity Level. The Sensitivity Levels are as follows:

1. **Low** – Published Data that is available to all Data Sharing Members and may be viewed by the public.
2. **Medium** – May be viewed/shared with other Data Sharing Members that are government agencies and all Solano County employees.
3. **Medium High** – All Solano County Data Sharing Members and other key Data Sharing Members that have been approved by the Solano County Data Owner may view or use this data.
4. **High** – Only key Solano County employees, GIS staff, and key Data Sharing Members may share, use, and/or view this data. This data is considered highly sensitive and may only be viewed by Data Sharing Members that have been approved by the Solano County Data Owner.

### **4.0 Term of the Policy**

The policy will become effective between Solano County and the Eligible Data Sharing Member once signed by both parties and remains in force until either party wishes to withdraw.

### **5.0 Termination of Membership**

This policy unless terminated remains in force until canceled by either the County or the Eligible Data Sharing Member. Notice of cancellation shall be in writing and shall take effect immediately upon receipt of such notice. Additionally, digital data not owned by the terminated member will be returned to the department/agency (Data Owner) that has ownership of the data. Conversely, participating members will return all data owned by the terminating member upon notification of termination.

**SOLANO COUNTY  
GEOGRAPHIC DATA SHARING POLICY**

**EXHIBIT A**

**SOLANO COUNTY  
GEOGRAPHIC DATA SHARING POLICY**

**1.0 General**

The fees set forth in Exhibit A of the Solano County Geographic Data Sharing Policy shall be paid to the Solano County Department of Information Technology prior to any County department performing the services or providing the copies requested.

**2.0 Solano County GIS Fees**

The following fees are hereby established for the dissemination of data from the Solano County Geographic Information System (GIS):

- a) Reproduction of Existing Data Deliverables, in the current GIS format: **\$15.00** per CD-ROM or DVD. Data delivered online, such as by e-mail or FTP, will be provided free of charge.
- b) Minimum hourly fee for any changes in the deliverable GIS format: **\$100.00** per hour.
- c) Fee for Hardcopy Plots of any GIS Data: **\$20.00** per plot.
- d) Shipping Fee: Actual cost of shipping via U.S. first class mail, including actual cost of protective packaging.

**2.1 Waiver of Fees.**

- a) The County Information Officer (CIO) may grant any person a waiver of any of the fees described in Section 2.0 when he determines, in his sole discretion, that creation and/or dissemination of the requested GIS information in the manner requested is necessary for improvement and maintenance of the Solano County GIS including, but not limited to, when the requesting party is concurrently providing data or other information or applications to the County which will add value to the Solano County GIS.
- b) The Data Owner may grant any person a waiver of any of the fees described by Section 2.0 if the Data Owner determines, in her/his sole discretion, that creation and/or dissemination of the requested GIS information in the manner requested is in the public's best interests.

**2.2 Website Access Solano County GIS.**

No fee shall be charged to any person using the Solano County GIS website. Any issues or questions with this website or GIS data should be forwarded to the Solano County contact.





DATE: July 1, 2005  
TO: STA Board  
FROM: Elizabeth Richards, SNCI Program Director  
RE: Solano Paratransit Funding Agreement and Vehicle Wraps

**Background:**

Fairfield-Suisun Transit (FST) operates Solano Paratransit on behalf of the Solano Transportation Authority (STA). Solano Paratransit is funded by Transportation Development Act (TDA) funds from Fairfield/Suisun City, Vacaville, Dixon, Rio Vista and the County of Solano. Over the years, the STA has secured a variety of other funds for this service including 5310 grants for new buses and Regional Paratransit State Transit Assistance Funds. An updated multi-year funding agreement has been under development for the funding distribution from FY 2005-06 and beyond.

Solano Paratransit operates Monday-Saturday providing intercity Paratransit service between the cities of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and the unincorporated areas in the central and eastern portion of Solano County.

**Discussion:**

**Agreement**

The proposed Solano Paratransit agreement between the STA and Fairfield-Suisun Transit (FST) covers the timeframe from FY 2005-06 through FY 2007-08 with an option to extend the contract for 2 additional years. The agreement provides guidance on the roles and responsibilities of the two agencies. In brief, FST operates the service in concert with its local Paratransit service (DART) and subsidized taxi program. The STA provides general oversight and coordinates funding for the service. STA staff has been authorized by the STA Board to proceed with a study to assess the Solano Paratransit service.

**Logo**

The funding distribution for Solano Paratransit for FY 2005-06 has been approved as part of the approval of the TDA matrix. Although there are estimates in the agreement for the years beyond FY 2005-06, these figures need to be confirmed and approved (see Attachment A) at a future Board meeting. The agreed upon formula for the cost distribution among the local jurisdictions is currently in the process of being recalculated. The methodology includes population, number of trips by jurisdiction and length of trips as factors. The STA and FST will work together on these cost projections and bring a recommendation back to the Consortium and TAC and to the Board in September.

The demand for paratransit service continues to increase. To improve the image and identity of this very important service, the STA has developed a logo for Solano Paratransit. This logo is proposed to be used to wrap the Solano Paratransit vehicles which are currently white with black block lettering. In addition, a new brochure for Solano Paratransit would incorporate the new logo and be designed to be consistent with other STA products. The wrap and brochure would include mention of the local jurisdictions that contribute funding for this service. See Attachment B for a sample of the design of the logo, bus wrap and brochure cover.

**Recommendations:**

Approve the following:

1. Authorize the Executive Director to execute the Solano Paratransit service and funding agreement between STA and the City of Fairfield.
2. The proposed Solano Paratransit logo, bus wrap, and brochure design.

Attachments:

- A. Draft Solano Paratransit Funding Agreement
- B. Proposed Solano Paratransit logo, bus wrap, and brochure cover

**AGREEMENT BETWEEN SOLANO TRANSPORTATION AUTHORITY  
AND THE CITY OF FAIRFIELD  
CONCERNING OPERATION OF PARATRANSIT SERVICES  
IN NORTHERN SOLANO COUNTY AND THE PROVISION OF PARATRANSIT  
BUSES AND OTHER EQUIPMENT**

THIS AGREEMENT ("Agreement") is made this \_\_\_\_ day of \_\_\_\_\_, 2005 by and between the Solano Transportation Authority (hereinafter "STA"), a joint powers entity consisting of the County of Solano and the Cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, and Vallejo (hereinafter collectively referred to as "Member Jurisdictions") and the City of Fairfield, a municipal corporation (hereinafter "FAIRFIELD").

**WITNESSETH**

**WHEREAS**, STA is authorized by Public Utilities Code § 180152 to enter into agreements to provide public transport services and STA desires to exercise that authority; and

**WHEREAS**, STA, Solano County and certain cities in Solano County have previously commenced and have agreed to continue Paratransit services in the northern areas of Solano County and connecting to the southern areas of Solano County (which is primarily served pursuant to a Paratransit agreement between Vallejo and Benicia), hereinafter referred to as "SERVICE" and

**WHEREAS**, FAIRFIELD provides Paratransit services for the Cities of Fairfield and Suisun City; and

**WHEREAS**, FAIRFIELD has the management and technical personnel, capital, expertise, and other assets needed to provide said SERVICE throughout northern areas of Solano County, and

**WHEREAS**, STA owns certain buses and other equipment and, further, has the authority to own other paratransit buses through Federal Transit Administration (FTA) Section 5310 funding.

**NOW THEREFORE**, in consideration of the foregoing recitals and covenants and agreements of each of the parties herein set forth, the parties do agree as follows:

**1. Purpose; Scope of Work:** STA hereby contracts with FAIRFIELD for FAIRFIELD to provide any and all labor, equipment, tools, fuel, material, management, and operations services related to and necessary for implementation and operation of said SERVICE upon the terms and conditions hereinafter set forth. FAIRFIELD shall provide the SERVICE pursuant to the provisions set forth in the following exhibits:

Exhibit A: Scope of Services

Exhibit B: General summary of "Solano Paratransit Intercity Door-to-Door Transportation for Persons with Disabilities"

Exhibit C: Estimated Funding Shares for Solano Paratransit

**2. Term:** Subject to the provisions of Paragraph 17, the term of the Agreement shall be an initial period of three (3) years from July 1, 2005 to June 30, 2008, notwithstanding the date of execution of this Agreement. In addition, the executive administration of the Parties may agree to an extension of two (2) additional years (2008/2009 and 2009/2010).

**3. Funding:** Pursuant to the schedule set forth in Exhibit C, FAIRFIELD shall claim TDA funds on behalf of the parties for the SERVICE provided by FAIRFIELD as set forth herein. FAIRFIELD shall claim TDA funds for the SERVICE on behalf of the Parties as set forth in Exhibit C and as authorized by STA. FAIRFIELD shall file the TDA claim pursuant to Metropolitan Transportation Commission (MTC) requirements and shall receive allocations and disbursements from MTC.

The funding schedule (Exhibit C) shall be revised annually to update the cost of the service and to reflect estimated fares and other subsidies received. The amount not covered by fares and other subsidies (i.e., the remaining subsidy needed) shall be shared by the funding partners based on the formula agreed upon by the funding partners. The formula factors include population, number of trips and average trip length. The multi-year agreement between STA and the City of Fairfield and the MOU for the funding partners should reflect the basic parameters described above. An estimate of the costs and revenues for each of the next three years is shown in Exhibit C.

**4. Fare Structure:** FAIRFIELD shall implement the fare structure for SERVICE as set forth in Exhibit B, except as that fare structure may be modified by FAIRFIELD to help meet operating expenses. Major fare change proposals shall be presented to the STA in adequate time for comment prior to presentation to Fairfield City Council. The FAIRFIELD Transit Manager shall provide not less than seventy-two (72) hours written notice to STA of the FAIRFIELD City Council meeting(s) at which modification of the fare structure is to be considered. Provided the required notice of the Council Meeting is given to STA, any modification by FAIRFIELD of the fare structure shall be valid upon the provision of at least thirty (30) days written notice to STA.

**5. Operating Revenue:** Operating revenues shall only include that proportionate share of the sales of tickets, passes and cash fare revenue directly attributable to SERVICE.

**6. Budget:** The annual expenditures shall be consistent with those set forth in the annual budget as outlined in Exhibit C.

In the event that FAIRFIELD determines, as of April 1 of a particular fiscal year, that eighty percent (80%) of the maximum annual amount budgeted for that fiscal year has been utilized, then the STA Executive Director and the FAIRFIELD Transit Manager shall meet to develop a joint recommendation on what is to happen if the maximum annual limit is reached prior to the end of that fiscal year. That joint recommendation shall be presented to

the STA Board and the FAIRFIELD City Council at the next available meeting of each of those entities which shall occur no later than May 15. If agreement is not reached by both entities on how to proceed once the maximum amount budgeted is reached, then this Agreement and service pursuant thereto shall terminate as of the date the maximum annual limit is reached and FAIRFIELD shall receive the total amount of the maximum annual funding as set forth in this Agreement for that fiscal year

**7. Reporting:** To the extent possible under the circumstances and upon the written request of STA, FAIRFIELD shall collect data for periodic analysis by STA and FAIRFIELD. These data shall fall into at least one of three major categories: financial, operating, and user information. Such a request shall not be made by STA more than once every three months unless a shorter time frame is agreed to in writing by the STA Executive Director and FAIRFIELD'S Transit Manager. In addition, STA may request in writing that FAIRFIELD provide digests of information, whether operating, maintenance, and/or user information. To the extent possible under the circumstances, FAIRFIELD shall provide such digests without cost to STA so long as STA does not make a request for such digests more than once annually.

All reports required under this Agreement shall be presented in a format agreed to by the STA Executive Director and FAIRFIELD'S appointed representative. All such reports shall be submitted to STA in the time frames specified by and in a manner acceptable to the STA.

**8. Provision of Buses:** STA shall provide vehicles for the provisions of the services hereunder. FAIRFIELD will purchase the vehicles after review and approval by STA of the purchase terms and conditions and STA shall fund said purchases

**9. Authority of STA:**

a. STA, following consultation with FAIRFIELD'S authorized representative, shall decide all questions which may arise as to the quality or acceptability of work performed and as to the manner of performance of the work performed and all questions as to the acceptable fulfillment of this Agreement on the part of FAIRFIELD.

b. STA shall not interfere with the management of FAIRFIELD's normal internal business affairs and shall not have any authority or right to discipline or terminate any person(s) providing services pursuant to this Agreement on behalf of FAIRFIELD. STA may advise FAIRFIELD of any such person's inadequate performance which has a negative effect on the service being provided, and FAIRFIELD shall take such action as FAIRFIELD or its service provider believes is appropriate to remedy the situation.

**10. Management:** During the term of this Agreement, FAIRFIELD shall provide sufficient executive and administrative personnel as FAIRFIELD determines necessary to perform the duties and obligations required of FAIRFIELD under the terms of this Agreement.

**11. Communications:**

- a. All notices hereunder and communications with respect to this Agreement shall be effective upon the mailing thereof by personal delivery or prepaid first class mail addressed as follows:

To STA:

To FAIRFIELD:

Daryl K. Halls  
Executive Director Transit Manager  
Solano Transportation Authority  
One Harbor Center, Suite 130  
Suisun City, CA 94585

George Fink  
City of Fairfield  
1000 Webster Street  
Fairfield, CA 94533

- b. In lieu of written notice to the above addresses, any party may provide notices and communications through the use of facsimile machines provided confirmation of delivery is obtained at the time of transmission of the notices and provided the following facsimile telephone numbers are used:

To STA: (707) 424-6074

To FAIRFIELD: (707) 426-3298

- c. Any party may change the address or facsimile number to which such notices and communications are to be given by providing the other parties with written notice of such change at least fifteen (15) calendar days prior to the effective date of the change.

- d. All notices and communications shall be effective upon receipt and shall be deemed received through delivery if personally served or served using facsimile machines, or on the fifth (5th) day following deposit in the mail if sent by first class mail.

**12. Force Majeure:** FAIRFIELD shall not be held responsible for/losses, delays, failure to perform, or excess costs caused by unforeseeable events beyond the control of FAIRFIELD. Such events may include, but are not restricted to, the following: Acts of God, fire, epidemics, earthquake, flood, or other natural disaster; riots, strike, war and unavailability of fuel.

If the performance of this Agreement, or of any obligations hereunder, is prevented, restricted or interfered with by reason of natural disaster, war, civil disturbance, labor dispute or other cause beyond FAIRFIELD'S reasonable control, FAIRFIELD, upon giving prompt notice to STA, shall be excused from such performance on a day-for-day basis to the extent of such prevention, restriction, or interference and STA shall likewise be excused from performance of its obligations on a day-for-day basis where performance is so prevented, restricted or interfered with; provided that STA and FAIRFIELD shall each use its best efforts to avoid or remove such causes of nonperformance and both parties shall proceed to perform with dispatch whenever such causes are removed or cease. In the event of a delaying condition having more than 90 days duration, the non-delaying party or parties may terminate this Agreement.

**13. Audit:**

a. FAIRFIELD shall permit the authorized representatives of STA, Solano County, the Metropolitan Transportation Commission and funding partners such as, but not necessarily including, the Yolo Solano Air Quality Management District, the Bay Area Air Quality Management District, the State of California, the U.S. Department of Transportation, and/or the Comptroller General of the United States to inspect all data and records of FAIRFIELD relating to performance under this Agreement.

b. FAIRFIELD agrees to accept responsibility for receiving and replying to and/or complying with the audit exceptions by appropriate STA, Solano County, State of California, or federal audit agencies occurring as a result of its performance of this Agreement so long as such audit exceptions directly relate to FAIRFIELD'S provision of SERVICE. It is understood and agreed that should FAIRFIELD not perform the SERVICE in the manner required by this Agreement, then, in addition to all other remedies, penalties and damages provided by law, STA may direct that a proportionate share of claimed TDA funds be returned to MTC for the items of service not provided.

**14. Conflict of Transportation Interests:** FAIRFIELD shall be allowed to enter into agreements to provide transportation to other organizations or persons; however, FAIRFIELD shall not divert any fare revenues from STA's service to any other transportation operation of FAIRFIELD. Also, STA understands and agrees that FAIRFIELD does not control the origins and destinations of its passengers and FAIRFIELD, in many cases, may carry passengers on both its SERVICE routes and non-SERVICE routes. The purpose of this Paragraph is directed solely to preclude the diversion of fare revenues.

**15. Subcontract and Assignment:** This Agreement binds the officers, directors, officials, employees, agents, heirs, successors, assigns, and representatives respectively of STA and FAIRFIELD. FAIRFIELD shall not assign this Agreement or monies due or to become due, without the prior written consent of STA. FAIRFIELD may subcontract the services hereunder so long as the subcontracting operator satisfactorily provides the services as defined herein. STA reserves the right to assign its responsibilities under this Agreement to a successor governmental entity for the provision of the transportation services herein addressed. Such assignment shall constitute a complete novation between STA and FAIRFIELD of this agreement and receipt by FAIRFIELD of TDA funds claimed shall constitute a complete accord and satisfaction as between STA and FAIRFIELD.

**16. Non-Waiver of Breach:** STA and FAIRFIELD agree that any waiver of any breach or violation of any term or condition of this Agreement, or failure to enforce any term or condition of this Agreement, shall not be deemed to be a waiver of any other term or condition contained herein.

**17. Status of FAIRFIELD:** FAIRFIELD shall be an operator of paratransit services and neither FAIRFIELD, nor any of its employees, agents or volunteers shall be employees of STA for any purpose related to this Agreement.

**18. Indemnity and Hold Harmless:** FAIRFIELD shall indemnify, defend and hold harmless the STA, its member jurisdictions, its officers, employees, agents, and volunteers from and against any and all claims, demands, actions, causes of action losses, defense costs, expenses (including attorneys fees) or liability of any kind or nature, (hereinafter “damages”) for personal injury or property damage arising out of or, as a result of litigation or administrative proceeding(s), alleged to arise out of or relate to any active or passive negligent act, error or omission of FAIRFIELD, its officers, agents, employees or volunteers, in performing the services, responsibilities or duties required of FAIRFIELD by this Agreement except to the extent such “damages” are caused by the sole negligence or willful misconduct of STA.

STA shall defend, indemnify and hold harmless FAIRFIELD and its officers, agents and employees from any claim, loss or liability including without limitation, those for personal injury (including death) or damage to property, arising out of or connected with any aspect of the performance by STA or its officers, agents, employees, contractors or subcontractors of activities required under this Agreement, except to the extent such “damages” are caused by the sole negligence of willfull misconduct of FAIRFIELD.

**19. Notice of Deficiencies:** STA's Executive Director may, but is not required to, issue a Notice of Deficiencies to FAIRFIELD, specifying areas of unsatisfactory performance, and specifying what improvements are necessary to correct the deficiency or deficiencies. Such notice shall specify the provision(s) of the Agreement or its Exhibits which address the issue. If FAIRFIELD authorized representative agrees with the content of a Notice of Deficiency, then FAIRFIELD shall correct the deficiency within reasonable time limits specified by STA and agreed to by FAIRFIELD. If FAIRFIELD does not agree with the content of a Notice of Deficiency, then the STA Executive Director and FAIRFIELD'S authorized representative shall meet in an attempt to resolve their differences. If no resolution is reached, then the STA Board and FAIRFIELD City Council shall hold a joint meeting in an attempt to resolve the differences. If no resolution is reached by the respective Boards, then this Agreement shall be terminated effective sixty (60) calendar days following the date of the joint meeting of the two entities unless a different effective date of termination is agreed to by the STA Board and the FAIRFIELD City Council.

**20. Termination:**

a. Either party may terminate the Agreement, without cause, upon a hundred eighty (180) calendar days written notice to the other party. In the event the Agreement is terminated, all data, reports and documents of every kind and nature, prepared for or related to the SERVICE shall be made available to STA without additional cost.

b. STA may immediately terminate this Agreement at any time whenever it determines that the SERVICE is being performed in a manner which jeopardizes the health and safety of the public provided that STA gives at least eight (8) business days notice of the claim which serves as the basis for that determination and provides FAIRFIELD an opportunity to be heard on this issue at the public hearing prior to any such determination that results in immediate termination of this Agreement.

**21. Governing Law:** This Agreement shall be construed and enforced pursuant to the laws of the State of California. Venue shall be in the County of Solano, or where appropriate in the Federal District Court for the Eastern District, located in Sacramento, CA.

**22. Transition to Future Contractor:** For a minimum of forty-five (45) days following the effective date of the termination or expiration of this Agreement, FAIRFIELD shall provide to both STA and to any future contractor selected by the STA or anyone acting on behalf of STA, FAIRFIELD's full cooperation in the transition to the successor to FAIRFIELD. This shall include, as a minimum, but shall not be limited to, preserving, maintaining and providing any and all data, records and documents of every kind and nature, related to SERVICE, consultation regarding labor and management issues (including a delineation of wage and benefits by employee category), and access to non-confidential personnel and maintenance files.

FAIRFIELD shall provide its best professional effort to assure a smooth transition from FAIRFIELD'S services to any new provider's services, and shall cooperate fully with the STA and the new provider to this end.

**23. Permits to Operate; Obligation to Meet Federal ADA Regulations; Audit of Paratransit Services:**

- a. At its sole cost and expense, FAIRFIELD shall obtain any and all permits, licenses, certifications, or entitlements to operate as are now or hereafter required by the State of California or any federal agency to enable FAIRFIELD to perform SERVICE, and shall provide copies of all such entitlements to STA upon request. STA and FAIRFIELD shall cooperate in the processes necessary for obtaining any and all permits, licenses, certifications or entitlements required by any local agency for the provision of SERVICE.
- b. FAIRFIELD understands and agrees that provision of paratransit services are governed by federal and state regulations which satisfy the provisions of the Americans with Disabilities Act and similar state laws. FAIRFIELD shall meet all requirements of both federal and state law for the provision of paratransit services.
- c. STA may, at its own expense, audit FAIRFIELD'S provision of paratransit services to insure compliance with state and federal regulations for said paratransit services. If such an audit finds deficiencies in meeting such laws, FAIRFIELD will take those steps reasonably necessary to bring the SERVICE into compliance with those applicable state and federal regulations for the provision of paratransit services.

**24. Equal Employment Opportunity:** In connection with the execution of this Agreement and to the extent permitted by applicable laws, FAIRFIELD shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age, ancestry, marital status, medical condition, physical or mental handicap, sexual orientation, or national origin. To the extent permitted by applicable laws, FAIRFIELD shall take affirmative action to insure that applicants are employed, and that

employees are treated during their employment without regard to their race, religion, color, sex, age, ancestry, marital status, medical condition, physical or mental handicap, sexual orientation or national origin. To the extent permitted by applicable laws, such actions shall include, but not be limited to the following: employment, upgrading, demotion, transfer, recruitment advertising, layoff, termination, rates of pay, other forms of compensation, and/or selection for training, including apprenticeship.

**25. Severability:** If any provision or any part of any provision of this Agreement is, for any reason, held to be invalid, unenforceable or contrary to any public policy, law, statute, regulation or ordinance, the remainder of this Agreement shall not be affected thereby and shall remain valid and fully enforceable.

IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first above written.

SOLANO TRANSPORTATION AUTHORITY

CITY OF FAIRFIELD

By: \_\_\_\_\_  
DARYL K. HALLS  
Executive Director

By: \_\_\_\_\_  
KEVIN O'ROURKE  
City Manager

APPROVED AS TO FORM:

By: \_\_\_\_\_  
City Attorney

\_\_\_\_\_  
CHARLES LAMOREE  
STA LEGAL COUNSEL

## **EXHIBIT A**

### **Fairfield/Suisun Transit (FST) – Solano Paratransit**

#### **SCOPE OF SERVICES**

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##### **I. OPERATIONS (General)**

The CITY OF FAIRFIELD shall provide turnkey paratransit services in compliance with the requirements outlined in this Scope of Services, and the service description and fare structure provided in Exhibit B and Exhibit C to the contract.

##### **II. COMPLIANCE WITH FEDERAL AND STATE LAWS PERTAINING TO ASSISTING AMERICANS WITH DISABILITIES**

FAIRFIELD understands and agrees that provision of paratransit services are governed by federal and state regulations which satisfy the provisions of the Americans with Disabilities Act and similar state laws. FAIRFIELD shall meet all requirements of both federal and state law for the provision of paratransit services.

STA may, at its own expense, audit FAIRFIELD'S provision of paratransit services to insure compliance with state and federal regulations for said paratransit services. If such an audit finds deficiencies in meeting such laws, FAIRFIELD will take those steps reasonably necessary to bring the SERVICE into compliance with those applicable state and federal regulations for the provision of paratransit services.

##### **III. PERSONNEL (General)**

FAIRFIELD shall provide all management, supervision, drivers, dispatch, mechanics, maintenance clerk, vehicle garage workers, cleaners, service workers, telephone information operators, and such other personnel necessary to responsibly operate Solano Paratransit.

##### **IV. HOURS AND DAYS OF OPERATION, SERVICE AREA, AND CHANGES IN SERVICE**

FAIRFIELD shall provide service in compliance with the federal and state requirements under the Americans with Disabilities Act and, thereby, providing service in a safe, professional, and courteous manner. Any additional services or changes in service, and any changes to the hours of operation or area served shall be presented to the STA Executive Director for review and approval prior to implementation.

**V. ELIGIBILITY DETERMINATION**

FAIRFIELD shall determine eligibility for Solano Paratransit services in compliance with the federal and state requirements under the Americans with Disabilities Act. Eligibility for Solano Paratransit services is based on a person's ability to use fixed route transit service. Residents of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and unincorporated areas of the county may apply for eligibility to use Solano Paratransit services. Any changes to the application process shall be presented to the STA Executive Director for review and approval prior to implementation.

**VI. ITEMS PROVIDED BY SOLANO TRANSPORTATION AUTHORITY**

STA shall provide FAIRFIELD 8 (eight) paratransit coaches equipped with two-way radios, fareboxes, and wheel chair lifts for use in Solano Paratransit service.

The paratransit coaches made available from STA to FAIRFIELD shall be classified as inventory and shall be used for Solano Paratransit service. FAIRFIELD shall account to the STA for the location and status of all STA provided coaches at any time upon request. Upon completion or termination of the Agreement, FAIRFIELD shall return the paratransit coaches to the STA with no deferred maintenance, damage, graffiti and ready for use in regular revenue service less reasonable wear and tear.

**VII. ITEMS PROVIDED BY FAIRFIELD**

FAIRFIELD shall provide all necessary personnel, facilities and equipment necessary for dispatch, maintenance, administration, recordkeeping, and reports required to operate the service.

**VIII. FAIRFIELD MAINTENANCE OF VEHICLES AND EQUIPMENT**

- a. FAIRFIELD shall perform all preventive maintenance and keep the vehicles and equipment in good and safe operating condition.

**IX. REPORTS; RECORDS; INSPECTIONS BY STA**

- a. FAIRFIELD shall collect data required for TDA, State Controllers Reports, reports necessary for the National Transit Database and all other data required by funding and regulatory agencies.

- b. Operating Reports: FAIRFIELD shall collect and submit by the fifth day of the following month to the STA operating data. The format of FAIRFIELD'S reports shall be subject to approval from STA. Such data shall include, but not be limited to, the following:
  - i. Reports submitted on a Monthly basis:
    - 1. Total monthly and daily ridership by jurisdiction of residence
    - 2. Total monthly vehicle hours and mileage by vehicle and separating paratransit from other specialized services such as DART.
    - 3. Total monthly ridership by use of lift, aide, or elderly passenger
    - 4. Total monthly and daily passenger revenue by fare type and separating paratransit from other specialized services such as DART.
    - 5. Percentage of monthly trips picked up on time
    - 6. Total monthly no-shows
    - 7. Total monthly denials (ADA and non-ADA related)
    - 8. Accidents (separated by collision/non-collision and preventable/non-preventable)
    - 9. A summary of operational problems, if any, including a critique and evaluation of the system and the service, trends on vehicle reliability and maintenance costs, and recommended corrective action(s) where appropriate
    - 10. Reports of actual expenditures showing comparisons with adopted budgets for the services
    - 11. Names of riders who are residents from the unincorporated areas of the County
  - c. Other Reports:
    - i. Accident Reports – Submitted to STA within one (1) business day for injury accidents, within three (3) business days for not-injury accidents. Telephone notification on all injury accidents shall be provided to STA and adjuster immediately.
    - ii. CHP Safety Compliance Reports – Submitted to STA within Two (2) business days after CHP submits said report(s) to FAIRFIELD.
    - iii. FTA NTD Reports – To be completed in compliance with STA requirements, including results of passenger mile/hour surveys performed by FAIRFIELD, to be submitted to STA before deadlines established by FTA.
      - 1. The methodology for NTD reports shall be acceptable to FTA.
  - d. State/Federal Reporting

FAIRFIELD shall prepare, submit, keep on file, and make available to STA all reports required by State and Federal authorities, to include as necessary those required by the California Transportation Development Act of 1971 and FTA.

e. Data

- i. FAIRFIELD agrees that all information required to be furnished by this agreement shall be free from proprietary restrictions. FAIRFIELD further agrees that all such data is public and in the public domain. FAIRFIELD agrees that all computer files associated with the data required pursuant to this agreement are the property of the STA and shall provide such files on disk upon request by the Executive Director, as well as upon termination of the agreement.

f. Financial Records/Separate Records

- i. FAIRFIELD shall maintain accurate and complete books, records, data and documents on generally accepted accounting principles in accordance with Uniform System of Accounts and records adopted by the State Controller pursuant to section 99243 of the Public Utilities Code and as required by MTC. Such records shall be kept in such detail and form so as to meet applicable local, State and Federal requirements.
- ii. A complete and separate set of books, accounts, and/or records shall be maintained by FAIRFIELD, which records shall show details of transactions pertaining to the management, maintenance, and operation of this service under the terms of this agreement. FAIRFIELD'S records shall be kept with sufficient detail to constitute an audit trail to verify that any and all costs charged to the system created by this agreement are in fact due to operations pursuant to this agreement, and not due to other operations by FAIRFIELD.

g. Access to Records

- i. STA, the Metropolitan Transportation Commission, any other agency responsible for funding or oversight of this operation, or any of their duly authorized representatives, shall have access to any books, documents, papers, and records of the FAIRFIELD which are directly pertinent to this agreement, for the purpose of making audit, examination, excerpts, and transcriptions of FAIRFIELD'S files. FAIRFIELD shall maintain all these records for a period of at least four (4) years following contract closeout to allow for audits, examinations, excerpts and transcriptions of FAIRFIELD'S files.

**X. TELEPHONE INFORMATION SERVICE**

FAIRFIELD shall provide telephone customer information service to the public during all hours of system revenue service operation, Monday through Saturday. FAIRFIELD will ensure STA has up-to-date information on Solano Paratransit to ensure customer service provided by STA is accurate.

FAIRFIELD and STA shall also mutually establish processes and standards for responses to complaints and inquires.

**XI. DRIVER UNIFORMS/DRESS CODE/APPEARANCE/COURTESY**

FAIRFIELD shall provide uniforms for all drivers and shall enforce an appearance code.

FAIRFIELD shall supervise all drivers to the end that they are courteous to all patrons at all times and respond to patrons' questions regarding use of the transit system or connecting systems accurately.

**XII. FARE REVENUE HANDLING**

All cash shall go into the farebox without being handled by the driver. FAIRFIELD shall remove cashboxes from buses and empty their contents into the revenue storage units every night, storing said units at a secure location (equipped with functioning security system).

**XIII. DRUG AND ALCOHOL TESTING COMPLIANCE**

FAIRFIELD shall comply with all applicable drug and alcohol-testing requirements as established by FTA or by other State or Federal agencies.

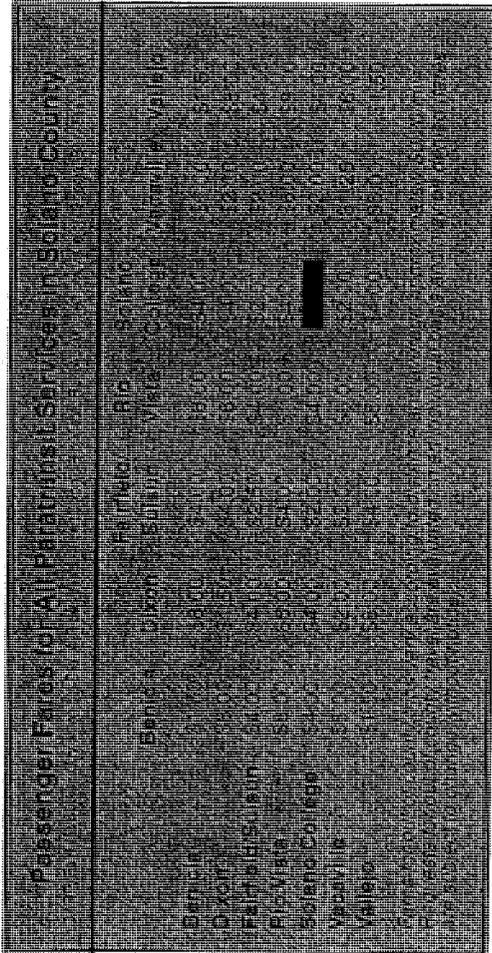
**XIV. COMMUNITY RELATIONS**

FAIRFIELD shall undertake the community outreach program to sustain and maintain good rapport with the public, including but not limited to: 1) printing informational brochures in a timely manner and providing an adequate supply to the STA for outreach and customer service; and 2) maintaining Solano Paratransit service information on-line and ensuring changes are made in a timely manner.



## Passenger Fares

Fares are collected at time of boarding the bus and range from \$1.25 to \$8.00. Fares may be paid using cash or Solano Paratransit Tickets only. No other fare payment is accepted.



## Buying Solano Paratransit Ticket Booklets

A multi-ride ticket booklet is available for use on Solano Paratransit from the driver on the bus or at Fairfield City Hall for \$15.00. Ticket booklets may be purchased using cash or a check (payable to: City of Fairfield), and are good until used. They do not have an expiration date. Tickets are also available for other paratransit operators in Solano County. Information and availability may be obtained by calling the appropriate phone number below.

## How to Travel Within Each City in Solano County

Because Solano Paratransit only operates between the cities of Solano, persons requesting paratransit service within a city must call one of the following numbers:

Benicia	(707) 748-0808	Rio Vista	(707) 374-5706
Dixon	(707) 678-5020	Vacaville	(707) 449-6000
Fairfield/Suisun	(707) 429-2400	Vallejo	(707) 649-1999

## Solano Paratransit Is Provided by the Solano Transportation Authority

Solano Paratransit is provided by the Solano Transportation Authority (STA), the countywide transportation planning agency. Because the STA does not operate any transit service, it has contracted with Fairfield/Suisun Transit to manage the program using wheelchair-lift-equipped handicapped accessible vans.

## Brochure Available In Other Formats

The information in this brochure is available in other formats (larger print, braille or audio tape) and may be obtained by contacting the Solano Paratransit administrative office.

# SOLANO PARATRANSIT

### Mailing Address:

2000 Cadenasso Drive  
Fairfield, CA 94533

Administrative Office  
2000 Cadenasso Drive  
Fairfield, CA 94533

(707) 428-7635  
FAX (707) 426-3298

## Scheduling Trips (707) 429-2400

# SOLANO PARATRANSIT

## Intercity

## Door-To-Door

## Transportation

## for

## Persons With

## Disabilities

Provided By The  
Solano Transportation Authority  
and

Operated by Fairfield/Suisun Transit

Revised January 2, 2004

## **Solano Paratransit**

Solano Paratransit is a countywide intercity door-to-door transportation service for residents of Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and unincorporated county areas who are transportation handicapped as defined by the Americans with Disabilities Act (ADA) of 1990. Any person who is unable to use regular general public fixed route transit services such as the Fairfield/Suisun Transit "Flyer" or Vacaville City Coach, is eligible for Solano Paratransit.

Residents of Benicia and Vallejo are not eligible for Solano Paratransit but may use a similar service called Vallejo/Benicia Run About for their travel needs. Call (707) 649-1999 for information.

## **Determining Eligibility**

Eligibility is determined through a relatively simple application process that asks a number of short answer or "check the box" type questions. These questions are designed to help us understand the applicants ability to use regular fixed route transit service. If a person is found unable to use fixed route service they are eligible. If they are found capable of using fixed route service they are not eligible.

## **Obtaining Applications**

Residents of Dixon, Fairfield, Rio Vista, Suisun City and unincorporated county areas may receive an application through the mail by calling (707) 428-7590, or may pick one up at the Administrative Office of Fairfield/Suisun Transit, 744 Empire Street, Suite 216, Fairfield, CA 94533. Vacaville residents must contact the City of Vacaville at (707) 449-5170 for applications.

Applications are also available at several medical and social service program sites throughout the county.

## **Application Process**

Applications are processed as follows:

1. Received at administrative office.
2. Reviewed for completeness and eligibility each Wednesday.
3. Letter of eligibility or ineligibility sent to applicant following Monday.

Eligibility for service is effective when the letter is sent. If the application is incomplete we will attempt to contact the applicant on each of the following three Wednesdays. If after the third attempt we still do not have a complete application, it will be returned to the applicant with no action taken.

## **Requesting A Trip Call (707) 429-2400**

After a person has become eligible for Solano Paratransit they may request a trip up to 7 days in advance (requests for next day service must be made by 5:00 p.m. the previous day and same day requests will be honored if space is available). Call (707) 429-2400 to request a trip and have the following information:

1. Name of person needing service.
2. Where they want to be picked up.
3. Where they want to go.
4. What time they need to be there.
5. If a return trip is needed and when.
6. If a wheelchair will be used.
7. If an attendant or companion will accompany the person.

All trips are scheduled based upon a 15 minute "window" of time. For example a typical pick-up time would be stated as 9:00 to 9:15 a.m.

Therefore the passenger should be ready to board the bus as early as 9:00 a.m. and expect the bus no later than 9:15 a.m. Because other persons have been scheduled for the 9:15 to 9:30 a.m. time slot it is important no delays occur. If the person is not ready within the 15 minute window the bus will depart without them and return when it can.

## **Cancelling or Changing Trips**

If a trip needs to be cancelled or changed, the passenger should call the scheduler as soon as possible.

## **Hours and Days of Operations**

Solano Paratransit operates from 7:00 a.m. to 7:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday. No service is provided on Sundays or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

## **Attendants and Companions**

Eligible persons may be accompanied by an attendant or a companion. Attendants are persons who must accompany the passenger, while companions are not. Attendants do not have to pay a fare, but companions do and may only ride if space is available.

## **Out-Of-County Travel**

Although the primary purpose of Solano Paratransit is to provide service within Solano county, eligible persons may also travel to locations in nearby counties. However, these requests are evaluated on an individual basis and may not be approved.

## Exhibit C: ESTIMATED FUNDING SHARES FOR SOLANO PARATRANSIT

	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10
<b>Total Cost Revenues</b>	<b>499,453</b>	<b>520,826</b>	<b>544,060</b>	<b>567,223</b>	<b>591,582</b>
Fares	21,098	21,520	21,950	22,389	22,837
<b>Total Revenues</b>	<b>21,098</b>	<b>21,520</b>	<b>21,950</b>	<b>22,389</b>	<b>22,837</b>
<b>Net Subsidy Required</b> (cost minus revenues)	<b>478,355</b>	<b>499,306</b>	<b>522,110</b>	<b>544,834</b>	<b>568,745</b>
<b>TDA Subsidy Shares<sup>1,2</sup></b>					
Dixon	\$29,180	30,458	31,849	33,235	34,653
Fairfield	\$191,151	199,523	208,635	217,716	227,273
Rio Vista	\$9,615	10,036	10,494	10,951	11,432
Suisun City	\$45,683	47,684	49,861	52,032	54,315
Vacaville	\$175,126	182,796	191,144	199,484	208,217
County of Solano	\$27,601	28,810	30,126	31,497	32,917
<b>Total Subsidy Shares</b>	<b>478,356</b>	<b>499,306</b>	<b>522,110</b>	<b>544,834</b>	<b>568,745</b>

**Notes:**

1 Based on population, trips, and mileage share formula adopted in June 2002. Subsidy shares will be calculated annually to update costs, fare revenue, population, and trip factors. The mileage factor will be calculated not more frequently than once every two years.

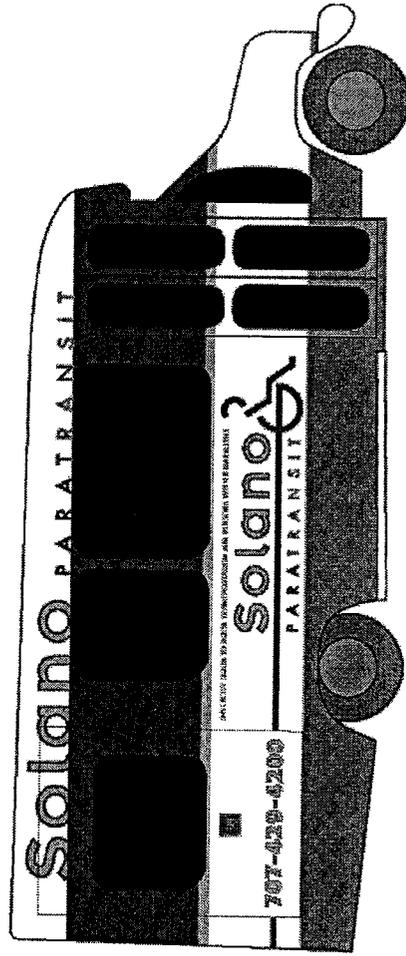
2 For purposes of this estimate, the relative funding shares are assumed to remain constant over the five year period.

SOLANO PARATRANSIT LOGO CONCEPT 1.3  
20 June 2005

Solano  
PARATRANSIT

**Solano**  
PARATRANSIT

INTERCITY  
DOOR-TO-DOOR  
TRANSPORTATION  
for Persons with Disabilities  
**707-429-4200**





DATE: July 1, 2005  
TO: STA Board  
FROM: Jennifer Tongson, Assistant Project Manager  
RE: Solano Travel Safety Plan, Phase 1

**Background:**

The original Solano Travel Safety Plan was completed by the STA in December 1998 and identified the 40 local intersections in Solano County with the highest accident rates (per million vehicles entering intersection). The Solano Travel Safety Plan also evaluated the accident rates on freeway segments, and pedestrian and bicycle accident data in Solano County.

The 1998 Solano Travel Safety Plan provided a valuable tool for identifying safety projects and programs in Solano County and recommended funding strategies for specific projects and programs based upon the criteria for applicable funding sources. The Travel Safety Plan has been used to identify projects for Federal STP/CMAQ funds, State Highway Operations and Protection Program (SHOPP) funds and Hazard Elimination System (HES) funds.

In October 2004, the STA awarded Korve Engineering a contract to update the 1998 Travel Safety Plan. STA and the consultant have worked with city and county public works staffs, police and sheriff departments, the California Highway Patrol (CHP), and Caltrans to collect accident data for Solano County's local streets and highways.

In May, the STA Board approved initiation of Phase 2 of the Travel Safety Plan, known as the Safe Routes to Schools/Safe Routes to Transit Study.

**Discussion:**

Last month, a draft of the Solano Travel Safety Plan was presented to the Solano Links Transit Consortium and the TAC for review. The TAC requested that the criteria for establishing the list of local intersection accident rates be included as part of the study, and recommended that the item be brought back for the next TAC meeting. After reexamining the criteria for establishing the list of local intersection accident rates, it was determined that accidents occurring within a distance of 100' from the intersection would be used to determine the priority for local intersections. The list was reevaluated based on the established limits.

Other comments regarding specific local intersections and improvement projects that were received from the local jurisdictions were evaluated and incorporated into the study. Methodologies for evaluating data for local intersections, highways, and bicycle and pedestrian accident rates were also incorporated into the study.

The TAC reviewed and unanimously approved the revised Solano Travel Safety Plan at their June 29<sup>th</sup> meeting. The TAC commented that comparing the local intersection accident rates to

statewide accident rates for similar intersection types would provide a more exact evaluation. It was agreed that the Phase I Study will serve as a preliminary analysis of raw accident data to compare accident rates along local intersections that were identified by the individual jurisdictions. Phase 2 of the study will expand on the findings of Phase 1 by evaluating and comparing local intersection accident rates by intersections of similar type.

**Recommendation:**

Approve the final Solano Travel Safety Plan – Phase 1.

Attachment:

A. Final Solano Travel Safety Plan, dated July 13, 2005.

# SOLANO TRAVEL SAFETY PLAN

**ENGINEERING**

**ENFORCEMENT**

**EDUCATION**

**JULY 13, 2005**



*Solano Transportation Authority*



## ACKNOWLEDGEMENTS

Solano Transportation Authority:

STA – Daryl Halls  
STA – Andrew Fremier  
STA – Dan Christians  
STA – Jennifer Tongson

Contacts:

Caltrans – Nicolas Endrawos  
California Highway Patrol – Michael Lowry  
City of Benicia – Dan Schiada  
City of Dixon – Jason Riley  
City of Fairfield – Trudy Ball, Mike Duncan  
City of Rio Vista – Felix Ajayi, Brent Salmi  
City of Suisun City – Lee Evans  
City of Vacaville – Gian Aggarwal  
City of Vallejo – Theresa Peterson  
Solano County – Paul Wiese, Susan White

Consultants:

Korve Engineering – Bill Burton  
Korve Engineering – Geoff Rubendall

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## 1.0 INTRODUCTION

### 1.1 PURPOSE OF TRAVEL SAFETY PLAN

The purpose of the Solano Travel Safety Plan is to identify travel safety deficiencies in Solano County and recommend a program of cost-effective travel safety programs and projects. The Safety Plan includes a funding strategy for each proposed program or project that addresses the criteria for the applicable funding sources.

In 1998, The Solano Transportation Authority (STA) led a Travel Safety Committee to report the safety related problems in Solano County. With help from Korve Engineering and Grandy & Associates, a Safety Plan was published. This report is an update of that project, with additional updated analysis of highway, local street and bicycle/pedestrian accident rates in the County.

### 1.2 TRAVEL SAFETY PLAN PROCESS

The Travel Safety Plan was developed through the cooperative efforts of the Solano Transportation Authority and Korve Engineering with the help of the following agencies and jurisdictions:

- California Department of Transportation;
- California Highway Patrol;
- City of Benicia;
- City of Dixon;
- City of Fairfield;
- City of Rio Vista;
- City of Suisun City;
- City of Vacaville;
- City of Vallejo; and
- Solano County.

### 1.3 TRAVEL SAFETY PLAN FRAMEWORK

Traditional methods for addressing travel safety deficiencies involve education, engineering and/or enforcement programs. The opportunity to establish travel safety education programs at the county level is somewhat limited, as the state and local school districts typically address travel safety education for motorists. Several local school districts have developed joint programs (i.e. transportation, enforcement, and education professionals) to provide travel safety programs for school children. Engineering solutions for safety problems encompass a wide range of improvements including wider shoulders, guardrails, median barriers, traffic signal improvements, removal of obstacles, improved lighting, sidewalks, pedestrian crossing improvements, reconfiguration of roadways and intersections, rail safety improvements, etc. Enforcement programs address the primary factors in most accidents such as speeding, improper lane changes or turns, driving under the influence and improperly yielding the right-of-way.

## 2.0 EVALUATION OF TRAVEL SAFETY DATA

### 2.1 ACCIDENT DATA FOR LOCAL INTERSECTIONS

The following analysis of intersection accident data for the calendar years 1998 through 2003 and a portion of 2004 is based on a review of accident rates per million entering vehicles (MEV). Table 1 provides the total number of accidents at identified intersections for each of the calendar years and resulting average accident rate per MEV. Figure 1 shows the location of these intersections. The intersections are listed in descending order of their respective accident rates.

In order to select the study intersections, a letter was sent to each jurisdiction with the intersections included in the 1998 Report, and each jurisdiction was asked to add any intersections which have high accident volumes or were perceived as unsafe for vehicles, pedestrians, and/or bicycles.

An initial examination of the 65 intersections revealed that recent improvements had been installed at five intersections and funding is programmed for improvements at another two locations. A comprehensive assessment of the traffic accident data was performed for all 65 intersections to identify accident patterns.

At the time of the original plan produced in 1998, no intersections were identified in the Cities of Rio Vista or Vacaville. As a result of discussions between city officials and STA staff, a list of intersections in Vacaville and Rio Vista were added to the list of intersections to be evaluated.

#### 2.1.1 METHODOLOGY

The intersection accident rates were calculated based on a standardized set of parameters determined by coordination between STA and Korve staff. Accidents occurring at 100 feet or closer to an intersection were included in the accident rate calculation. One hundred feet was established as a standardized distance to be used at all intersections to capture the great majority of accidents which occurred at the selected locations. All accident data, with the exception of Fairfield, was taken from SWITRS reports between 1999 and 2004. Fairfield accidents were compiled using Crossroads, a local program implemented by the Fairfield Police Department and the Fairfield Public Works Department. It has been determined that the difference in SWITRS and Crossroads data is negligible and both databases provide sufficient consistent data for this safety analysis.

TABLE 1: INTERSECTION ACCIDENT RATES

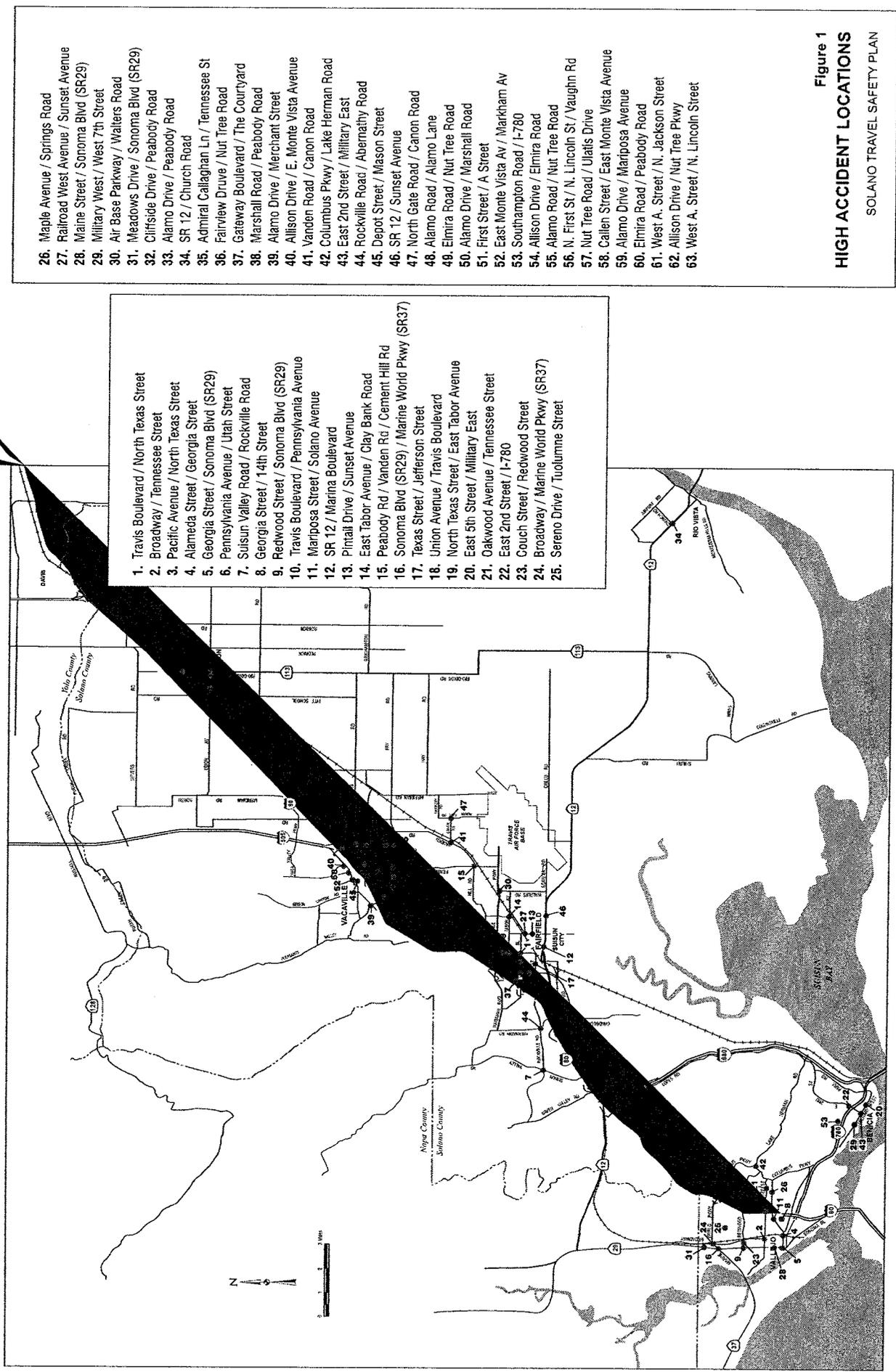
	INTERSECTION	AGENCY	'98	'99	'00	'01	'02	'03	'04	ACCIDENT RATE <sup>1</sup>
1	Travis/North Texas	Fairfield	11	18	22	23	10	18	n/a	1.22
2	Broadway/Tennessee	Vallejo	6	13	8	14	10	10	11	1.21
3	Pacific/North Texas	Fairfield	11	13	19	10	17	11	n/a	1.13
4	Alameda/Georgia	Vallejo	5	5	2	2	3	12	2	1.11
5	Georgia/Sonoma	Vallejo	7	7	6	7	6	4	1	1.04
6	Pennsylvania/Utah	Fairfield	7	7	17	5	6	0	n/a	1.00
7	Suisun Valley/Rockville	Solano Co.	n/a	n/a	3	4	10	3	4	0.97
8	Georgia/14 <sup>th</sup>	Vallejo	6	5	5	3	3	7	2	0.96
9	Redwood/Sonoma	Vallejo	12	14	12	12	12	11	6	0.96
10	Travis/Pennsylvania	Fairfield	6	26	12	11	18	15	n/a	0.94
11	Mariposa/Solano	Vallejo	12	2	4	5	2	1	3	0.90
12	SR 12/Marina	Suisun City	7	12	14	14	15	8	9	0.90
13	Pintail/Sunset	Suisun City	10	10	5	4	4	9	2	0.88
14	East Tabor/Clay Bank	Fairfield	7	3	9	4	8	9	n/a	0.87
15	Peabody/Vanden/Cement Hill <sup>2</sup>	Fairfield	9	9	4	6	5	7	n/a	0.86
16	Sonoma (SR 29)/Marine World (SR 37)	Vallejo	21	20	30	18	14	14	16	0.85
17	Texas/Jefferson	Fairfield	7	6	7	5	6	4	n/a	0.84
18	Union/Travis	Fairfield	7	2	14	10	6	16	n/a	0.83
19	North Texas/East Tabor	Fairfield	16	7	12	13	18	6	n/a	0.82
20	East 5th/Military East	Benicia	8	6	6	2	6	2	n/a	0.75
21	Oakwood/Tennessee	Vallejo	4	7	2	4	4	4	3	0.75
22	East 2nd/I-780	Benicia	12	6	11	5	7	4	n/a	0.73
23	Couch/Redwood	Vallejo	8	2	6	8	5	6	0	0.73
24	Broadway/Marine World	Vallejo	19	11	11	16	14	11	6	0.68
25	Sereno/Tuolumne	Vallejo	9	7	3	3	5	6	0	0.64
26	Maple/Springs	Vallejo	3	7	4	4	3	4	4	0.61
27	Railroad/Sunset	Suisun City	8	5	1	6	4	3	2	0.60
28	Maine/Sonoma	Vallejo	3	1	5	3	1	6	3	0.58
29	Military West/West 7th	Benicia	4	5	5	3	4	5	n/a	0.57
30	Air Base/Walters	Fairfield	6	4	8	13	12	8	n/a	0.56
31	Meadows/Sonoma	Vallejo	8	3	8	2	10	5	6	0.53
32	Cliffside/Peabody	Vacaville	n/a	3	3	5	6	1	1	0.51
33	Alamo/Peabody	Vacaville	n/a	3	6	8	8	10	3	0.49
34	SR 12/Church	Rio Vista	n/a	0.47						
35	Adm. Callaghan/Tennessee	Vallejo	4	4	2	2	3	3	2	0.44
36	Fairview/Nut Tree	Vacaville	n/a	2	1	1	2	4	0	0.43
37	Gateway/Courtyard	Fairfield	2	7	2	2	4	2	n/a	0.42
38	Marshall/Peabody	Vacaville	n/a	1	3	8	4	5	2	0.38
39	Alamo/Merchant	Vacaville	n/a	5	5	8	6	1	1	0.36
40	Allison/East Monte Vista	Vacaville	n/a	1	6	7	1	5	3	0.34
41	Vanden/Canon	Solano Co.	n/a	n/a	0	1	0	0	6	0.34
42	Columbus/Lake Herman	Vallejo	0	1	0	1	2	3	2	0.34
43	East 2nd/Military East	Benicia	10	3	0	3	7	2	n/a	0.31

DRAFT – SOLANO TRAVEL SAFETY PLAN

INTERSECTION		AGENCY	'98	'99	'00	'01	'02	'03	'04	ACCIDENT RATE <sup>1</sup>
44	Rockville/Abernathy	Solano Co.	n/a	n/a	0	1	2	1	4	0.31
45	Depot/Mason	Vacaville	n/a	0	3	8	5	3	4	0.30
46	SR 12/Sunset	Suisun City	3	9	4	3	1	6	0	0.30
47	Northgate/Canon	Solano Co.	n/a	n/a	0	2	0	2	0	0.26
48	Alamo Rd/Alamo Ln	Vacaville	n/a	2	3	4	1	1	1	0.25
49	Elmira/Nut Tree	Vacaville	n/a	4	2	3	6	2	0	0.25
50	Alamo/Marshall	Vacaville	n/a	0	1	5	4	3	1	0.23
51	First/A Street	Dixon	0	3	0	3	0	2	n/a	0.22
52	East Monte Vista/Markham	Vacaville	n/a	3	0	1	4	3	1	0.22
53	Southampton/I-780	Benicia	1	5	3	2	1	0	n/a	0.21
54	Allison/Elmira	Vacaville	n/a	1	5	3	3	0	1	0.21
55	Alamo/Nut Tree	Vacaville	n/a	1	2	4	2	0	1	0.19
56	First/Lincoln/Vaughn	Dixon	2	0	0	2	0	2	n/a	0.18
57	Nut Tree/Ulatis	Vacaville	n/a	0	2	2	3	1	2	0.18
58	Callen/East Monte Vista	Vacaville	n/a	1	1	1	0	3	0	0.17
59	Alamo/Mariposa	Vacaville	n/a	1	2	1	2	0	1	0.15
60	Elmira/Peabody	Vacaville	n/a	2	0	2	1	2	3	0.14
61	West A St/N. Jackson	Dixon	0	0	0	2	0	1	n/a	0.13
62	Allison/Nut Tree	Vacaville	n/a	1	4	0	1	0	2	0.10
63	West A St/N. Lincoln	Dixon	2	0	0	0	0	0	n/a	0.09

<sup>1</sup>Accidents per million entering vehicles

<sup>2</sup>Peabody/Vanden and Peabody/Cement Hill were realigned to form one four-way intersection in September 2000



1. Travis Boulevard / North Texas Street
2. Broadway / Tennessee Street
3. Pacific Avenue / North Texas Street
4. Alameda Street / Georgia Street
5. Georgia Street / Sonoma Blvd (SR29)
6. Pennsylvania Avenue / Utah Street
7. Suisun Valley Road / Rockville Road
8. Georgia Street / 14th Street
9. Redwood Street / Sonoma Blvd (SR29)
10. Travis Boulevard / Pennsylvania Avenue
11. Mariposa Street / Solano Avenue
12. SR 12 / Marina Boulevard
13. Pintail Drive / Sunset Avenue
14. East Tabor Avenue / Clay Bank Road
15. Peabody Rd / Vanden Rd / Cement Hill Rd
16. Sonoma Blvd (SR29) / Marine World Pkwy (SR37)
17. Texas Street / Jefferson Street
18. Union Avenue / Travis Boulevard
19. North Texas Street / East Tabor Avenue
20. East 5th Street / Military East
21. Oakwood Avenue / Tennessee Street
22. East 2nd Street / I-780
23. Couch Street / Redwood Street
24. Broadway / Marine World Pkwy (SR37)
25. Sereno Drive / Tuolumne Street

26. Maple Avenue / Springs Road
27. Railroad West Avenue / Sunset Avenue
28. Maine Street / Sonoma Blvd (SR29)
29. Military West / West 7th Street
30. Air Base Parkway / Walters Road
31. Meadows Drive / Sonoma Blvd (SR29)
32. Cliffside Drive / Peabody Road
33. Alamo Drive / Peabody Road
34. SR 12 / Church Road
35. Admiral Callaghan Ln / Tennessee St
36. Fairview Drive / Nut Tree Road
37. Gateway Boulevard / The Courtyard
38. Marshall Road / Peabody Road
39. Alamo Drive / Merchant Street
40. Allison Drive / E. Monte Vista Avenue
41. Vanden Road / Canon Road
42. Columbus Pkwy / Lake Herman Road
43. East 2nd Street / Military East
44. Rockville Road / Abernathy Road
45. Depot Street / Mason Street
46. SR 12 / Sunset Avenue
47. North Gate Road / Canon Road
48. Alamo Road / Alamo Lane
49. Elmira Road / Nut Tree Road
50. Alamo Drive / Marshall Road
51. First Street / A Street
52. East Monte Vista Av / Markham Av
53. Southampton Road / I-780
54. Allison Drive / Elmira Road
55. Alamo Road / Nut Tree Road
56. N. First St / N. Lincoln St / Vaughn Rd
57. Nut Tree Road / Ulatis Drive
58. Callen Street / East Monte Vista Avenue
59. Alamo Drive / Mariposa Avenue
60. Elmira Road / Peabody Road
61. West A. Street / N. Jackson Street
62. Allison Drive / Nut Tree Pkwy
63. West A. Street / N. Lincoln Street

**Figure 1**  
**HIGH ACCIDENT LOCATIONS**  
 SOLANO TRAVEL SAFETY PLAN

## 2.2 ACCIDENT DATA FOR HIGHWAYS

The following analysis of freeway accident data for the calendar years 1998 through 2003 is based on a review of accident rates per million vehicle miles (MVM) for 13 freeway segments in Solano County. Caltrans supplied TASAS data to be used for this analysis. Table 2 provides the total number of accidents for each of the calendar years, the resulting average accident rate per MVM and the average statewide accident rates for similar segments of roadways. Figure 2 shows the freeway segments that were studied. The segments are listed in descending order of their respective accident rates. The last column refers to the statewide average accident rate of highways with the same characteristics, such as number of lanes, average daily vehicles, etc.

**TABLE 2: FREEWAY ACCIDENT RATES – ACCIDENTS PER MILLION VEHICLE MILES**

#	ROUTE	SEGMENT	'98	'99	'00	'01	'02	'03	ACCIDENT RATE <sup>1</sup>	STATE AVERAGE RATE <sup>2</sup>
1	SR-12	I-80 to Walters Road	95	90	119	109	101	71	<b>1.45</b>	<b>1.61</b>
2	SR-12	Napa County Line to I-80	41	46	38	51	43	27	<b>1.33</b>	<b>1.33</b>
3	I-80	Carquinez Bridge to SR-37	231	222	349	387	396	303	<b>1.28</b>	<b>1.04</b>
4	SR-37	Sonoma County Line to I-80	125	129	162	156	140	114	<b>0.93</b>	<b>1.24</b>
5	SR-12	Walters Road to Rio Vista	72	59	64	88	92	77	<b>0.86</b>	<b>0.96</b>
6	I-80	Red Top to North Texas	250	296	417	524	625	497	<b>0.86</b>	<b>0.93</b>
7	SR-113	I-80 to SR-12	27	32	31	45	49	42	<b>0.75</b>	<b>1.05</b>
8	I-780	I-80 to I-680	83	60	84	108	116	92	<b>0.74</b>	<b>0.92</b>
9	I-80	SR-37 to Red Top	130	128	120	168	176	157	<b>0.65</b>	<b>0.64</b>
10	I-80	N. Texas to Alamo	105	115	116	149	186	148	<b>0.58</b>	<b>0.81</b>
11	I-680	Benicia Bridge to I-80	111	96	152	172	194	129	<b>0.56</b>	<b>0.79</b>
12	I-80	Alamo to SR-113	276	291	348	406	423	347	<b>0.48</b>	<b>0.75</b>
13	I-505	Yolo County Line to I-80	22	20	15	43	36	40	<b>0.38</b>	<b>0.52</b>

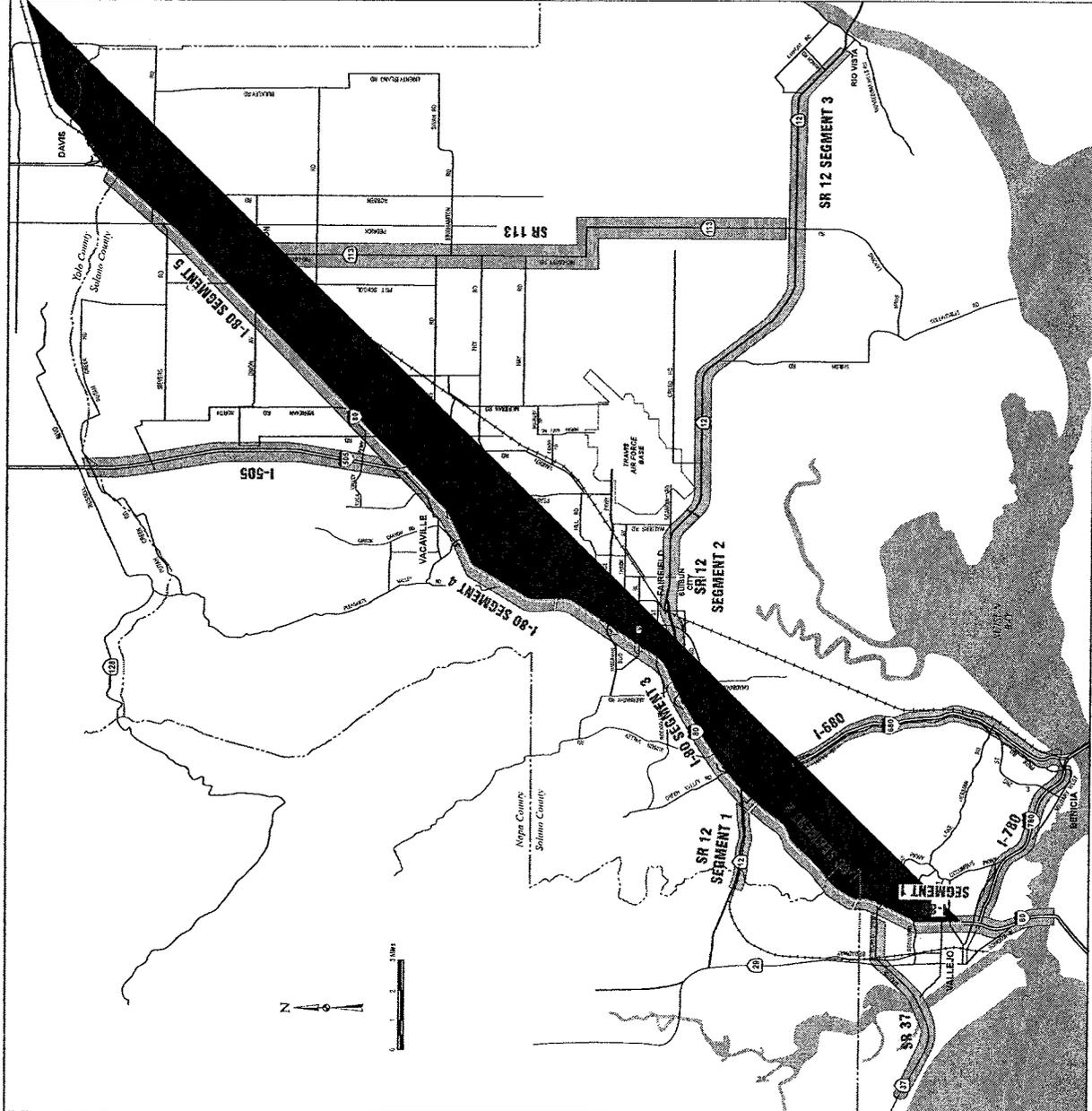
<sup>1</sup>Accidents per million vehicle miles

<sup>2</sup>For similar facilities

A review of the freeway accident rates indicates that I-80 from Carquinez Bridge to SR 37 is the only freeway segment that experiences an average accident rate that is substantially higher than the average statewide accident rates for similar facility types.

The portion of I-80 between the Carquinez Bridge and SR 37 has experienced a general increase in accidents from calendar year 1998 to the present, with the exception of the 2003 calendar year. The average accident rate for 2003 for the I-80 Segment between the Carquinez Bridge and SR 37 was 1.28, which is approximately 23% higher than the statewide average of 1.04 for a similar facility. The primary accident types reported on this segment between 1998 and 2003 included rear end accidents (53%), sideswipe accidents (21%), and fixed object accidents (19%). Primary collision factors reported included unsafe speed (44%), improper turns (13%), and following too closely (8%).

All other segments analyzed were found to have lower than average accident rates when compared to other roadways in the state with a similar classification. The most common types of collisions were rear-ends and collisions with fixed objects. Table 3 summarizes the percentages of each type of accident for each segment. Types of accidents not included in Table 3 were head-on collisions and pedestrian-auto collisions due to the infrequency of both types.



Freeway Segments Ranked by Accident Rate		
ROUTE (SEGMENT)	ACCIDENT RATE	
1. SR 12 Segment 2 (I-80 to Walters Road)	1.45	
2. SR 12 Segment 1 (Napa County Line to I-80)	1.33	
3. I-80 Segment 1 (Carquinez Bridge to SR 37)	1.28	
4. SR 37 (Sonoma County Line to I-80)	0.93	
5. SR 12 Segment 3 (Walters Road to Rio Vista)	0.86	
6. I-80 Segment 3 (Red Top Rd to N. Texas St)	0.86	
7. SR 113 (I-80 to SR 12)	0.75	
8. I-780 (I-80 to I-680)	0.74	
9. I-80 Segment 2 (SR 37 to Red Top Rd)	0.65	
10. I-80 Segment 4 (N. Texas St to Alamo Dr)	0.58	
11. I-680 (Benicia Bridge to I-80)	0.56	
12. I-80 Segment 5 (Alamo Dr to SR 113)	0.48	
13. I-505 (Yolo County Line to I-80)	0.38	

Figure 2  
**FREWAY SEGMENTS**  
 SOLANO TRAVEL SAFETY PLAN

TABLE 3: TYPES OF COLLISIONS

#	ROUTE	SEGMENT	SIDESWIPE	REAR END	FIXED OBJECT
1	SR 12	I-80 To Walters Road	7%	65%	10%
2	SR 12	Napa C.L. to I-80	9%	46%	20%
3	I-80	Carquinez Bridge to SR 37	21%	53%	19%
4	SR 37	Sonoma C.L. to I-80	16%	42%	19%
5	SR 12	Walters Road to Rio Vista	11%	31%	25%
6	I-80	Red Top to N. Texas	14%	61%	18%
7	SR 113	I-80 to SR 12	9%	15%	30%
8	I-780	I-80 to I-680	14%	26%	47%
9	I-80	SR 37 to Red Top	19%	27%	41%
10	I-80	N. Texas to Alamo	19%	34%	36%
11	I-680	Benicia Bridge to I-80	17%	35%	38%
12	I-80	Alamo to SR 113	15%	26%	47%
13	I-505	Yolo C.L. to I-80	5%	18%	53%
<b>TOTAL FOR SOLANO COUNTY</b>			<b>16%</b>	<b>42%</b>	<b>29%</b>

## 2.3 PEDESTRIAN AND BICYCLE ACCIDENT DATA

The following analysis of pedestrian and bicycle accident data for the calendar years 1998 through 2004 is based primarily on a review of accident rates by population. Table 4 provides a summary of the average number of accidents in each jurisdiction over the six-year period and the resulting average rate per 1,000 persons.

### 2.3.1 METHODOLOGY

The total number of pedestrian and bicycle accidents were collected from each jurisdiction based on SWITRS data or a similar local accident database. The total number of pedestrian accidents reported in each city was compared to the most recent population measurement and an accident rate was calculated. This procedure was duplicated for bicycle accidents.

TABLE 4: PEDESTRIAN AND BICYCLE ACCIDENT RATES – YEARLY AVERAGE PER 1,000 POPULATION

JURISDICTION	POPULATION <sup>1</sup>	PEDESTRIAN ACCIDENTS		BICYCLE ACCIDENTS	
		ANNUAL AVERAGE	ANNUAL RATE	ANNUAL AVERAGE	ANNUAL RATE
Benicia	27,323	6.4	0.23	5.0	0.18
Dixon	17,179	3.3	0.19	3.7	0.22
Fairfield	105,026	37.3	0.36	39.2	0.37
Rio Vista	6,837	1.8	0.26	2.6	0.38
Solano County	19,700	1.8	0.09	2.7	0.14
Suisun City	27,716	6.9	0.25	4.0	0.14
Vacaville	96,735	13.0	0.13	22.3	0.23
Vallejo	121,221	47.2	0.39	35.2	0.29

<sup>1</sup>Population from Department of Finance, 2005

### 3.0 RECOMMENDED SAFETY REMEDIATION MEASURES

#### 3.1 SAFETY PROJECTS AT LOCAL INTERSECTIONS

A number of safety projects have either been implemented or are planned for implementation in Solano County at the 65 study intersections. These projects provide a foundation for this Safety Plan to build upon. The following is a list of the projects that have been implemented or are currently planned.

##### Safety Improvements that were Recently Installed by Agencies:

###### *Benicia*

- East 2<sup>nd</sup>/I-780 – New traffic signal installed
- East 2<sup>nd</sup>/Military East – Traffic signal modifications
- Military West – Lighted crosswalk for Benicia H.S.

###### *Dixon*

- Pitt School Rd/A Street – Multi-way stop installed (1998)
- First/A Street – Traffic signal installed (2004)
- West A Street/N. Lincoln – Traffic signal installed

###### *Fairfield*

- East Tabor Avenue – Traffic calming radar speed display signs
- Gateway/Travis – Red light photo enforcement project
- City-wide traffic signal pre-emption program
- North Texas/Travis – Median islands and additional channelization installed
- Pennsylvania/Utah – Signal modified to include protected left turn phases on Pennsylvania

###### *Rio Vista*

- SR12/Hillside Terrace – Marked as a school crossing
- SR12/Gardiner Way – In-ground lights were installed in the crosswalk

###### *Vacaville*

- City-wide school safety improvements projects

###### *Vallejo*

- Georgia/Sonoma – Signal modified to include protected left turn phases.
- Georgia/Alameda – Installation of R10-12 signs “Left Turn Yield on Green.”
- Traffic signals installed at the following 14 intersections.
  - Columbus/Lake Herman;
  - Sonoma (SR 29)/Marine World (SR 37);
  - Couch/Valle Vista;
  - Redwood/Sonoma;
  - Broadway/Sonoma;
  - Mariposa/Solano;
  - Couch/Redwood;
  - Georgia/14<sup>th</sup>;
  - Oakwood/Tennessee;
  - Meadows/Sonoma;
  - Sereno/Tuolumne;
  - Admiral Callaghan/Tennessee;
  - Maple/Springs; and
  - Maine/Sonoma.

Local Safety Improvements that are Funded but not yet Installed:

*Benicia*

- Military West – Traffic signal installation at Benicia H.S. (design underway)
- First Street – Streetscape and parking improvements (design underway)

*Fairfield*

- Travis/Union – Additional free right turn, NB Union to EB Travis
- East Tabor/Clay Bank – Traffic signal installed

*Solano County*

- Rockville/Abernathy – A roundabout is being constructed

*Vallejo*

- Tennessee/Broadway – Signal modified to include protected left turn phases on northbound and southbound Broadway (currently being constructed)
- Tennessee/Tuolumne – Signal modified to include protected left turn phases on northbound and southbound Tuolumne (currently being constructed)
- Georgia/Alameda – Grant application in review to install protected left turn phases

### 3.2 SAFETY-RELATED PROJECTS ON HIGHWAYS AND FREEWAYS

Caltrans has also installed projects in Solano County that would promote safer driving on Solano County highways and freeways. The following is a list of the projects located in Solano County that Caltrans has implemented or plans to implement in the next year.

*Highway 12*

- New median barrier between I-80 and Pennsylvania Avenue
- Soft median barrier and upgraded shoulder installed between Drouin Drive and Currie Drive
- Shoulder widening throughout Rio Vista

*Highway 29*

- New signal installed at Maritime Academy

*Highway 37*

- Concrete median barrier and widening east of Broadway

*Interstate 80*

- Rebuilt westbound off-ramp at Oliver Road
- Upgraded median barrier from West Texas to Yolo County and from American Canyon Road to I-680

*Interstate 505*

- Soft median barrier installed from I-80 to Yolo County

### 3.3 ONGOING CHP ENFORCEMENT PROGRAMS

The California Highway patrol has various programs and plans to encourage safe driving on California's highways. The CHP writes press releases each month focusing on the following topics:

- Safe and Proper Usage of seatbelts;
- Education and Prevention of Primary Collision Factors (i.e. speeding, following too closely, unsafe lane changes); and
- Vehicle Registration.

In order to enforce these issues, six days per month (two per issue) are selected to specifically enforce each issue. On these “special days” officers focus their patrols on drivers who violate these three common violations. In addition to these press releases, the following are programs the CHP implements to encourage safe driving in Solano County.

- Neighborhood Traffic Safety Program – The program focuses on officers and residents working together, in a cooperative effort to enhance public safety in their communities. Working together, residents and CHP personnel develop a strategic plan to reduce traffic violations and associated motor vehicle collisions. The program involves both education and enforcement, with a simple, but imperative objective; ensure communities are a safe place to drive and live.
- Community Response Team (CRT) – Three officers that split time between enforcement on unincorporated roads and working with neighborhood groups and schools in education efforts and engineering solutions to safety problems.
- DUI Team – Two officers assigned to work all CHP beats for DUI enforcement.
- State Route 12 Patrol – Permanent officer assigned daily to SR 12 for enforcement duty.
- Maintenance Zone Enhanced Enforcement Program (MAZEED) – Assistance provided by CHP to Caltrans on a reimbursable basis to patrol ongoing maintenance on state highway system.

Special CHP Enforcement Projects:

- Collision Reduction and Statewide Highway Enforcement Strategies (CRASHES) – One-time grant to provide additional enforcement on SR 12 through December of 1998.
- State Route 12 Task Force – Office of Traffic Safety (OTS) grant to prepare corridor strategy and provide one-time enforcement through December of 1999.
- County Roads Enforcement (CORE) Program – Federal grant to provide additional enforcement on unincorporated roads through December of 1998.
- DUI Checkpoints – Federal grant to provide for approximately three DUI checkpoints annually that are done jointly with local agencies.
- Construction Zone Enhanced Enforcement Program (COZEED) – Assistance provided by CHP to Caltrans on a reimbursable basis to patrol construction projects on state highway system.

The local police departments from each of the STA member agencies also have ongoing programs to address travel safety concerns. These programs vary but typically include enforcement and education components.

## 4.0 FUNDING

The following section, compiled by STA staff, identifies potential sources of funding that may be pursued to pay for safety-related improvements in Solano County.

#### 4.1 SURFACE TRANSPORTATION PROGRAM (STP)/CONGESTION MITIGATION AIR QUALITY PROGRAM (CMAQ)

The Intermodal Surface Transportation Efficiency Act (ISTEA), established in 1991, and the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), established in 1997, directed federal funds to projects and programs for a broad variety of transit, highway, and streets and roads projects. Surface Transportation Program (STP) funds are distributed through the Metropolitan Transportation Commission (MTC) for transit, highway, local road capital improvements, bicycle and pedestrian facilities, safety improvements, carpool and park and ride lots, surface transportation planning, Transportation for Livable Communities (TLC) projects, and transportation enhancement activities. Congestion Mitigation and Air Quality (CMAQ) funds are directed to transportation-related air quality improvement projects and programs in air quality non-attainment and maintenance areas that reduce transportation related emissions. Counties were provided a portion of these funds for local programming and both programs are anticipated to continue with the reauthorization of TEA-21.

#### 4.2 EASTERN SOLANO COUNTY CONGESTION MITIGATION AIR QUALITY PROGRAM (ECMAQ)

Solano County receives CMAQ funds from both the Bay Area region and the Sacramento region because it falls between the Bay Area and the Sacramento air basins. The Bay Area CMAQ funds are used to fund air quality improvement projects in the western portion of Solano County, and the Sacramento CMAQ funds are dedicated to projects in the eastern portion of the County, known as Eastern CMAQ (ECMAQ). Eastern CMAQ funds are only eligible to the cities of Dixon, Rio Vista, Vacaville, and the eastern portion of Solano County. Similar to the CMAQ program, the ECMAQ program funds projects in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the Federal Clean Air Act.

#### 4.3 TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM (TLC)

The Metropolitan Transportation Commission (MTC) administers funds for the Transportation for Livable Communities (TLC) program. The purpose of the program is to support community based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work and visit. The TLC program provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses.

#### 4.4 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

In addition to STP and CMAQ funds, Solano County receives State Transportation Improvement Program (STIP) funds based upon a population formula that provides each county an equitable “county share” of these funds. These funds have been typically used for major transportation projects including the Jepson Parkway, SR 37 improvements, the Vallejo Station, commuter rail stations and roadway rehabilitation projects.

Historically, Solano County received an average of \$10 million per year from the STIP as its county share of the RTIP. Due to the state budget problems, Solano County received

no new funds in the 2004 STIP. The 2004 STIP was primarily a reprogramming of projects remaining in the 2002 STIP. Additionally, ITIP funds that have been dedicated in the past to such projects as SR37, Jameson Canyon, I-80/I-680/SR 12 Interchange, and interstate projects have also been seriously curtailed and the SHOPP program is proceeding at about one third of previous levels. The future availability of STIP funds (RTIP, ITIP, and SHOPP) is dependent on the state budget and federal funding; however, a level of funding significantly exceeding the historical amounts for any of these programs does not appear likely.

#### 4.5 STATE HIGHWAY OPERATIONS AND PROTECTION PROGRAM (SHOPP)

The State Highway Operations and Protection Program (SHOPP) is the state-funding program used by Caltrans to maintain and operate state and federal highways in the state. The funds for the SHOPP are a combination of federal and state funds and share the same fund sources available for the State Transportation Improvement Program (STIP). Due to the necessity to operate and maintain existing infrastructure, the SHOPP is typically funded prior to determining the level of funding available for the STIP. SHOPP projects do not typically add capacity, but are designed to preserve existing infrastructure and correct safety deficiencies.

Every two years Caltrans prepares a list of proposed projects to include in the SHOPP. Each Caltrans District submits their proposed lists to Caltrans HQ and a master list for the state is prepared. The SHOPP program is fairly competitive since, like the STIP, funding is not available for all proposed projects.

The following is a partial list of some of the more significant projects for Solano County included in the Draft 2004 SHOPP:

- SR12 – Install median barrier between Chadbourne Road and Pennsylvania Avenue.
- SR12 – Scandia to Denverton roadway improvements and rehabilitation.
- SR12 – Denverton to Currie roadway improvements and rehabilitation.
- SR12 – Construct Truck Climbing Lane west of I-80.
- SR113 – East Chestnut to West H in Dixon, reconstruct roadway.
- I-80 – Upgrade cable median barrier from West Texas in Fairfield to Yolo County Line (install temporary K-rail on each side of oleanders).
- I-80 – Replace Ulatis Creek Bridge in Vacaville.
- I-80 – Rockville Road and West Texas Street, modify ramp and exit traffic signals.

#### 4.6 REGIONAL MEASURE 2 (RM2)

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll on the seven State-owned bridges in the Bay Area by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll corridors.

Solano County Capital Projects funded by RM2:

- Vallejo Station, \$28 Million;
- Solano County Express Bus Intermodal Facilities, \$20 Million;
- I-80/I-680 Interchange Improvements, \$100 Million;
- Capitol Corridor Improvements on I-80/I-680 Corridor, \$25 Million;
- Regional Express Bus North, \$20 Million; and
- Safe Routes to Transit, \$22.5 Million.

#### 4.7 TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 (TDA3)

Transportation Development Act (TDA) funding is generated by a ¼ cent tax on retail sales collected in California's 58 states. The Metropolitan Transportation Commission (MTC) administers this funding for each of the nine Bay Area counties with assistance from each of the county Congestion Management Agencies (i.e. Solano Transportation Authority). Two percent of the TDA funding generated, called TDA Article 3, is returned to each county from which it was generated for bicycle and pedestrian projects. Although the exact amount fluctuates every year, Solano County generally receives between \$210,000 to \$230,000.

#### 4.8 FEDERAL EARMARKS

In 1998, the STA received two federal earmarks for the Jepson Parkway and, in recent years, the STA has landed federal appropriations earmarks for the Vallejo Station and the Fairfield/Vacaville Rail Station. The I-80/I-680/SR 12 Interchange project and Jepson Parkway have been slated to receive earmarks (\$21 million and \$2 million, respectively) as part of the House version of the Federal Transportation Reauthorization bill currently in Congress. Due to the differences between the House, the Senate and the Administration for funding levels for the Federal Transportation Reauthorization bill, the proposed earmarks for the Interchange and Jepson Parkway are not certain. Additionally, our Congressional Representatives have indicated that future earmarks may be difficult to obtain without a significant commitment of non-federal, local funds to individual projects seeking federal earmarks.

#### 4.9 OFFICE OF TRAFFIC SAFETY PROGRAM (OTS)

The Business, Transportation, & Housing's (BT&H) Office of Traffic Safety program (OTS) distributes federal grant funding on a competitive basis to mitigate traffic safety program deficiencies, expand ongoing activity, or develop a new program to reduce deaths, injuries and economic losses resulting from traffic related collisions. Priority attention will be given to applications requesting funds for alcohol/drug enforcement and education programs, police traffic services, emergency medical services, traffic records

and tracking, roadway safety, seat belt enforcement and promotion, and pedestrian and bike safety programs.

Solano County OTS projects awarded for FY 2005:

- Fairfield, “Safe Passage”, Lidar speed signs on Air Base Parkway, \$61,500.
- Fairfield Police Department, \$342,648.
- Suisun City Police Department, \$90,000.
- Vallejo Police Department, \$125,000.

#### 4.10 SAFE ROUTES TO SCHOOLS PROGRAM (SR2S)

The Safe Routes to Schools Program (SR2S) is a construction program intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. In September 2004, Governor Arnold Schwarzenegger extended the SR2S program for three more years, which dedicates funding for six categories of projects:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian/bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle/pedestrian facilities
- Traffic diversion improvements

Previously funded SR2S projects include:

- Suisun City: Crystal Middle School
- Rio Vista: D.H. White Elementary, Riverview Middle School, Rio Vista High School
- Solano County: Two projects at Benjamin Franklin Middle School
- Benicia: Robert Semple Elementary School
- Vacaville: Eugene Padan Elementary School
- Vacaville: Various elementary, junior, and senior high schools
- Fairfield: E. Ruth Sheldon Elementary School and T.C. McDaniels School

#### 4.11 SAFE ROUTES TO TRANSIT PROGRAM (SR2T)

As part of the Bay Area’s approval of Regional Measure 2, \$22.5 million will be allocated on a competitive grant basis for projects aimed to improve the safety and convenience of pedestrian and bike paths to transit stations. Improving these segments will not only make it safer for pedestrians and bicyclists, SR2T will encourage more commuters to leave their cars at home. To be eligible, projects must have a “bridge nexus,” that is, reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods. Eligible projects include secure bicycle storage at transit stations/stops/pods, safety enhancements for ped/bike access to transit stations,

removal of ped/bike barriers near transit stations, and system wide transit enhancements to accommodate bicyclists or pedestrians.

#### 4.12 HAZARD ELIMINATION SAFETY PROGRAM (HES)

The Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

- Fairfield, Travis Blvd. corridor between Oliver Rd. and North Texas St., upgrade traffic signals; Reconstruction; Traffic signs and pavement markings, FY 2004-05, \$360,000.
- Suisun City, Railroad Ave. at Sunset Ave., realign severely offset intersection, FY 2004-05, \$360,000.
- Vallejo, Broadway and Tennessee St., Modify signal system to include left-turn phases for northbound and southbound Broadway, FY 2004-05, \$94,050.
- Vallejo, Tuolumne St. And Tennessee St., modify signal system to include left-turn phases for northbound and southbound Tuolomne St, FY 2004-05, \$81,180.

#### 4.13 NEW LOCAL REVENUE

The STA Board took action in December 2003 to initiate the process for the development of a Countywide Transportation Expenditure Plan (CTEP) as part of the sales tax ordinance (Measure A) for a proposed ½-cent, 30-year sales tax measure for transportation. On November 2<sup>nd</sup>, 2004, Measure A failed to garner the required 2/3's vote to pass, with a 63.8%/36.2% yes/no vote. If Measure A had passed, it would have provided approximately \$1 billion in funding for the I-80/I-680/SR12 Interchange project, corridor improvements, local streets and roads, commuter rail service, senior and disabled transit service, express bus services, local return-to-source, and safety projects. Discussions are currently underway to pursue the sales tax initiative within the near future.





DATE: July 1, 2005  
TO: STA Board  
FROM: Andrew B. Fremier, Director for Projects  
RE: Support Statewide Planning Agencies Efforts to Secure Additional Planning, Programming and Monitoring (PPM) Funds for Solano Transportation Agency

**Background:**

Current California state legislation provides for the Solano Transportation Authority to receive up to 1% of their countywide Regional Transportation Improvement Program (RTIP) shares to provide for planning, programming and monitoring (PPM) of projects eligible for funding in this program. Most, if not all, of the regional planning agencies statewide require additional funding to adequately manage the projects in this program. Over the last several months an ad-hoc committee represented by various members of statewide transportation officials, including Congestion Management Agencies, Regional Transportation Agencies, Metropolitan Planning Organizations (MPO) and the California Transportation Commission have met to discuss legislative changes, designed to make a more equitable distribution of these funds to the local planning agencies.

Beginning with the passage of SB45, the local transportation agencies have been taking a more active role in the delivery of transportation projects on the state highway system. In particular, the delivery of projects with county specific RTIP commitments are routinely managed by agencies like the Solano Transportation Authority. The increased project management of this program has not come with a commensurate share of the State Transportation Improvement Program (STIP) funds.

**Discussion:**

Specifically for the STA additional and consistent funding of PPM funds would allow for focused emphasis on delivery of Project Study Reports (PSR), and structured monitoring of Caltrans projects from the STIP and SHOPP. PSR's are documents that are required to deliver projects on the State Highway System. Caltrans has acknowledged that they will not be able to support all of the preliminary work associated with projects identified in the I-80/I-680/SR12 Major Investment Study (MIS) and previous expenditure plans.

This additional funding would allow the STA to meet the goal of accelerated project development and project delivery outlined in the February 2005 STA Board Retreat. The STA would also be able to fund additional MIS in the county to supplement existing MIS, and increase the eligible project list pool.

Statewide the county transportation agencies have determined that there should be legislative changes that ensure the local planning agencies can adequately support their

projects. The current proposal would modify language (Attachment B) to increase the share of funds for project management purposes for each county. Currently the STA has \$51,000 programmed in the 2004 STIP for planning, programming and monitoring purposes. Under the proposal the STA would receive up to approximately \$522,000 in the subsequent STIP allocations. The funds would likely be distributed through the Metropolitan Transportation Commission (MTC). The nine Bay Area CMAAs have requested that the MTC would adopt a resolution to appropriate the funds to the nine bay area county transportation agencies.

**Recommendation:**

Authorize the Executive Director to send a letter to MTC and Solano County State Legislators in support of legislation increasing the allocation of statewide PPM funds for purposes of managing highway, streets and roads projects.

Attachments:

- A. Letter dated 06/17/2005, RE: RTPA Efforts to Secure Additional PPM Funds Statewide
- B. Proposed PPM Minimum Limitations, Prepared by David Brewer, 06/20/2005

June 17, 2005

Steve Heminger  
Executive Director,  
Metropolitan Transportation Commission (MTC)  
101 Eighth Street  
Oakland, CA 94607-4700

RE: Regional Transportation Planning Agency Efforts to Secure Additional Planning,  
Programming and Monitoring (PPM) Funds Statewide

Dear Steve Heminger:

This letter is written representing the Solano Transportation Authority (STA) Board's position regarding the effort to develop additional PPM funds for the statewide transportation planning agencies. The STA encourages the MTC to continue to work with the California Council of Governments and the Regional Transportation Planning Agency to modify existing statute, providing for additional PPM funds to County transportation local agencies.

The STA board understands that it is unlikely that this proposal will be forwarded as legislation this session. However, we are certain that the progress made by the statewide participants is developing a significant improvement in current policy. We are prepared work with your commission and staff to finalize language that would appropriately allocate PPM funds to the STA and the other Bay Area Congestion Management Agencies to enhance the timely delivery of STIP funded projects.

This amended legislation would improve STA's ability to deliver critical transportation projects.

Sincerely,

Mary Ann Courville  
STA Chair

Cc: STA Board Members  
Daryl Halls









DATE: July 1, 2005  
TO: STA Board  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: Emergency Ride Home Program

**Background:**

The STA's Solano Napa Commuter Information (SNCI) program is funded by the Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Yolo Solano Air Quality Management District (YSAQMD) for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

An element of SNCI's work program is to develop and implement an Emergency Ride Home (ERH) Program to employers in Solano County.

Emergency (sometimes called Guaranteed) Ride Home programs exist in a number of neighboring counties and jurisdictions. Contra Costa, San Mateo, and San Joaquin counties offer countywide programs, as does the City of Santa Rosa. Additionally, member-based Transportation Management Associations (TMA) in Sacramento and San Francisco offer ERH services to their member employees.

**Discussion:**

The objective of the Emergency Ride Home (ERH) Program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants (via taxi or rental car) in cases of emergency. By alleviating workers' concerns about their ability to return home in the event of unexpected circumstances, the ERH program can help maximize the use of alternative commute modes in Solano County.

The ERH Program will complement SNCI's Employer Program as a resource for Solano employers who need alternative commute information including setting up internal rideshare programs. Staff continues to engage local employers through distribution of materials, events, major promotions, surveying, and other means. Also, SNCI coordinated with Solano Economic Development Corporation (EDC), chambers of commerce, and other business organizations. The ERH Program will be a valuable tool to offer employers to encourage all alternative modes of transportation – ridesharing, transit (bus, train, ferry), biking, and walking – for commute purposes.

As proposed, program participants will be limited to no more than two uses per calendar month and a total of six uses in a calendar year and must live within 100 miles of their Solano County worksite. Initial program guidelines are intended to be very inclusive to

maximize employee enrollment, yet include controls to limit trips to intended purposes only. Emergency rides home may be allowed under the following conditions: the employee or immediate family member suffers an illness or severe crisis; the employee is asked by a supervisor to work unscheduled overtime; the ridesharing vehicle breaks down or the driver is unavailable to drive home; and other emergencies as determined on a case-by-case basis.

The program proposes that STA will contract with a taxi and rental car companies to provide transportation to registered employees working in Solano County. In general, taxis would be used for shorter distance trips and rental cars for longer distance trips. The use of a rental car instead of a taxi will be based on the negotiated contract rate for services. The contract terms will be for three years with the option of two (2) one-year contract renewals.

**Financial Impact:**

An amount of \$30,000 is budgeted for this program and will come from BAAQMD Transportation for Clean Air (TFCA) and YSAQMD Clean Air funds.

**Recommendation:**

Approve the following:

1. The STA's Emergency Ride Home (ERH) Program.
2. Authorize the Executive Director to release a Request for Proposals (RFP) for Taxi and Rental Car Providers for the Emergency Ride Home (ERH) Program in an amount not to exceed \$30,000 for three years.

Attachment:

- A. DRAFT STA Emergency Ride Home Pilot Program Operating Principles and Parameters

**DRAFT**

**Solano Transportation Authority**  
**Emergency Ride Home Pilot Program**  
**Operating Principles and Parameters**  
**(2005)**

The objective of the Emergency Ride Home (ERH) Program is to encourage the use of commute alternatives such as carpooling, vanpooling, public transit, walking or bicycling, by providing a free ride home to program participants (via taxi or rental car) in cases of emergency. By alleviating workers' concerns about their ability to return home in the event of unexpected circumstances, the ERH program can help maximize the use of alternative commute modes in Solano County.

### **Eligibility Requirements**

- The employer must be registered with the program. Employers of any size with facilities, plants or offices located within Solano County are eligible to register.
- The employee participant must live within 100 miles of his or her Solano County worksite.
- Participants must be part-time or full-time employees of a registered employer. Both seasonal and permanent employees are eligible for the program.
- The employee participant must pre-register as a participant in the program. Employer contacts may also be supplied with blank vouchers and enrollment forms, including a liability waiver, and they will be asked to provide them to anyone who needs an "instant enrollment" due to an urgent situation. Anyone who enrolls in an emergency will be required to fax a signed liability waiver to the program administrator before they receive a voucher. If an employer is not capable of managing the use of "instant enrollment" vouchers (due to staff availability or other reasons), they will not be provided.
- An alternative commute mode must be used on the day the ERH is used. However, there are no minimum days per week or month that an alternative mode must be used.
- Approved alternative commute modes include public transit (bus, train or ferry), ridesharing (carpools or vanpools), bicycling or walking. Motorcycles are not considered an alternative mode.

### **Allowable Uses**

Registered employees may use a emergency ride home under the following circumstances and conditions:

- The employee or an immediate family member suffers an illness or severe crisis (death in the family, a break-in, flood or fire at the employee's residence, etc.).

- After the start of the shift, the employee is asked by a supervisor to work past the regular quitting time (unscheduled overtime), causing the employee to miss his or her rideshare vehicle, bus or train, or it is too dark to bike or walk. This requires the supervisor's signature on the voucher.
- The ridesharing vehicle breaks down or the driver has to stay late or leave early.
- Other emergencies will be considered on a case-by-case basis.

The employee may make an emergency-related side trip on the way home (i.e., picking up a sick child at school or daycare, picking up a prescription at the pharmacy).

- A emergency ride home may not be taken for:
  - Personal errands
  - Pre-planned medical appointments
  - Business-related travel
  - Working scheduled overtime or working extra hours without a supervisor's request
  - Non-emergency related side trips on the way home
  - In place of an ambulance

## **Use Limitations**

Employees will be limited to no more than two (2) uses per calendar month and a total of six (6) uses in a calendar year.

## **Service Providers**

Taxi service and rental cars will be used. Taxis will be used for shorter rides, or in cases where the employee does not meet the criteria for renting a car. Rental cars will be used for longer trips (the exact mileage determination will be based on the negotiated taxi rate), provided the employee meets the following criteria:

- The employee needs a ride for reasons other than personal illness or crisis.
- The employee is able to drive, feels comfortable driving, and has a valid California driver's license.
- The employee is over age 21.
- The employee is requesting a ride during the rental car provider's business hours.
- The employee is able to meet the vehicle return requirements (typically, the next morning by 9:30 a.m., including Saturdays).

## **Process for Getting a Ride**

1. Employers must first register with the program in order for their employees to be eligible for registration.

2. To enroll in the program, the employee will complete the program registration form obtained from the program administrator or their employer and return the form to the ERH program administrator.
3. When an employee registers for the program, he/she will receive:
  - a) One emergency ride home voucher. The voucher will be a sequentially numbered triplicate form.
  - b) Detailed instructions for using the voucher, including a list of taxi and rental car service providers.
  - c) A follow-up questionnaire about the quality of service.
4. When the need for a emergency ride home arises, the employee will call the appropriate service provider directly to arrange for a ride. Questions about eligible trips will be directed to the ERH program administrator.
5. In the event an "instant enrollment" is needed, the employee will call their employer contact (during business hours only) to request an "instant" voucher. *The employee will be given an "instant" voucher only after a completed program registration form and a signed liability waiver have been faxed to the program administrator.*
6. The employee will fill out the portion of the voucher with his/her personal information and have the service provider fill out the service provider section of the voucher including the mileage and the fare (for taxi service only). Both the employee and the service provider will sign the voucher. The voucher will cover the cost of the ride as well as a 10% gratuity for the taxi driver and the cost of gas (up to one tank) for the rental car.
7. The employee will keep one copy of the voucher to submit to the program administrator.
8. The service provider will keep two copies of the voucher. One copy will be sent to the STA for billing purposes and to be used as verification of the trip. The service provider will keep the second copy for its own records.
9. The employee must fill out and return a questionnaire about the quality of service to be eligible to receive another voucher. (The employee must also return a copy of their voucher.) He/she will be asked to return the questionnaire and a copy of the voucher within seven (7) days of the ride. When the voucher and questionnaire are returned, the employee will be sent another trip voucher.

In the event the employee no longer has the follow-up survey, the program administrator will send one to him or her. When the STA receives the billing invoice and vouchers from the service provider, the program administrator will follow up with any employees who used the program but did not return their survey and copy of the voucher.

## **Service Provider Payment**

Before the service providers are paid each month, the program administrator will:

1. Compare the mileage and fare amounts listed on each voucher submitted by taxi service providers to the mileage and fare amounts shown on the corresponding information submitted by the employee (follow-up survey and voucher). For rental car

vouchers, the program administrator will verify the rate and use date. The program administrator will make sure that the fare is in accordance with the contracted rate for both taxis and rental cars.

2. Enter all voucher information into the program database.

Each service provider will be paid monthly for all approved vouchers submitted to the ERH program. Vouchers that are not approved will be reviewed with the service provider within 30 days of receipt.

## **Verification of Alternative Mode Use**

The program administrator will periodically make calls to check on questionable or inappropriate use. Employees will also be required to provide details about their alternative mode use on their registration forms and on any vouchers they may use.

## **Process for Dealing with Falsifications and Other Violations**

If the program administrator discovers that either the reported mode use, or the reason for requesting a emergency ride home has been false, the employee may be prohibited from participating in the program for one year, and his or her employer will be notified of the incident.

Vouchers may not be transferred between individuals. Employees engaging in this activity will be suspended from using the program for a period of time up to one year, and their employers will be notified.

If an employee or an employer has multiple violations, the program administrator may ban that person or employer from the program indefinitely. In the case of employees, employers will be notified of such incidents.

If an employer regularly fails to ensure that employees enroll in the program before providing them with an "instant enrollment" voucher, then that employer will not be provided with any additional "instant enrollment" vouchers and may also be suspended or banned from the program.

## **Program Evaluation**

All registered employees will be surveyed annually. The primary purpose of the survey will be to determine whether the program is:

- Maximizing modal shift from driving alone to commute alternatives including bus, train, ferry, carpools, vanpools, bicycling and walking.
- Providing quality customer service to the participants.

More specifically, the survey will be used to determine or measure:

- The percent of survey respondents who used an alternative mode before registering for the ERH program.
- The percent of survey respondents whose decision to use an alternative mode has been positively influenced by the availability of the ERH program.
- The percent of survey respondents who would continue using an alternative mode without the ERH program.
- The commute modes used by each survey respondent.
- The number of uses of each alternative mode by week and month.
- The clarity of program information.
- The quality and promptness of staff assistance.

Additional program information will also be collected on a regular basis in order to assess the following:

- The number, distance, destinations, cost and type of rides (taxi vs. rental car) being taken.
- The number of registered employers and employees.
- Commute modes and frequency of alternative mode use used by registered employees.
- The quality of service provided (vehicle response time, vehicle cleanliness, driver helpfulness, etc.).
- The number of employees registered with each employer.
- The number of employers and employees registered within a certain geographic area.



July 13, 2005



DATE: July 1, 2005  
TO: STA Board  
FROM: Anna McLaughlin, Program Manager/Analyst  
RE: SNCI FY 2005-06 Work Program and FY 2004-05 Annual Report

**Background:**

The Solano Napa Commuter Information (SNCI) program has been in existence since 1979. It began as a part of a statewide network of rideshare programs funded primarily by Caltrans. SNCI is currently funded by the Metropolitan Transportation Commission (MTC) and STA through Bay Area Air Quality Management District (BAAQMD) and Yolo Solano Air Quality Management District (YSAQMD) funds for the purpose of managing countywide and regional rideshare programs in Napa and Solano Counties and providing air quality improvements through trip reduction.

The air district funds have allowed SNCI to introduce services that would not otherwise be available such as incentives, an emergency ride home program, and a wide range of localized services.

The STA Board approved the FY 2004-05 Work Program for the Solano Napa Commuter Information (SNCI) Program in July 2004 (see Attachment A). The Work Program included ten major elements:

1. Customer Service
2. Employer Program
3. Vanpool Program
4. Incentives
5. Rideshare Thursdays Campaign
6. California Bike to Work Campaign
7. General Marketing
8. Rio Vista LIFT SolanoWORKS
9. CalWORKS Support
10. Specialized City Services

**Discussion:**

With the completion of the fiscal year, staff has prepared a FY 2004-05 Annual Report of the STA's SNCI program, which will be distributed under separate cover.

Each year, the SNCI's Work Program is revisited and updated along with the program's budget. The Draft SNCI FY 2005-06 Work Program is presented in Attachment C.

The combination of MTC, BAAQMD, Eastern Solano CMAQ and YSAQMD funds and contract obligations comprise SNCI's Work Program for Solano County. These range from

customer service, administration of incentives and vanpool services to technical assistance and marketing campaign coordination.

The SNCI program has had an active and productive year. The following are highlights of selected accomplishments from the SNCI FY 2004-05 Annual Report, which will be presented as Attachment B.

#### Public Information

SNCI continues to provide comprehensive personalized customer service to individuals requesting ridematching services, transit, or bicycle information by phone, internet, or in person. Staff responded to over 3,500 information calls, processed over 750 matchlists and participated at 60 events in Solano and Napa counties. These events included health fairs, business expos, job fairs, farmers markets, and community events. Twelve new display racks were established, increasing the total to 107 display racks containing ridesharing and current transit information located throughout Solano and Napa counties. Over 53,000 pieces of public transit literature were distributed, including transit information for Vallejo Transit, Baylink Ferry, Benicia Transit, Fairfield-Suisun Transit, Vacaville City Coach, Dixon Read Ride, and Rio Vista Transit.

#### Vanpools

The SNCI vanpool program continues to provide quality customer service and support to new and existing vanpools. Fifteen new vans traveling through, to, or from Napa and Solano counties were formed last year. Staff also performed 474 vanpool assists, which included processing Motor Vehicle Reports, issuing Sworn Statement Cards, processing medical reimbursements, distributing van signs and/or toll bridge scrip, researching information for vanpools, and other assistance as needed.

The incentive program includes vanpool start-ups, vanpool back-up drivers, and bicycles for commuters. Five vans received the start-up incentive and twenty-four individuals received the back-up driver incentive during the past year for a total of \$5,000 distributed. Additionally, two individuals were eligible for and received the bicycle incentive for a total of \$200 awarded.

#### Employers

Much progress has been made in the past year with SNCI's employer program. In addition to maintaining a current and accurate database of over 500 employers, staff has performed 19 employer consultations and attended events at employer sites to increase awareness of SNCI services. Staff continues to work with chambers of commerce and other business-oriented organizations to perform outreach to employers in Solano and Napa counties.

#### Campaigns

There were two Regional Campaigns coordinated locally by SNCI during FY 2004-05. Rideshare Thursdays is an ongoing campaign to encourage drive-alone commuters to try an alternative commute mode at least one day a week on an ongoing basis. California Bike to Work Week is designed to encourage drive-alone commuters to try bicycling to work. These campaigns involved an employer element with campaign packets being distributed to employers in Solano and Napa counties and print and radio advertising to increase public awareness.

A separate Work Program will be presented to the Napa County Transportation Planning Agency (NCTPA) as SNCI's services vary slightly by county due to variation in funding. The attached Solano County FY 2005-06 Work Program highlights several SNCI key activities and is presented for the Board's review and approval.

**Recommendation:**

Approve SNCI's FY 2005-06 Work Program for Solano County.

**Attachments:**

- A. Solano Napa Commuter Information FY2004-05 Work Program
- B. Solano Napa Commuter Information FY 2004-05 Annual Report  
(under separate cover).
- C. Solano Napa Commuter Information FY 2005-06 Work Program



**Solano Napa Commuter Information  
Work Program  
FY04/05**

- 1. Customer Service:** Provide high quality, personalized rideshare, transit, and other non-drive alone trip planning services to the general public. Incorporate regional customer service tools such as 511, 511.org, TranStar and others.
- 2. Employer Program:** Be a resource to Solano and Napa employers who need commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordinate with Solano EDC, Napa EDC, chambers and other business organizations.
- 3. Vanpool Program:** Form 25 vanpools and handle the support of over 50 vanpools while assisting with the support of several dozen more.
- 4. Incentives:** Increase promotion of SNCI's commuter incentives. Continue to develop, administer and broaden the outreach of carpool, vanpool, and transit incentive programs. One additional incentive (emergency ride home) will be launched this year and the promotion of the existing incentives will increase.
- 5. Rideshare Thursday Campaign:** Work other agencies to plan and implement this new regional promotion to encourage commuters to not drive alone at least one day a week on an on-going basis.
- 6. California Bike to Work Campaign:** Take the lead in coordinating the 2005 Bike to Work campaign in Solano and Napa counties. Coordinate with key State, regional, and local organizers to promote bicycling locally.
- 7. General Marketing:** Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public relations, cross-promotions with other agencies, and more.
- 8. Rio Vista LIFT SolanoWORKS Vanpool Project:** Implement vanpool program designed for SolanoWORKS clients who live in Rio Vista. Administer two vanpools to travel from Rio Vista to Fairfield and manage multi-agency grant.
- 9. CalWORKS Support:** Manage SolanoWORKS Transportation Advisory Committee, coordinate with County of Solano Health and Social Services, and support Napa CalWORKS clients in need of transportation services. Partner with other agencies and seek funding for eligible projects.
- 10. Specialized City Services:** Work with member agencies to develop and implement targeted services and outreach in their communities. Initiate development and implementation of Work Plans for Fairfield and Vacaville.

**Solano Napa Commuter Information  
Work Program  
FY 2005-06**

1. **Customer Service**: Provide the general public with high quality, personalized rideshare, transit, and other non-drive alone trip planning through tele-services and through other means. Continue to incorporate regional customer service tools such as 511, 511.org and others.
2. **Employer Program**: Outreach and be a resource for Solano and Napa employers for commuter alternative information including setting up internal rideshare programs. Maximize these key channels of reaching local employees. SNCI will continue to concentrate efforts with large employers through distribution of materials, events, major promotions, surveying, and other means. Coordination with Solano EDC, Napa EDC, chambers of commerce, and other business organizations.
3. **Vanpool Program**: Form 30 vanpools and handle the support of over 200 vanpools while assisting with the support of several dozen more.
4. **Incentives**: Increase promotion of SNCI's commuter incentives. Continue to develop, administer, and broaden the outreach of vanpool, bicycle and employee incentive programs.
5. **Emergency Ride Home**: The emergency ride home incentive will be launched and marketed this year to employers in Solano County.
6. **Fall Campaign**: SNCI will coordinate a Fall Campaign that promotes non-drive alone commute options in Solano and Napa counties.
7. **California Bike to Work Campaign**: Take the lead in coordinating the 2006 Bike to Work campaign in Solano and Napa counties. Coordinate with State, regional, and local organizers to promote bicycling locally.
8. **General Marketing**: Maintain a presence in Solano and Napa on an on-going basis through a variety of general marketing activities for rideshare, bicycling, and targeted transit services. These include distribution of a Commuter Guide, offering services at community events, managing transportation displays, producing information materials, print ads, radio ads, direct mail, public and media relations, cross-promotions with other agencies, and more.
9. **Rio Vista LIFT Solano WORKS Vanpool Project**: Implement vanpool program designed for SolanoWORKS clients who live in Rio Vista. Administer two vanpools to travel from Rio Vista to Fairfield and manage multi-agency project.
10. **CalWORKS Support**: Manage SolanoWORKS Transportation Advisory Committee, coordinate with County of Solano Health and Social Services, and support Napa CalWORKS clients in need of transportation services. Partner with other agencies and seek funding for eligible projects.



DATE: July 6, 2005  
TO: STA Board  
FROM: Jayne Bauer, Marketing and Legislative Program Manager  
RE: Legislative Update – July 2005

**Background:**

Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 12, 2005, the STA Board adopted its 2005 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities. A current Legislative Matrix is included as Attachment B.

Legislative Updates for June from Shaw/Yoder and The Ferguson Group are attached for your information. They recap the latest developments of the state budget process, the Bay Bridge accord, state legislative bills of note, and federal transportation reauthorization and appropriations.

**Discussion:**

**Federal Reauthorization:**

Staff learned after the submittal of the federal update that TEA-21 was indeed extended through July 19, allowing three more weeks for lawmakers to pass a new six-year federal transportation bill. The House of Representatives passed the FY06 Transportation/Treasury et al Appropriations bill with a 405-18 vote. The Senate will begin consideration in subcommittee on July 12.

The House passed the LaTourette/Oberstar amendment by voice vote on June 29, increasing Amtrak's funding amount to \$1.176 billion in the House Transportation-Treasury-HUD FY06 Appropriations bill. There are likely to be other amendments that can use Amtrak funding as an offset, but this action is very notable.

**State Budget:**

Governor Schwarzenegger and four legislative leaders reached a budget agreement on July 5. The \$116 billion budget will go before both chambers of the Legislature on July 7. Once approved, it will be forwarded to the governor for line-item vetoes and his signature next week. Of note is the governor's honoring of Proposition 42 by sending \$1.3 billion to transportation projects across the state. The budget also repays a \$1.2 billion loan that the state owes to local governments a year earlier than it is due, reducing the state's obligation for the future.

**State Legislation:**

STA staff is watching two bills regarding toll bridge seismic retrofit programs. At present, negotiations are ongoing between the policy makers:

SB 172 (Torlakson) passed the Senate on a 23 to 15 vote on Thursday, June 2, had its first reading in the Assembly and was forwarded to the Committee on Transportation. The Senate amended the bill to delay a potential \$1 seismic retrofit surcharge increase until 2009.

SB 1024 (Perata/Torlakson) is an urgency measure requiring a two-thirds vote and is not subject to the rules of the calendar. It is on the floor of the Senate awaiting a vote. On May 12, 2005, the Senate amended the bill to include ferry boats, terminals and operators for eligibility for grants, and added the development of disaster preparedness or emergency response plans to the eligible grant projects. The date of submittal to the voters was also pushed back from November to the June 6, 2006 election.

At its June 8<sup>th</sup> meeting, the STA Board adopted a position of support in concept for SB 705 (Runner) regarding design-build contracts. The Board supports language being inserted which includes regional and local transportation agencies. SB 371 (Torlakson and Runner), which also relates to design-build contracts, has since been evaluated. SB 371 would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects. An analysis of SB 371 is included as Attachment A.

At their June 29 meetings, both the Solano Links Intercity Transit Consortium and the STA Technical Advisory Committee unanimously voted to forward the request for a position of support on SB 371 to the STA Board for approval.

**Recommendation:**

Approve the following position:

- SB 371 – Support

**Attachments:**

- A. Analysis of SB 371
- B. Legislative Matrix, June 2005
- C. Shaw/Yoder Legislative Update
- D. Shaw/Yoder Budget Update, July 7, 2005
- E. The Ferguson Group Legislative Update

## STA Legislative Analysis

**Legislation:** SB 371: Design-Build Contracting (Introduced by Senator Torlakson)

**Background:**

This bill would authorize, until 2011, certain state and local transportation entities to use a design-build process for bidding on highway construction projects. The bill establishes numerous requirements that bidders must adhere to in order to pre-qualify as design-build contractors and details the elements that must be contained in a transportation agency's request for proposals on a design-build contract. It also contains legislative intent language to require that the transportation entity letting the contract establish a labor compliance program for design-build projects.

The bill specifies that the final selection may be awarded using either (1) a competitive bidding process in which bid is awarded to the lowest bidder among pre-qualified entities or (2) a competitive bidding process in which bid is awarded based upon "best value," including at a minimum, price, technical design and construction expertise, life cycle costs and safety record — each of which shall represent at least 10 percent of the total weight of all factors considered.

The bill further requires that the Legislative Analyst's Office (LAO) conduct a pre-project and post-project audit of each project and compare them to similar design-bid-build or design-sequencing projects. The LAO must submit a final report on each project to the Legislature after the project has been in operation for five years.

Given the state's overwhelming backlog in transportation improvements, California needs increased flexibility to take advantage of the best practices in the construction industry to delivering transportation improvements more efficiently. Recognizing this need, STA's 2005 Legislative Platform states that we will "*support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.*" According to the Construction Industry Institute, the design-build method can save an average of 6 percent in terms of total cost and cut the average time it takes to complete a project by 33 percent.

Unlike SB 705 (Runner), which the STA Board took a support in concept position on in May, SB 371 (Torlakson) contains a number of detailed provisions designed to address concerns that can arise regarding the procurement process used in design-build contracting. The bill specifies a highly transparent competitive bidding process that must be followed, and further details the minimum criteria that must be utilized in selecting the consultant. As a first step to expanding the state and local government's access to the design-build contracting method, SB 371 establishes a framework that will preserve the public's confidence, while also allowing contracts to be awarded on the basis of "best value," not simply lowest bid.

For these reasons, staff recommends a support position on SB 371.

## **Known Positions**

### **Support**

Associated General Contractors of California  
California Chamber of Commerce  
Santa Clara Valley Transportation Authority  
Metropolitan Transportation Commission

### **Oppose**

Associated Builders and Contractors of California  
Professional Engineers in California Government (PECG)

### **Solano County Impact:**

SB 371 is addressed by the STA 2005 Legislative Priorities and Platform, Priority Number VIII. 2.:

- *Project Delivery. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.*

The impact to Solano County residents would be more cost effective and accelerated transportation project delivery.

### **Recommendation:**

Staff recommends a support position on SB 371.

***Solano Transportation Authority  
Legislative Matrix  
June, 2005***

***State Legislation***

State Legislation Bill/Author	Subject	Status	STA Position
<b>AB 453 (Benoit)</b> Construction Contract Cost Allocations	This bill would require, in order for an allocation for construction costs, or for preconstruction costs if not already allocated, to be made, that a local agency furnish evidence satisfactory to the Department of Transportation that all matters prerequisite to the award of a construction contract can be accomplished within two years after the allocation.	SEN Appropriations (6/22/05)	
<b>AB 748 (Wolk)</b> Toll Bridges and Toll Roads: Pedestrians and Bicycles	Prohibits a toll from being imposed on the passage of a pedestrian or bicycle over toll roads or bridges.	ASM Comm. On T & H	
<b>AB 850 (Canciamilla)</b> Toll Road Agreements	This bill would allow the Caltrans to contract with public and private entities to expand the number of toll roads and other toll facilities and high-occupancy toll (HOT) lanes.	ASM Appropriations	Watch closely
<b>AB 1010 (Oropeza)</b> Rail Transit	Existing law provides that any public transit guide way planned, acquired, or constructed after January 1, 1979, is subject to the regulations of the Public Utilities Commission relative to safety appliances and procedures. This bill would transfer that responsibility to the Department of Transportation on January 1, 2007	SEN Comm. on E U & C Hearing postponed by Comm.	
<b>AB 1266 (Niello)</b> State highways: design- sequencing contracts	This bill would instead generally authorize the department to award contracts for projects using the design-sequencing contract method, if certain requirements are met.	ASM Appropriations to second reading	Support

State Legislation Bill/Author	Subject	Status	STA Position
<b>AB 1699 (Frommer)</b> Design-Build: Limited Authority	States the intent of the Legislature to authorize transportation agencies in 7 northern California counties (including Solano) to use a design-build process for bidding on one highway construction project within the jurisdiction of the applicable transportation authority. (Introduced 2/22/05)	SEN T & H Hearing postponed by Comm.	
<b>AB 1714 (Plescia)</b> Toll Bridge Seismic Retrofit Program: Revised Cost Estimates	Revises the estimated cost of the state-owned toll bridge seismic retrofit and replacement program from \$4.6 billion to \$7.1 billion, including \$4.8 billion for the replacement of the east span of the San Francisco/Oakland Bay Bridge and revised amounts for certain other toll bridges. Identifies \$300 million in state funds from various sources to fund the demolition costs of the replaced span of the San Francisco/Oakland Bay Bridge. Provides that the remainder of the cost of the project shall be borne by the Metropolitan Transportation Commission through a set of options, including any existing state and federal funds, a new bridge toll, or redirecting Regional Measure 2 toll revenues. Provides that MTC may implement new tolls using a variable pricing strategy, subject to Caltrans' approval.	ASM Appropriations to second reading (hearing to be set)	
<b>ACA 4 (Plescia and Harman)</b> Transportation Investment Fund	This measure would delete the provision authorizing the Governor and the legislature to suspend the transfer of revenues from the General Fund to the Transportation Investment Fund for a fiscal year during a fiscal emergency.	Re-referred to Comm. on Transportation	Support
<b>ACA 7 (Nation)</b> Local Governmental Taxation: Special Taxes: voter approval	This measure would change the 2/3 voter-approval requirements for special taxes to instead authorize a city, county, or special district to impose a special tax with the approval of 55% of its voters voting on the tax. This measure would also make technical changes to these provisions.	ASM Appropriations (hearing set, suspended)	Support
<b>ACA 10 (Nunez)</b> Transportation Investment Fund	This bill contains no substantive changes to preserving Prop 42 funds. The Speaker of the Assembly and his staff are still developing the details.	May be heard in committee	Watch

State Legislation Bill/Author	Subject	Status	STA Position
ACA 11 (Oropeza) Transportation Funds: Loans	This bill would require that any loans made from any transportation account must define a payback schedule in statute, and repay those loaned funds with interest, and would allow the Legislature and the Governor to suspend Prop 42 funds only twice within a ten year period, and the second loan in that period could not be taken unless the first loan was repaid.	Referred to Committee on Transportation	Watch
ACAX1 4 (Keene) State finances, budget, education finance, transportation funding	This measure places a constitutional amendment before the voters to provide for ongoing spending authority in the event of a late budget, across-the-board spending cuts to prevent General Fund spending from exceeding revenues, changes to the Proposition 98 minimum funding guarantee for K-14 Education, protection for Proposition 42 transportation funding, and prohibitions on General Fund borrowing from special funds.	ASM Comm. on Budget Process	
AJR 18 (Jones) Amtrak Funding	This measure would request the U.S. Congress to provide adequate operating and capital funding for Amtrak at specified levels, to preserve and improve the four Amtrak trains currently serving California (including the Capitol Corridor) and to establish a multiyear capital funding program available to the states on a matching basis to initiate, improve, or expand passenger rail services and provide an adequate level of capital funding for Amtrak to sustain the mandated rail passenger services.	SEN third reading set for 6/29/05)	
SB 44 (Kehoe) Air Quality Improvement	Would require cities and counties to amend relevant sections of their general plans to incorporate "comprehensive goals, policies, and feasible implementation strategies to improve air quality no later than one year from the date of the next housing element revision."	ASM Comm. on Appropriations	Request comments from cities & counties
SB 172 (Torlakson) Seismic Retrofit Projects	This bill would require the Department of Transportation to develop a comprehensive risk management plan for the toll bridge seismic retrofit program and establish a time limit for submitting quarterly seismic reports. The bill also would establish project oversight and control responsibilities for the Bay Area Regional Measure 1 and toll bridge seismic retrofit programs, including the creation of a Toll Bridge Program Board of Control responsible for program management oversight.	ASM Committee on Transportation	Watch

State Legislation Bill/Author	Subject	Status	STA Position
<b>SB 371 (Torlakson and Runner)</b> Design-build contracts: transportation entities	Would authorize specified state and local transportation entities to use the design-build public contracting method for the construction of transportation projects.	SEN Appropriations, held under submission	
<b>SB 521 (Torlakson)</b> Local planning: transit village plans.	This bill would require that the mix of housing types in a transit village development district be on parcels of which at least a portion is within not more than a quarter-mile of the exterior boundary of the parcel on which a rail station is located or parcels located in an area equal to the area encompassed by a quarter-mile radius from the exterior boundary of the parcel on which the station is located. This bill would redefine "blight" for the purposes of redevelopment law, to include the lack of high-density development within a transit village development district. The bill would provide that the redevelopment project area must include rail transit provided by 11 specified operators including Capitol Corridor. The bill would exempt a transit village development district from the requirement that it be characterized as predominantly urbanized, and would require a city or county to allow use by right on each parcel within a transit village development district. The bill would require that the redevelopment agency submit the proposed redevelopment plan to the California Infrastructure and Economic Development Bank for review and approval and prohibit the bank from approving new project areas after December 31, 2012.	SEN Appropriations to third reading (hearing set for 5/31/05)	
<b>SB 601 (Soto)</b> Build California Bond Act of 2006	This bill would enact the Build California Bond Act of 2006 to authorize \$3 billion in state general obligation bonds for specified projects, including construction of highway and public transportation projects that are significant for the state, reduce congestion, provide for safety and facilitate the movement of goods into, through, and out of state. Requires vote in next statewide election.	SEN Transportation & Housing (hearing cancelled at request of author)	
<b>SB 705 (Runner)</b> Design Build Contracts	This bill would authorize the Department of Transportation to contract using the design-build process, as defined, for the design and construction of transportation projects. The bill would require the director of the department to establish a prequalification and selection process. Because the bill would make it a crime for a person to certify as true any fact on the declaration known by him or her to be false, it would impose a state-mandated local program.	SEN Transportation & Housing (hearing cancelled at request of author)	Support in Concept

State Legislation Bill/Author	Subject	Status	STA Position
<b>SB 1020 (Migden)</b> County Sales and Use Taxes: rate increase	This bill would authorize a county or city and county to impose an additional 1/4 of 1% sales and use tax rate under the Bradley-Burns Law. This bill would require a county or city and county that imposes this additional rate to deposit all revenues derived there from, less specified administrative costs, into a local transportation fund, as specified. This bill would also require a county or a city and county that imposes this additional tax to comply with the applicable voter-approval requirements of a specified provision of the California Constitution.	SEN Revenue & Taxation (hearing postponed by committee)	
<b>SB 1024 (Perata)</b> Seismic Retrofit Improvements: Bond Measure	This bill would enact the Essential Facilities Seismic Retrofit Bond Act of 2005 to authorize an unspecified amount in state general obligation bonds for the seismic retrofit of essential facilities throughout the state, including Bay Area toll bridges and hospitals throughout the state, subject to voter approval.	SEN (third reading set for 6/29/05)	Watch

Federal Legislation Bill/Author	Subject	Status	Position
HR 807 (Blumenauer) Transportation Fringe Benefit: Bicycle Commuters	Amends the Internal Revenue Code to include a bicycle commuting allowance as a qualified transportation fringe benefit, excludable from gross income.	House Ways & Means Committee: Health Subcommittee	

**California Legislature**  
2005-06 Regular Session Calendar

<p>January 2005 (First year of 2-year legislative session)</p> <p>1 Statutes take effect</p> <p>3 Legislature reconvenes</p> <p>5 Governor's State of the State Address</p> <p>10 Budget must be submitted by Governor</p> <p>21 Last day to submit bill requests to Office of Legislative Counsel</p>	<p>July</p> <p>1 Until Budget is passed by both houses – No policy committees may meet for any purpose</p> <p>4 Independence Day</p> <p>8 Last day for <b>Policy</b> Committees to meet and report Senate bills</p> <p>15 Summer Recess begins on adjournment, provided Budget Bill has been enacted</p>
<p>February</p> <p>18 Last day to introduce bills</p>	<p>August</p> <p>15 Legislature reconvenes</p> <p>26 Last day for <b>Fiscal</b> Committees to meet and report Senate bills to the Floor</p> <p>29 Through Sept. 9*** – Floor session only. No committees, other than conference committees and Rules Committee, may meet for any purpose</p>
<p>March</p> <p>17 Spring Recess begins at the end of this day's session</p> <p>29 Legislature reconvenes</p>	<p>September</p> <p>2 Last day to amend bills on the Floor</p> <p>4 Labor Day</p> <p>9 <b>Last day for any bill to be passed.</b> Interim Study Recess begins on adjournment</p>
<p>April</p> <p>22 Last day for policy committees to hear and report Fiscal Committees fiscal bills introduced in their house</p> <p>29 Last day for policy committees to hear and report non-fiscal bills introduced in their house to Floor</p>	<p>October</p> <p>9 Last day for Governor to sign or veto bills passed by the Legislature on or before September 9 and in his possession on or after September 9</p>
<p>May</p> <p>13 Last day for policy committees to meet prior to May 31</p> <p>20 Last day for Fiscal Committee to hear and report to the Floor bills introduced in their house</p> <p>20 Last day for Fiscal Committees to meet prior to May 31</p> <p>23 Through May 27 – Floor session only. No Committee may meet for any purpose</p> <p>27 Last day for bills to be passed out of the house of origin</p> <p>31 Committee meetings may resume</p>	<p>November/December</p>
<p>June</p> <p>3 Last day for Assembly to pass Assembly Bills</p> <p>6 Committee meetings may resume</p> <p>15 Budget Bill must be passed by midnight</p>	<p>January 2006</p> <p>1 Non-urgency statutes passed by Legislature prior to commencement of Interim Recess take effect</p> <p>4 Legislature reconvenes</p>

**109th United States Congress**  
2005 Session Calendar

<p>January</p> <p>4 Senate and House convene</p> <p>17 Senate and House recess for Martin Luther King, Jr. Day</p> <p>20 Senate and House reconvene</p>	<p>July</p> <p>4-8 Independence Day District Work Period</p> <p>11 Senate and House reconvene</p>
<p>February</p> <p>2 State of the Union address</p> <p>12 Lincoln's Birthday</p> <p>21-25 Presidents' Day Recess</p>	<p>August</p> <p>1-Sept 2 Summer District work period</p>
<p>March</p> <p>21-Apr 1 House and Senate not in session</p> <p>27 Easter</p>	<p>September</p> <p>5 Labor Day</p> <p>6 Senate and House reconvene</p> <p>30 Target Adjournment date for House</p>
<p>April</p> <p>4 House and Senate reconvene</p> <p>14-25 Spring District Work Period</p> <p>24 Passover</p>	<p>October</p> <p>1 New fiscal year</p> <p>4 Rosh Hashanah Holiday</p> <p>10 Columbus Day Holiday</p> <p>13 Yom Kippur</p>
<p>May</p> <p>2-6 Senate not in session</p> <p>9 Senate reconvenes</p> <p>30- June 3 Memorial Day Recess/District Work Period</p>	<p>November</p> <p>8 Election Day</p> <p>11 Veterans Day Holiday</p> <p>24 Thanksgiving Holiday</p>
<p>June</p> <p>6 Senate and House reconvene</p>	<p>December</p> <p>25 Christmas Holiday</p> <p>26 Hanukkah Holiday</p>



**SHAW/YODER, inc.**  
LEGISLATIVE ADVOCACY

June 30, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

**RE: BUDGET AND LEGISLATIVE UPDATE**

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*Budget*

Since your last update there has been considerable action on the 2005-06 state budget by the Legislature. In May, the Governor released his May Revise, which was the latest revenue assumptions for the state based on the most recent tax collections. At that time, the state was estimated to receive more than \$4 billion more than anticipated in January. This was good news for a number of reasons, but for transportation, that meant the Governor was able to fully fund Proposition 42, estimated to be more than \$1.31 billion in 2005-06. The Legislature, during its budget deliberations that followed the release of the May Revision, agreed with that action and there has been no movement to suspend any of that revenue in the budget year.

Speaking of the budget year, it appears the Legislature and the Governor will begin another fiscal year (July 1) without a balanced budget in place. The Legislature completed its work in crafting a response to the Governor's budget proposal in the middle of June, however Republican members of the Legislature have not released any votes for its passage. For all intents and purposes, the budget agreed upon by the Democrats is nearly identical to the proposal offered by the Governor. For sure, there are some changes, but overall the document is substantially the same. But politically speaking, it's what is not in the budget that may in fact be holding up the passage of the budget. Specifically, the recent calling of a special election in November to consider initiatives has cast a huge cloud over the negotiations for a budget. The Governor has suggested that it is his preference that the negotiations be separate, but all indications appear that the Governor and leadership are attempting to broker an overall compromise that would pass a balanced budget, and reach an accord on the items placed before the voters this November. For your information, the items that have qualified for the November election follow:

- **Parental Notification** – This proposal would require a minor to obtain parental notification prior to receiving an abortion.
- **Teacher Tenure** – This proposal would increase from two years to five years the amount of time a teacher must be employed before receiving tenure.
- **Union Dues** – This proposal would require a union member to consent to using a portion of their dues for political activity.

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- **Mid-Year Budget Cutting** – This proposal would allow the Governor to make mid-year budget cuts, without legislative approval.
- **Reapportionment** – This proposal would remove the Legislature’s authority over drawing legislative and congressional districts, and place that authority with a group of retired judges.
- **Prescription Drug Benefits** – There will be two proposals on the ballot dealing with the costs of prescription drugs.
- **Energy Re-regulation** – This proposal would place energy providers back under the control of the California Public Utilities Commission, which was practice in the state prior to 1996.

At this time it is anyone’s guess as to when a completed budget agreement will be reached. We have been hearing that all sides in the negotiations are close to a compromise, but nothing in Sacramento is done until the ink is dried. We will update the STA the moment a budget agreement is realized.

### Bay Bridge

There has been an accord reached between the Senate Leadership and the Governor’s office on how to finance the Bay Bridge, with the existing Single-Anchored Suspension design favored by the Bay Area. The details of that arrangement follow:

- Tolls on all state-owned Bay Area bridges will jump from \$3 to \$4 beginning Jan. 1, 2007, and fund about two-thirds of the bridge’s higher costs. The state will kick in \$630 million toward the project, which has been saddled with delays and escalating prices since its inception seven years ago.
- No further toll increases are planned. Rather, the balance of cost overruns will be covered by refinancing toll debt. That is expected to generate another \$800 million.
- Any future cost overruns must be funded by bridge tolls. But in exchange for accepting that responsibility, regional transportation officials will receive greater authority over area tolls and get a say in managing the project.

This agreement will require legislation to implement. A bill has not yet been placed into print outlining the details of this arrangement. However, once a bill is released we will inform the STA staff.

### Legislation

The following updates you on the status of some items we have been asked to track:

- **SCA 7 (Torlakson)** – This bill would increase the protections for existing transportation accounts from future raids by the Legislature. This bill is not moving at this time.
- **AB 267 (Daucher)** - This bill would allow for a time extension by which the California Transportation Commission must reimburse local agencies on projects programmed in the STIP, but started with local revenue. This bill is in the Senate Transportation and Housing Committee.

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- **AB 697 (Oropeza)** – This bill would allow for a continuous appropriation of transportation funds, even if the state has not passed a balanced budget by the beginning of the state’s fiscal year (July 1). This bill is not moving at this time.
- **AB 1714 (Plescia)** – This bill would enact the Governor’s preferred bay bridge overrun funding proposal, which would essentially “wall off” the state from contributing any additional revenue to the project. This bill appears moot based on the latest arrangement between the Governor and the Senate leadership.

The following items relate to further protecting Proposition 42 and have not been moving through the process recently, in large part because many legislators feel like transportation is “fixed” this budget year based on the recommendation to fully fund Proposition 42 in 2005-06.

- **ACA 4 (Plescia)** – This bill would eliminate the ability of the Legislature to suspend Proposition 42.
- **ACA 9 (Bogh)** – This bill would increase the vote threshold for the Legislature to suspend Proposition 42 from the current 2/3 vote requirement to 4/5.
- **ACA 10 (Nunez)** – This is the Speaker’s “spot” bill relating to protecting Proposition 42. This measure has no details, and will likely not move in its current form as the Speaker has his preferred transportation funding alternative. But this item is worth watching.
- **ACA 11 (Oropeza)** – Among other things, this bill would allow the Legislature to capture Proposition 42 funds no more than twice in a ten-year period of time. This allowance is identical to the “compromise” local governments crafted with the Legislature and the Governor last year that culminated in Proposition 1A, which passed overwhelmingly on the November, 2004 ballot.
- **ACAX1 4 (Keene)** – Among other things, this special session bill would eliminate the ability of the Legislature to suspend Proposition 42.

We are happy to answer any questions you may have regarding these, or any other, legislative proposals.





July 7, 2005

To: Board Members, Solano Transportation Authority

Fm: Shaw / Yoder, Inc.

**RE: BUDGET UPDATE**

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*Budget*

Today, July 7, the Legislature is voting on a balanced budget agreement brokered between the Governor and legislative leaders. Most of the budget remains intact since the last time we updated you, including the addition of more than \$1.3 billion for transportation purposes, derived from Proposition 42. This revenue was originally slated for suspension by the Governor in his January budget proposal but thanks to extensive lobbying efforts was reinstated in the Governor's May Revision, and the Legislature approved that action during their budget deliberations in May, June and July.

The key sticking points between the Republicans and the Democrats centered around out-year budget deficits and how best to achieve a balanced budget this year that would not exacerbate the expected budget deficits in the future. Ultimately, the major new item contained in this budget agreement was the early repayment of revenue owed to local governments by the state for Vehicle License Fee revenue not paid to them two years ago. The state is able to achieve this result by refinancing some old debt, partial suspension of COLA adjustments for SSI/SSP recipients and greater assumptions of taxable revenue to the state, specifically from corporate interests. This revenue, coupled with the allowance of Proposition 42 funds, will significantly increase the operating revenue for local governments. Early repayment of this revenue with what is believed to be one-time funds lowers next year's budget deficit by a corresponding amount. It is now estimated that the budget deficit for 2006-07 will be in the neighborhood of \$5 billion.

In addition to an overall budget compromise, the Legislature will be passing the Bay-Bridge deal today that we have reported to you before. The details are contained in AB 144 (Hancock), and seek to permanently address the cost overruns associated with the Bay Area's seismic retrofit program.

With the passage of the budget in a relatively timely fashion, albeit seven days after the start of the state's fiscal year, the Legislative calendar for the remainder of 2005 will be virtually intact. On July 15, the Legislature will recess for one month. On August 15, the Legislature will reconvene for approximately three weeks before it adjourns for the year. Please feel free to contact us with any questions you may have.

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June 30, 2005

Memorandum

To: Solano Transportation Authority Board of Directors  
 From: Mike Miller  
 Re: Update – Transportation Reauthorization and Appropriations

**1. Transportation Reauthorization.** The House of Representatives is expected to pass a resolution today extending TEA-21 through July 19, giving lawmakers three more weeks to pass a new six-year federal transportation bill (H.R. 3, or “TEA-LU”). The Senate is also expected to adopt the resolution. This will be the eighth time Congress has extended TEA-21 since the original expiration date in October 2003.

President Bush must sign the bill into law before midnight tonight, when Highway Trust Fund expenditure authority expires. If the bill is not signed into law by tomorrow morning, many DOT workers will be furloughed on Friday.

The House bill authorizes \$284 billion, while the Senate is at \$295 billion. Many legislators have indicated the conference committee is moving closer to agreement, but several key issues remain unresolved, including the total amount to be authorized by the bill, the “donor/donee” issue, and how Member earmark funding will ultimately be distributed among House and Senate Members. TEA-LU will authorize transportation spending through Fiscal Year 2009. The House bill includes thousands of earmarks for Member projects, including our 80/680 Interchange and Jepson Parkway projects. Senate Member projects are expected to be added in conference.

**2. Transportation Appropriations.** H.R. 3058, making appropriations for the Department of Transportation for Fiscal Year 2006, is on the floor of the House of Representatives today. It is possible that the House will pass the bill prior to breaking for the July 4 recess. The Senate is scheduled to consider the bill beginning on July 12.

On Amtrak, the House bill provides approximately one-half the level of funding given to Amtrak last year. The President’s budget request had zeroed out funding for Amtrak.





DATE: July 6, 2005  
TO: STA Board  
FROM: Sam Shelton, Planning Assistant  
RE: Draft 2005 Congestion Management Program (CMP)

**Background:**

Since 1991, California law requires urban areas to develop a Congestion Management Program (CMP) that plans strategies for addressing congestion problems by holding jurisdictions to a variety of mobility standards in order to obtain state gas tax subventions. This includes Level of Service (LOS) standards on the CMP network and transit standards. To help jurisdictions maintain these mobility standards, the CMP lists improvement projects in a seven-year Capital Improvement Program (CIP). Jurisdictions that are projected to exceed these standards, based on the STA's Traffic Forecasting Model, are required to create a deficiency plan to meet the mobility standards within the seven-year time frame of the CIP.

In order for projects in the CMP's CIP to be placed in the Regional Transportation Improvement Program (RTIP), state law requires that the CMP be consistent with the Regional Transportation Plan (RTP). The Metropolitan Transportation Commission (MTC) reviews the Bay Area's nine CMPs for consistency every two years.

The STA Board approved the STA's current CMP on February 11, 2004. On March 23, 2005, STA Staff requested LOS calculations and comments on the Draft 2005 CMP by June 1, 2005. The Draft 2005 CMP was circulated to the TAC and Solanolinks Consortium on May 25, 2005 and June 29, 2005.

**Discussion:**

The cities of Fairfield, Benicia, Vacaville, Vallejo, and the County of Solano have sent 2005 LOS calculations for portions of the CMP System in their jurisdictions. Benicia and Fairfield have also sent in comments on the Draft 2005 CMP. No LOS deficiencies have been reported.

The following is a list of changes made to the 2003 CMP in the Draft 2005 CMP:

- The format has been updated for improved readability.
- LOS Calculations for 2005 have been added to the CMP LOS Inventory.
- The CMP Capital Improvement Program has been changed to reflect the STA's 2004 RTP submittal to MTC.
- The CMP Network map has been reformatted using Geographic Information Systems demo software.
- An enhanced CMP Land Use Analysis Flow Chart has been included in the Appendix.

- Information regarding the Solano/Napa Travel Demand Model has been included in the Appendix.

The following is a list of tentative dates for the development of the 2005 CMP, with a deadline to submit the final CMP to MTC in October 2005:

June 29	TAC and Consortium recommend approval of Draft 2005 CMP
July 13	STA Board approves Draft of 2005 CMP
Late July	Draft CMP due to MTC
August - September	MTC reviews Draft CMP for consistency with 2005 RTP and makes recommendations for final CMP approval
September 28	TAC recommends approval of Final 2005 CMP
October 12	STA Board approves 2005 CMP
Late October	Final CMP due to MTC

On June 29, 2005, both the STA TAC and the SolanoLinks Transit Consortium forwarded a recommendation to the STA Board to approve the Draft 2005 CMP (with revisions) and forward to MTC.

**Fiscal Impact:**

None.

**Recommendation:**

Approve the Draft 2005 Congestion Management Program and forward to MTC for RTP consistency.

**Attachments:**

- A. Draft 2005 CMP LOS Inventory of the Solano Congestion Management System
- B. Draft 2005 CMP Capital Improvement Program
- C. Draft 2005 CMP Land Use Analysis Flow Chart
- D. Draft 2005 Solano Congestion Management Program  
(provided under separate enclosure)

## Level of Service Standards

This section defines the Level of Service (LOS) Standards for roadway segments in the CMP System. LOS is a uniform method of monitoring the congestion on the CMP System, "LOS A" being unimpeded traffic flow to "LOS F" being stop-and-go traffic. The following table is the 2005 CMP System LOS Inventory:

2005 CMP System LOS Inventory								
Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
STATE ROADWAY								
I-80	0	0.933	Solano County	F	D	D	D	E
I-80	0.933	1.114	Vallejo	F	F	F	E*	E*
I-80	1.114	4.432	Vallejo	F	F	F	D*	D*
I-80	4.432	6.814	Vallejo	F	C	F	D*	D*
I-80	8.004	10.015	Solano County	E	D	D	D	D
I-80	10.015	11.976	Fairfield	E	C	C	D*	C
I-80	11.976	12.408	Fairfield	E	D	D	D*	E
I-80	12.408	13.76	Fairfield	F	F	F	D*	F
I-80	13.76	15.57	Fairfield	F	F	F	D*	F
I-80	15.57	17.217	Fairfield	F	F	F	E*	E
I-80	17.217	21.043	Fairfield	F	F	F	E*	F
I-80	21.043	23.034	Fairfield	F	D	D	D*	E
I-80	23.034	24.08	Vacaville	E	E	E	E	D
I-80	24.08	28.359	Vacaville	F	D	D	D	D
I-80	28.359	32.691	Vacaville	F	C	D	D	C
I-80	32.691	35.547	Vacaville	F	D	E	E	D
I-80	35.547	38.21	Solano County	F	D	D	D	E
I-80	38.21	42.53	Dixon	E	C	C	C*	C*
I-80	42.53	44.72	Solano County	E	D	D	C	D
I-505	0	3.075	Vacaville	E	B	B	D	B
I-505	3.075	10.626	Solano County	E	A	A	A	B
I-680	0	0.679	Solano County	F	F	F	F	F
I-680	0.679	2.819	Benicia	E	C	C	B*	B*
I-680	2.819	8.315	Solano County	E	C	C	C	D
I-680	8.315	13.126	Fairfield	E	C	C	***	D
I-780	0.682	7.186	Benicia	E	C	C	C*	C*
SR 12	0	2.794	Solano County	F	C	C	F	F
SR 12	1.801	3.213	Fairfield	E	B	B	B*	B
SR 12	3.213	5.15	Suisun City	F	B	B	B**	B
SR 12	5.15	7.7	Suisun City	F	B	B	B**	B**
SR 12	7.7	13.625	Solano County	E	B	B	B	B
SR 12	13.625	20.68	Solano County	F	B	B	B	B
SR 12	20.68	26.41	Rio Vista	E	E	E	E**	E**
SR 29	0	2.066	Vallejo	E	A	A	A*	A*
SR 29	2.066	4.725	Vallejo	E	B	B	B*	B*
SR 29	4.725	5.955	Vallejo	E	C	C	C*	C*
SR 37	0	6.067	Vallejo	F	B	C	C*	C*
SR 37	6.067	8.312	Vallejo	E	D	B	B*	B*
SR 37	8.312	10.96	Vallejo	F	F	F	F*	F*
SR 37	10.96	12.01	Vallejo	F	F	F	F*	F*
SR 84	0.134	13.772	Solano County	E	C	C	C	C
SR 113	0	8.04	Solano County	E	B	B	B	B
SR 113	8.04	18.56	Solano County	E	B	B	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F				
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard				
*** TBD								

### 2005 CMP System LOS Inventory (continued)

Roadway	From (PM)	To (PM)	Jurisdiction	Standard	LOS Measurements (PM Peak, Peak Flow)			
					1999	2001	2003	2005
<b>LOCAL ROADWAY</b>								
SR 113	18.56	19.637	Dixon	F	F	F	F	***
SR 113	19.637	21.24	Dixon	F	F	F	F	***
SR 113	21.24	22.45	Solano County	E	C	C	C	C
SR 128	0	0.754	Solano County	E	C	C	C	C
SR 220	0	3.2	Solano County	E	C	C	C	C
Military East			Benicia	E	***	***	***	C
Military West	W. 3rd	W. 5 <sup>th</sup>	Benicia	E	B	B	***	A
Air Base Parkway	Walters Rd	Peabody Rd	Fairfield	E	***	***	***	***
Peabody Road	FF C/L	VV C/L	Solano County	E	D	D	E	D
Peabody Road	VV C/L	California	Vacaville	E	B	A	A	D
Walters Road	Petersen	Bella Vista	Suisun City	E	B	B	***	***
Vaca Valley Parkway	I-80	I-505	Vacaville	E	C	C	C	C
Elmira Road	Leisure Town	C/L	Vacaville	E	B	B	B	C
Vanden Road	Peabody	Leisure Town	Solano County	D	***	B	B	B
Tennessee St	Mare Island Way	I-80	Vallejo	E	***	***	***	***
Curtola Parkway	Lemon St	Maine St	Vallejo	E	***	***	***	***
Mare Island Way	Main St	Tennessee St	Vallejo	F	***	***	***	***
<b>INTERSECTION</b>								
Peabody Rd at Cement Hill / Vanden Rd			Fairfield	E	***	E	***	B
Walters Rd at Air Base Parkway			Fairfield	E	B	B	***	A
Tennessee Street at Sonoma Blvd			Vallejo	E	D	C	B	B
Curtola Parkway at Sonoma Blvd			Vallejo	E	C	C	C	C
Mare Island Way at Tennessee Street			Vallejo	F	D	D	B	B
* LOS taken from STA's I-80/ I-680/ I-780 Corridor Study				RED: Roadway at LOS F				
** SR 12 MIS 2001				GREEN: LOS is two levels higher than LOS standard				
*** TBD								

## 2005 CMP Capital Improvement Program

## Roadway Enhancement Projects

*Arterials, Highways, and Freeways (Capacity and Safety Improvements)*

Area	Project	Total Cost	25 year funds
<b>Adequate Maintenance</b>			
Countywide	MTS streets and roads pavement and non-pavement maintenance	\$43.6	\$43.6
Countywide	Non MTS streets and roads pavement and non-pavement maintenance	\$551.2	\$41.0
Countywide	Local streets and roads pavement and non-pavement maintenance	\$367.8	\$367.8
Countywide	Local bridge maintenance	\$29.9	\$29.3
<b>System Efficiency</b>			
Countywide	SR12 operational and safety improvements east of I-80, as seen in 2001 SR12 MIS	\$42.7	\$42.7
Countywide	Non-capacity-increasing safety projects	\$3.0	\$3.0
Fairfield	I-80/North Texas Street interchange improvements (includes relocation of North Texas Street, new connection between Manuel Campos Parkway and existing bridge, new eastbound on- and off-ramps and new bridge)	\$14.0	\$14.0
Fairfield	SR12 Westbound (Red Top Road) truck lane	\$10.2	\$10.2
Vacaville	Nut Tree Overcrossing Widening (2 lanes to 4 lanes, left turn lane, ramp improvements)	\$10.0	\$10.0
<b>Strategic Expansion</b>			
County	Green Valley Bridge second span (4 lanes each way)	\$16.8	\$16.8
County	American Canyon Road ramp improvements at I-80	\$8.2	\$8.2
County, Dixon	I-80 widening west of Meridian to Kidwell (6 to 8 lanes)	\$60.0	\$60.0
County, FF	SR12 widening west of I-80 (2 lanes to 4 lanes)	\$51.0	\$51.0
County, Suisun, Rio Vista	SR 12 Long-term capacity and operational improvements west of I-80 to the Rio Vista Bridge (taken from SR12 MIS)	\$101.7	\$0.0
County, Suisun, Rio Vista	SR 12 improvements west of I-80 to the Rio Vista Bridge (taken from SR12 MIS)	\$3.3	\$3.3
County, Vallejo	SR37 widening from Napa River Bridge to SR29 (2 lanes to 4 lanes)	\$58.0	\$58.0
Countywide	I-80/I-680/I-780 Corridor Mid and Long-Term Improvements (not including transit hubs or park and ride lots as identified in the I-80/I-680/I-780 Major Investment and Corridor Study).	\$1,058.1	\$94.4
Countywide	I-80/I-680/SR12 Interchange Improvements (Phase 3)	\$532.5	\$100.0
Countywide	Local interchange and arterial match for Improvements	\$418.0	\$2.0
Countywide	I-80/I-680/SR12 Interchange Improvements (Phase 2)	\$139.5	\$139.5
FF, County	North Connector Project	\$68.0	\$68.0
FF, VV, County	Jepson Parkway (unfinished segments)	\$101.1	\$70.4

Vallejo, County	SR29/SR37 Interchange Improvements	\$62.0	\$62.0
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Travel Demand Element Projects

*Transit (Intercity Bus, Rail, and Ferry Capital and Operating)*

Project		Total Cost	25 year funds
<b>Adequate Maintenance</b>			
Countywide	Senior and Disabled transit capital and operating	\$129.2	\$0.0
Vallejo	Vallejo Transit – transit operating and capital improvement program	\$562.5	\$562.5
<b>Strategic Expansion</b>			
Countywide	Commuter Rail Service - Auburn to Oakland (capital and operating funds) with new stations in Fairfield/Vacaville, Dixon, and Benicia	\$113.0	\$113.0
Countywide	Intercity Bus service and transit hubs (Capital)	\$78.0	\$25.0
Countywide	Expanded Express bus capital and operating funds	\$71.8	\$71.8
Countywide	Construct rail stations and track improvements for Amtrak Capitol Corridor service from Sacramento to Oakland	\$40.0	\$20.0
Fairfield	Fairfield Transportation Center improvements (Phase 3, 600 parking spaces)	\$14.5	\$14.5
Fairfield	Fairfield/Vacaville multi-modal rail station for Capitol Corridor (Phases 1, 2, and 3)	\$34.0	\$34.0
Vacaville	Vacaville Intermodal Station (400-space garage, 200 space lot)	\$9.0	\$9.0
Vallejo	New Vallejo Ferry Terminal Intermodal Facility	\$56.0	\$46.9
Vallejo	Vallejo Baylink ferry service capital and operating funds (fifth high-speed boat)	\$50.0	\$50.0
Vallejo	Curtola Transit Center Improvements	\$12.0	\$12.0

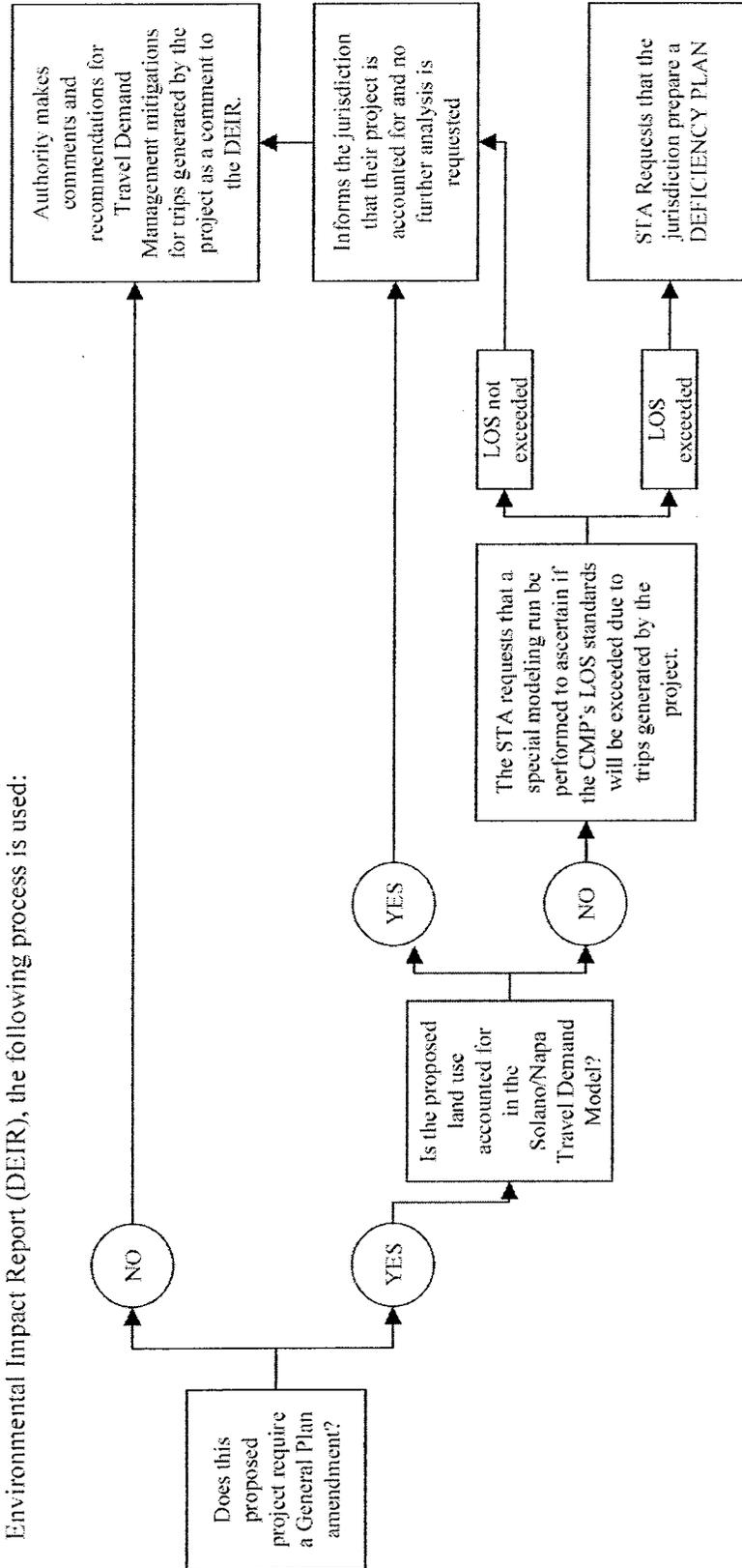
*Alternative Modes (Bicycle, Pedestrian, and various Ridesharing modes)*

Project		Total Cost	25 year funds
<b>System Efficiency</b>			
Countywide	Local Bicycle and pedestrian projects	\$56.0	\$34.0
<b>Strategic Expansion</b>			

### E. 2005 CMP Land Use Analysis Flow Chart

#### CMP Land Use Analysis Flow Chart

The CMP's Land Use Analysis Program parallels the CEQA process for commenting and responsible agency determinations. When the STA receives a Draft Environmental Impact Report (DEIR), the following process is used:





**A copy of the  
Draft 2005 Solano Congestion Management Program  
has been provided to the Board members  
under separate enclosure.**

**You may request a copy of the  
Draft 2005 Solano Congestion Management Program  
by contacting the STA at  
(707) 424-6075.**

**Thank you.**





DATE: July 6, 2005  
TO: STA Board  
FROM: Dan Christians, Assistant Executive Director/Director of Planning  
RE: Status of SR 12 Transit Corridor Study

**Background:**

The STA Board identified the State Route (SR) 12 Transit Corridor Study as a Priority Project to be conducted during FY 2004-05. The initiation of this study was recommended by various transportation studies recently completed by the STA. This transit study will also complement the Rio Vista Transit Study and the Fairfield/Suisun Short Range Transit Plans.

In 2001, the State Route 12 Major Investment Study identified the need for future transit service (in addition to various recommended short- and long-term corridor improvements) to provide an alternative mode of travel along the SR 12 corridor from Rio Vista to Fairfield, with connections to the Capitol Corridor and the Fairfield Transportation Center. The Napa Solano Passenger Rail Feasibility Study recommended that bus service between Fairfield and Napa County be implemented initially before any future long-term rail system is considered. Finally, the I-80/I-680/I-780 Transit Corridor Study and Solano Comprehensive Transportation Plan both recommended that a SR 12 Transit Corridor Study be conducted.

All of these plans and studies assumed that future transit services would be needed to complement the new roadway improvements being planned to accommodate vehicles, trucks and buses along the entire corridor including 4-lanes between Fairfield and Napa, four lanes in Rio Vista and certain safety and operational improvements in each of the three corridor cities as well as in the unincorporated portions of the corridor between Suisun City and Rio Vista.

Based upon the various STA and local transit studies prepared in the past couple of years and the projected increase in population, jobs and travel demand along the SR 12 corridor, daily transit service (at least between Rio Vista-Suisun City-Fairfield-Napa) is anticipated to be needed in the next three to five years. Currently, there is no daily transit service along the SR 12 corridor connecting Fairfield and Suisun City to Napa or Rio Vista to Fairfield and Suisun City.

On January 12, 2005, the STA Board authorized the Executive Director to enter into a consultant contract with Urbitran Associates, Inc. for an amount not to exceed \$37,000 to conduct the SR 12 Transit Corridor Study. The study is funded based on commitments of \$15,000 from the Napa County Transportation Planning Agency (NCTPA) and \$25,000 in the FY 2004-05 STA Budget.

The SR 12 Transit Corridor Study will include the following major tasks:

1. Stakeholders and Transit Operators Input
2. Proposed Bus Schedule and Phasing Plan
3. Steering Committee and Public Input
4. Implementation Plan, Cost Estimates and Funding Plan

A Policy Steering Committee consisting of members from the cities of Rio Vista, Suisun City, and Fairfield, Napa County cities of American Canyon and Napa, Solano County, the Napa County Transportation Planning Agency (NCTPA), STA and other stakeholders (e.g. Caltrans, San Joaquin County transit operators and San Joaquin Council of Governments) has been established to provide oversight on the study. The Steering Committee met on April 7, 2005 and June 17, 2005 and provided input on the Existing Conditions and draft Preliminary Service plan. The study is expected to be completed by October 2005.

**Discussion:**

An Existing Conditions Report and a Preliminary Service Plan have now been completed. The consultants have also been meeting with stakeholders and compiling information from various transit studies, short-range transit plans, the Solano Napa Travel Demand Model and other demographic data sources.

The SR 12 Policy Steering Committee held its first meeting on April 7, 2005. This meeting included both a session on the prioritized highways improvements planned for SR 12 East and then a presentation on the SR 12 Transit Corridor Study. The next Steering Committee meeting was held on June 17, 2005 to provide an opportunity for the committee to provide comments on the Preliminary Service Plan.

Two public meetings have been held as follows:

- June 27, Napa Airport, 4:30 p.m. to 6:30 p.m.
- June 28, Rio Vista City Hall, 6:00 p.m. to 7:00 p.m.

Staff is also working on setting up a public meeting to be held in the Suisun-Fairfield area, most likely in mid-September. The date and location have not yet been determined.

Members of the Steering Committee, STA TAC, Transit Consortium and the public have been invited to attend the public meetings in each of their local communities.

The attached Power Point presentation (Attachment A) prepared for the SR 12 Steering Committee and the public meetings was shown for input at the last Consortium and TAC meeting.

After the public meetings are held, the final task will include the development of an implementation plan, cost estimates and a funding plan. It is expected that the final report will be drafted by the end of August and presented to the Consortium, TAC and SR 12 Steering Committee during August-September. The final Plan will then be submitted to the STA Board and NCTPA Board for their review and approval.

**Recommendation:**

Informational.

Attachment:

- A. SR 12 Steering Committee Presentation on SR 12 Transit Corridor Study, June 2005  
(to be provided under separate enclosure)

**A copy of the  
SR 12 Transit Corridor Study Presentation  
has been provided to the Board members  
under separate enclosure.**

**You may request a copy of the  
SR 12 Transit Corridor Study Presentation  
by contacting the STA at  
(707) 424-6075.**

**Thank you.**





DATE: July 1, 2005  
TO: STA Board  
FROM: Andrew B. Fremier, Director for Projects  
RE: 2006 STIP Fund Estimate, Guidelines and Allocation Plans

**Background:**

The California Department of Transportation (Caltrans) under the direction of the California Transportation Commission (CTC) develops the State Transportation Improvement Program (STIP) Fund Estimate (FE) biennially under state government code. The purpose of the estimate is to develop a plan for programming and allocation of the anticipated state and federal funds over the subsequent five years. The parameters for the development of the 2006 fund estimate were defined at the May 2005 CTC meeting, anticipating unreliable fund sources over the duration of the estimate period.

The development of the FE has been complicated by the execution of the Traffic Congestion Relief Act in 2000. Starting with the FY 2001-02 budget process, constitutionally secure transportation funds were subverted to support the General Fund. A series of suspensions and redirection of dollars from the State Highway Account (SHA) essentially removed the ability to plan and program future transportation projects. As of FY 2004-05 over \$2.1 billion dollars is owed to the Transportation Deferred Investment Fund (TDIF). The TDIF funds the Traffic Congestion Relief Fund (TCRF), Local Streets and Roads, Public Transportation Act (PTA), and the STIP.

**Discussion:**

Because of the uncertainty of the FE for the 2006 STIP, the CTC has decided to adopt a two-tiered STIP. The current nomenclature uses Tier 1 to make a conservative and Tier 2 to make a more optimistic series of assumptions, based on current law to develop the FE. The actual allocation plan will likely be inbetween the two tiers. The assumptions are as follows:

- Tier 1 No Tribal Gaming bonds issued  
No Transportation Investment Fund (TIF) transfers  
No repayment of outstanding transportation loans  
No Spillover revenues
  
- Tier 2 Tribal gaming bonds issued in FY 2005-06  
TIF transfer occurs in FY 2006-07 and for the rest of the FE period  
TIF transfers from FY's 2003-04 and 2004-05 are repaid in FY's 2008-09 and 2009-10  
Spillover is transferred in FY 2006-07 and for the rest of the FE period

The current estimate for the SHA beginning fund balance is \$660 million, of which \$340 million is considered a prudent reserve in this FE. Fuel Excise Taxes, Weight Fees and other State revenues are anticipated to provide approximately \$15.3 billion over the life of this fiscal year. In addition there are several planned transfer requirements totaling approximately \$900 million. The risks associated with the transfer are subject to the decisions made in funding the Toll Bridge Seismic Program, which is currently projected to be \$2.8 billion over budget. It is currently unlikely that the Tribal Gaming bonds will be issued this fiscal year. There is additional uncertainty in the FE due to the failure of the Federal Government to pass the reauthorization bill for the Transportation Equity Act. This FE assumes current TEALU (House Bill) assumptions.

The current estimate assumes an average of \$1.8 billion per year to comply with the legislated responsibility to maintain the current highway inventory. This is commonly referred to as the State Highway Operations Protection Program (SHOPP). The Department's resources are also taken from the FE prior to additional allocation beyond the SHOPP. The FE also assumes that the Local Assistance programs will be funded at the 2004 FE level, which is just over \$5 billion, for this FE period.

In order to provide information to the transportation community, two workshops were held to outline the assumptions, and plan for both the FY 2005-06 FE and allocation plan. The first workshop was presented to the Executive Directors of the statewide Regional Transportation Planning Agencies (RTPA), Metropolitan Planning Organizations (MPO) and the Congestion Management Agencies (CMA). The second workshop was open to the public. The purpose was to discuss the assumptions identified above and how they would translate to allocation plans.

Overall the assumption is that a Tier 1 allocation plan would allow for approximately \$2.5 billion in SHA allocations, and Tier 2 would be \$3.2 billion, assuming restoration of Proposition 42 funds identified in the Governor's May Revisions. These assumptions identified the repayment of deferred income due to the transportation accounts, for one FY only. When the SHOPP, Department, Cash Reserves and Right of Way funds are considered, the current recommendation from the CTC is to allocate \$500 million to the FY 2005-06 programmed STIP project list, through the September CTC meeting. The allocation plan would be reassessed at that time.

There has been a criteria plan developed for the STIP and SHOPP allocation that is recommended as follows;

- Limit allocations to STIP and SHOPP projects programmed in FY 2005-06
- SHOPP projects to be identified by the Department, estimated at \$1.8 billion
- Projects eligible in the Federal TE and PTA programs
- Annual STIP allocation for Planning, Programming and Monitoring
- Required STIP mitigation requirements from previously allocated STIP projects
- Projects to match Federal Highway Bridge Replacement and Rehabilitation (HBRR)

The remaining STIP eligible projects would be allocated on a first-come first-serve basis up to \$500 million or until September 2005 as follows:

- Inter-regional road system projects
- Highway/railroad grade separation projects
- Projects adding capacity on state highways and local roads with new lanes
- Operational improvements to interchanges, intersections, turn signals, etc

The lowest priorities, which are not expected to be allocated based on Tier 2 assumptions are as follows;

- Local road rehabilitation and reconstruction
- Bicycle and pedestrian facilities
- Landscaping
- Enhancements including soundwalls and signage
- Transportation demand management
- Reserves not designated for specific projects

The following is a list of the programmed projects in the FY 2005-06 STIP for Solano County:

Vallejo Ferry Terminal Parking	PS&E	\$1.2 million
Baylink Ferry Maintenance Facility	Cons	\$425k
Fairfield/Vacaville Capitol Corridor Rail Station	PS&E	\$125k
Bahia Viaduct Track and Bridge Upgrade	PAED, PS&E	\$190k
Benicia Intermodal Transit Station	PAED	\$225k
Solano County TE reserves	Cons	\$1.63 million

MTC and STA staff recommend that project sponsors submit requests for allocations for programmed STIP projects as soon as practicable.

**Recommendation:**

Informational.

Attachments:

- A. STIP Projects Programmed in FY 2005-06
- B. 2006 State Transportation Improvement Program Fund Estimate Assumptions (provided under separate enclosure)
- C. June CTC Workshops and Upcoming STIP and TCRP Allocations (dated June 24, 2005)



## STIP PROJECTS PROGRAMMED IN 2005-06

(\$1,000's)

	Total	Caltrans Support	Allocation
Public Transportation (PTA)	70,541	0	70,541
Transportation Enhancement (TE)	90,405	1,201	89,204
Planning, programming, & monitoring	11,249	0	11,249
Local roads, bridge rehab	7,934	0	7,934
Interregional roads	649,698	51,356	598,342
Grade separations	32,957	3,900	29,057
State highways, widening (RIP)	148,782	8,448	140,334
State highways, operational (RIP)	56,094	6,616	49,478
Local roads, capacity	123,908	0	123,908
Local roads, operational	13,410	0	13,410
State highways, landscaping	6,985	1,131	5,854
Local roads, rehabilitation	70,372	0	70,372
Local roads, enhancements (non-TE)	6,077	0	6,077
TDM/ridesharing	9,595	0	9,595
Reserves, undesignated	3,415	0	3,415
<b>Total</b>	<b>1,301,422</b>	<b>72,652</b>	<b>1,228,770</b>

# STIP PROJECTS PROGRAMMED IN 2005-06

(\$1,000's)

County	Agency	Rte	PPNO	Project	Total	04-05	05-06	Project Totals by Component				
								R/W	Const	E & P	PS&E	Con Sup
<b>Public Transportation, PTA-Eligible</b>												
Alameda	Union City	bus	2110	Union City Intermodal Station	720	0	720	0	720	0	0	0
Fresno	Caltrans	rail	2041	Fresno Pocket Track, Fig Garden siding (02S-79)	11,289	0	11,289	0	11,289	0	0	0
Humboldt	Eureka	bus	2101	Replace 3 vehicles	692	0	692	0	692	0	0	0
Humboldt	Humboldt TA	bus	2002T	Vehicle replacement	261	0	261	0	261	0	0	0
Inyo	Inyo County	bus	5055	8 transit buses (04S-26)	125	0	125	0	125	0	0	0
Kings	KCAPTA	bus	8526	Intermodal transfer site improvements (SO)(04S-26)	400	0	400	0	340	0	60	0
Los Angeles	LACMTA	rail	3225	Light rail vehicles (\$6m State only)(02S-67)	29,159	0	29,159	0	29,159	0	0	0
Madera	Caltrans	rail	2025	Madera, new station	130	0	130	35	0	0	95	0
Mono	Mono Co	bus	2015	Bus for Inyo-Mono Transit (04S-26)	62	0	62	0	62	0	0	0
Monterey	MST	bus	1157	Marina transit station	2,500	0	2,500	0	2,500	0	0	0
Orange	OCTA	bus	9507	West Orange County bus rapid transit guideway	3,573	0	3,573	0	0	3,573	0	0
Orange	Yorba Linda	gwy	9655	Yorba Linda commuter rail station	750	0	750	0	0	0	750	0
Orange	Caltrans	rail	2026	Fullerton parking expansion, phase 1	250	0	250	0	0	0	250	0
Orange	SCRRA	rail	4436	Orange Metrolink Station pedestrian overcrossing	3,000	0	3,000	0	3,000	0	0	0
Riverside	Riverside CTC	gwy	79D	Corona Metrolink station parking structure	1,000	0	1,000	0	0	0	1,000	0
Sacramento	Sac RT	rail	3L50	W Sac/Davis LRT extension	250	0	250	0	0	250	0	0
San Diego	SD MTDB	rail	7307	Mid-Coast Balboa extension	4,000	0	4,000	0	0	0	4,000	0
San Joaquin	Tracy	bus	2K47	Tracy downtown multimodal station (04S-26)	3,705	0	3,705	0	3,705	0	0	0
Santa Barbara	Carpinteria	bus	1190	Baird Av park and ride	104	0	104	0	0	62	42	0
Solano	Vallejo	ferry	2260	Vallejo ferry terminal, parking (02S-76)	1,200	0	1,200	0	0	0	1,200	0
Solano	Vallejo	ferry	2261	Baylink ferry maintenance facility	425	0	425	0	425	0	0	0
Solano	Fairfield	rail	6045K	Capitol Corridor rail station, Fairfield (02S-80)	125	0	125	0	0	0	125	0
Solano	CCJPA	rail	6045L	Bahia viaduct track & bridge upgrade (04S-26)	190	0	190	0	0	40	150	0
Solano	Bericia	rail	6045M	Intermodal transit station, Bericia	225	0	225	0	0	225	0	0
Tehama	Tehama County	bus	2226	Purchase 2 transit vehicles (04S-26)	121	0	121	0	121	0	0	0
Tulare	Tulare	bus	8631	Tulare intermodal transit center	1,904	0	1,904	0	1,904	0	0	0
Ventura	SCRRA	rail	2921	Metrolink infrastructure replace, upgrade (04S-26)	3,300	0	3,300	0	3,300	0	0	0
Ventura	Caltrans	rail	9877	Oxnard station parking improvements	1,081	0	1,081	0	1,081	0	0	0
					70,541		70,541	35	56,684	4,150	7,672	
<b>Interregional Road Projects (except Landscaping)</b>												
Butte	Caltrans	149	16W	Rt 70-Rt 99, 4-lane expressway	70,649	0	70,649	0	70,649	0	0	0
Contra Costa	Caltrans	80	261F	WB HOV, Rt 4-Carquinez Br, phase 1	29,689	0	29,689	0	24,189	0	0	5,500
El Dorado	Caltrans	50	3209	Placerville op improv (grf, incr)	22,895	0	22,895	0	22,895	0	0	0
Fresno	Caltrans	99	1530	Kingsburg-Selma 6-lane (TCR #90)	47,116	0	47,116	0	42,616	0	0	4,500
Kern	Caltrans	14	8010	North of Mojave, expressway upgrade	47,817	0	47,817	0	44,131	0	0	3,686
Kern	Caltrans	58	258B	Mojave Bypass, rehab to relinquish (#258)(04S-26)	2,884	0	2,884	0	2,884	0	0	0
Los Angeles	Caltrans	134	2223	Hollywood Way interchange, Burbank	28,113	0	28,113	0	26,793	0	0	1,320
Madera	Caltrans	99	5410	Fwy conversion, Fairmead	37,454	0	37,454	0	34,114	0	0	3,340
Merced	Caltrans	99	526D	Fwy conversion, Mission Av interchange	50,187	0	50,187	0	47,816	0	0	2,371
Merced	Caltrans	99	546D	Fwy conversion, Arena Way-Dwight Way	27,480	0	27,480	0	25,080	0	0	2,400
Orange	Caltrans	5	978T	HOV lanes, Rt 91-LA Co Line (grf, incr)	61,330	0	61,330	0	61,085	0	0	245
San Bernardino	Caltrans	210	192K	Park & ride, required mitigation	100	0	100	0	0	0	0	100
San Diego	Caltrans	905	374K	4-in fwy, Siempre Viva-Britannia (04S-59)	58,450	0	58,450	0	49,201	0	0	9,249
San Luis/Kern	Caltrans	41	452	WB climbing lane near Co Line	4,787	0	4,787	0	4,287	0	0	500
San Mateo	Caltrans	101	700B	Aux lanes, 3rd Av-Millbrae Av	43,963	0	43,963	0	36,963	0	0	7,000
Santa Barbara	Caltrans	101	4460	Santa Maria 6-lane (04S-19)	23,899	0	23,899	0	22,077	0	0	1,822
Santa Clara	Caltrans	152	70	Rt 152/156 interchange improvements (04S-43)	11,395	0	11,395	0	9,122	0	0	2,273
Santa Clara	SCVTA	loc	70	Rt 152/156 interchange improvements (04S-43)	55	0	55	0	0	0	55	0
Santa Clara	Caltrans	152	486G	Truck climbing lanes (grf)	1,000	0	1,000	0	1,000	0	0	0
Sonoma	Caltrans	101	770B	Petaluma operational improvements (04S-26)	4,000	0	4,000	0	3,200	0	0	800
Sonoma	Caltrans	101	789A	HOV lanes, Rt 12-Steele Lane	62,512	0	62,512	0	57,812	0	0	4,700
Sutter	Caltrans	99	8361A	4 lanes, Rt 70-Garden Hwy	9,700	0	9,700	0	8,500	0	0	1,200
Trinity	Caltrans	299	320	Rocky Pt passing lanes	4,223	0	4,223	0	3,873	0	0	350
					649,698		649,698	0	598,287	0	55	51,356
<b>State Highway Widening (RIP)</b>												
Los Angeles	Caltrans	60	482R	Rt 605-Azusa Av, HOV lanes (04S-24)	34,005	0	34,005	0	29,905	0	0	4,100
Los Angeles	Caltrans	138	3330	Widen at Twin Bridges (02S-93), grf	11,637	0	11,637	0	11,637	0	0	0
Marin	Caltrans	101	342L	Reversible HOV, segment 4 (96 grf)(04S-60)	19,722	0	19,722	0	19,722	0	0	0
San Joaquin	Caltrans	5	7213	Widening, Mossdale area (TCR #108)	4,028	0	4,028	0	3,378	0	0	650
Santa Cruz	Caltrans	1	542F	Rt 171 connector, Stage 1B (96 grf)	41,512	0	41,512	0	41,512	0	0	0
Ventura	Caltrans	23	1167D	Widening, Rt 118 to Rt 101 (\$10,500 demo)	37,878	0	37,878	0	34,180	0	0	3,698
					148,782		148,782		140,334			8,448
<b>Grade Separations (RIP)</b>												
Orange	Caltrans	90	4434	Imperial Hwy grade sep, near Orangethorpe (04S-10)	29,457	0	29,457	0	25,557	0	0	3,900
Orange	Placentia	gsep	9656	Placentia Av grade sep (SO)(TCR #73)(04S-26)	3,300	0	3,300	0	3,300	0	0	0
San Joaquin	Lathrop	gsep	3K41	Lathrop Rd grade separation/UPRR (04S-26)	200	0	200	0	0	200	0	0
					32,957		32,957		28,857	200	0	3,900
<b>State Highways, Operational (RIP)</b>												
Alp-Ama-Cal	Caltrans	88	2497	Amador, Pine Grove passing lane(04S-26)	5,636	0	5,636	0	5,061	0	0	575
Butte	Caltrans	99	2420	Route 99/162 East (Richvale Rd) signal (04S-17)	263	0	263	0	263	0	0	0
Colusa	Caltrans	20	2928	Passing lanes, Steer Ditch Br-Sycamore	3,817	0	3,817	0	3,404	0	0	413

# STIP PROJECTS PROGRAMMED IN 2005-06

(\$1,000's)

County	Agency	Rte	PPNO	Project	Total	Project Totals by Component						
						04-05	05-06	R/W	Const	E & P	PS&E	Con Sup
Contra Costa	Caltrans	680	274H	Aux lane, Danville seg 1, San Ramon seg 3 (02S-69)	9,172	0	9,172	0	7,622	0	0	1,550
Glenn	Caltrans	32	92B	Realign roadway in Orland	2,069	0	2,069	0	1,825	0	0	244
Lassen	Caltrans	395	3199	Sears and Church turning lanes	270	0	270	0	270	0	0	0
Madera	Caltrans	99	5355	South Madera Gateway Dr interchange (04S-50)	4,152	0	4,152	0	3,652	0	0	500
Orange	Caltrans	5	2564	Avenida Pico SB off-ramp, aux lane	2,135	0	2,135	0	1,815	0	0	320
Placer TPA	Caltrans	49	4776	Improv, Rt 80-Dry Creek Rd (loc #1910)	6,155	0	6,155	0	4,915	0	0	1,240
Sacramento	Caltrans	5	5794	TOS elements, Rt 80-Pocket Rd (04S-26)	2,700	0	2,700	0	2,700	0	0	0
Sacramento	Caltrans	80	8911	TOS elements, Rt 50 (Yolo)-Auburn Blvd (04S-26)	1,625	0	1,625	0	1,625	0	0	0
San Diego	Caltrans	805	625	Rt 5, 805, 52, 94 TMS: changeable message signs	1,118	0	1,118	0	1,018	0	0	100
San Luis Obispo	Caltrans	41	301	Rt 41 W passing lanes, MB-Atascadero (04S-26)	1,508	0	1,508	0	1,240	0	0	268
San Luis Obispo	Caltrans	41	520	Route 41/101 interchange, Atascadero	12,385	0	12,385	0	11,364	0	0	1,021
Shasta	Caltrans	273	2369	Ox Yoke Rd, intersec improv (State only)(04S-26)	175	0	175	0	175	0	0	0
Shasta	Caltrans	273	6651	Downtown Redding Rt 44 & 273 improv (02S-86)	2,481	0	2,481	0	2,096	0	0	385
Tulare	Caltrans	65	D007	Rt 65/198 intersection, signals	162	0	162	0	162	0	0	0
Tulare	Caltrans	198	D008	Rt 198/245 intersection, signals	271	0	271	0	271	0	0	0
					56,094		56,094		49,478			6,616
<b>State Highways, Landscaping (RIP)</b>												
Tulare	Caltrans	99	6405Y	Prosperity Av interchange, replacement planting	190	0	190	0	155	0	0	35
Fresno	Caltrans	180	89B	West Phase planting/89A	1,879	0	1,879	0	1,379	0	0	500
Fresno	Caltrans	180	90L	Rt 168-Fowler Av, planting/#90E	3,386	0	3,386	0	2,790	0	0	596
Imperial	Caltrans	111	44Y	Keystone Rd-Route 78, landscaping/#44L	1,530	0	1,530	0	1,530	0	0	0
					6,985		6,985		5,854			1,131
<b>Local Bridge Rehabilitation (HBRR Match)</b>												
Monterey	Monterey Co	loc	1152	Davis Rd, Salinas River bridge (HBRR)(04S-49)	85	0	85	0	0	0	85	0
Santa Barbara	Goleta	loc	1840	Rt 101 Ellwood overhead, replace (04S-09)(HBRR)	111	0	111	111	0	0	0	0
Shasta	Redding	loc	2037	Cypress Av Bridge, HBRR match (04S-31)	4,281	0	4,281	313	3,968	0	0	0
Tehama	Tehama	loc	2142	Tehama Av Br, Tehama St, HBRR (02S-08A)	179	0	179	0	179	0	0	0
Tehama	Tehama County	loc	2148	Bowman, Cottonwood Cr, HBRR (02S-66)	77	0	77	0	0	20	57	0
Tehama	Tehama County	loc	2149	RB-Rawson, Red Bank Cr, HBRR (02S-66)	858	0	858	0	858	0	0	0
Tehama	Tehama County	loc	2183	Lake Cal Dr, bridge 8C-167, HBRR match	150	0	150	0	135	0	15	0
Tehama	Tehama County	loc	2184	McCoy Rd, bridge 8C-240, HBRR match (02S-66)	30	0	30	0	0	5	25	0
Tehama	Tehama County	loc	2185	McCoy Rd, bridge 8C-250, HBRR match (02S-66)	30	0	30	0	0	5	25	0
Trinity	Trinity County	loc	2223	HBRR match, Browns Crk, 5C-130 (04S-32)	175	0	175	0	175	0	0	0
Siskiyou	Siskiyou Co	loc	2302	Ash Creek Bridge, HBRR match (04S-05)	60	0	60	0	0	0	60	0
Shasta	Shasta County	loc	2308	Replace 6 bridges, HBRR match (ext 5-05)	214	214	0	0	214	0	0	0
Shasta	Shasta County	loc	2308	Replace 6 bridges, HBRR match (02S-86)	340	0	340	50	290	0	0	0
Tehama	Tehama County	loc	2331	McCoy Rd low-water crossing, HBRR match(02S-08B)	27	0	27	0	0	0	27	0
Modoc	Modoc Co	loc	2393	CR 85, Pit River, replace bridge (HBRR)	240	0	240	0	240	0	0	0
Sierra	Sierra County	loc	1127	Goodyear's Creek Bridge (HBRR)(04S-40)	195	0	195	0	195	0	0	0
Sierra	Sierra County	loc	1L29	Pearl St Bridge (HBRR match)	173	0	173	0	173	0	0	0
Lake	Lake County	loc	3031R	Merritt Rd Bridge at Kelsey Creek (02S-07)	709	0	709	19	690	0	0	0
					7,934	214	7,720					
<b>Local Capacity Projects (RIP)</b>												
Tulare	Tulare County	loc	101	Rd 108, Leland-Caldwell, 4 lanes (02S-35)	3,988	0	3,988	2,384	0	0	1,604	0
Tulare	Visalia	loc	103	Caldwell Av, Rt 99-Rt 63, 4 lanes	400	0	400	0	0	400	0	0
Tulare	Visalia	loc	105	Plaza Dr, Rt 198-Goshen, 4 lanes (02S-35)	615	0	615	0	0	0	615	0
Tulare	Tulare County	loc	107	Av 416, Fresno Co-Rd 88, 4 lanes (02S-35)	135	0	135	0	0	135	0	0
San Luis Obispo	Paso Robles	loc	353	13th St Bridge, widen (State only)	750	0	750	0	750	0	0	0
Monterey	Monterey	loc	480	Rt 68 widening near CHOMP	600	0	600	0	0	0	600	0
San Luis Obispo	San Luis Obispo	loc	1124	Orcutt Rd, Duncan-Laurel, widen (04S-26)	590	0	590	0	590	0	0	0
San Luis Obispo	San Luis Obispo	loc	1125	Santa Barbara St, High-Roundhouse, widen (S/O)(04S-26)	474	0	474	259	180	0	35	0
Monterey	Salinas	loc	1160	Sanborn Rd, Abbott-John, widen (04S-26)	1,000	0	1,000	0	1,000	0	0	0
Santa Barbara	S B County	loc	1203	Hummel Dr extension, Orcutt	141	0	141	141	0	0	0	0
Santa Barbara	Santa Maria	loc	1210	Blosser Rd, Donovan-Cox, widen	1,016	0	1,016	0	1,016	0	0	0
Santa Barbara	Santa Maria	loc	1223	Blosser Rd, Cox-Taylor, widen (AB 3090 repl)	625	0	625	0	0	625	0	0
Tehama	Tehama County	loc	2032	Flores Av Access Rd (04S-26)	123	0	123	0	0	123	0	0
Humboldt	Arcata	loc	2071	Foster Av extension to Sunset Av (State only)	231	0	231	0	0	231	0	0
Lassen	Lassen County	loc	2121	Skyline Rd corridor improvements (04S-26)	7,271	0	7,271	400	6,871	0	0	0
Trinity	Trinity County	loc	2138	E W'ville, Rt 299-Rt 3, new 2-ln rd (02S-55)	360	0	360	0	0	0	360	0
Trinity	Trinity County	loc	2139	Weaverville, west connector, add funding (04S-26)	200	0	200	0	0	200	0	0
Kern	Bakersfield	loc	3731	Fairfax Rd interchange, widen	15,000	0	15,000	0	15,000	0	0	0
Tulare	Tulare County	loc	8682	Caldwell Av, Santa Fe-Orange, 4 lanes	373	0	373	0	0	373	0	0
Tulare	Tulare County	loc	8683	Betty Dr/Riggin Av, Rt 99-Rd 80, widen, realign	127	0	127	0	0	127	0	0
Kern	Shafter	loc	8700	7th Standard Rd, Rt 99-Sta Fe, expwy	1,000	0	1,000	0	0	0	1,000	0
Kern	Kern County	loc	8704	7th Standard Rd, Rt 99-Wings Way, 4-lane (04S-26)	2,500	0	2,500	0	2,500	0	0	0
Kern	Bakersfield	loc	8705	Westside Parkway, phase 1 (04S-26)	30,700	0	30,700	6,700	20,000	0	4,000	0
Stanislaus	StanCOG	loc	9797	Rt 132, Riverside Dr-Empire, widening (02S-120)	9,143	0	9,143	0	9,143	0	0	0
Stanislaus	StanCOG	loc	9797	Rt 132, Riverside Dr-Empire (oversight)	173	0	173	0	173	0	0	0
Placer TPA	Placer County	loc	1L09	New loc rds adj to Rt 49 (State only)(02S-66)	2,199	0	2,199	0	2,199	0	0	0
Humboldt	Humboldt Co	loc	2001R	Old Arcata Rd/Myrtle Av, widen (04S-26)	800	0	800	800	0	0	0	0
San Joaquin	Stockton	loc	3K45	Hammer Lane, Kelly-Thornton, widen	2,000	0	2,000	0	2,000	0	0	0
San Joaquin	Ripon	loc	3K48	New So Frontage Rd, modify Wilma OC	1,925	0	1,925	0	1,925	0	0	0
Sacramento	Citrus Heights	loc	3L08	Greenback Ln, Auburn-Dewey, widen	5,000	0	5,000	0	5,000	0	0	0
Nevada	Truckee	loc	3L43	Rt 89, "Mousehole" grade separation, widen	498	0	498	0	0	498	0	0

# STIP PROJECTS PROGRAMMED IN 2005-06

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County	Agency	Rte	FPNO	Project	Total	Project Totals by Component						
						04-05	05-06	R/W	Const	E & P	PS&E	Con Sup
Yolo	Yolo County	loc	3L47	Rd 98, Rd 29-Woodland, widen	168	0	168	0	0	168	0	0
Butte	BCAG	loc	3L75	Upper Skyway, Inskip-Butte Meadows, widen	1,339	0	1,339	0	0	0	1,339	0
Mendocino	Mendocino Co	loc	4102P	Redemeyer Rd, extend to LK Mendocino Dr (S/O)	150	0	150	0	0	150	0	0
Tulare	Tulare County	loc	6L11	Rd 80 expwy, Goshen-El Monte Way (02S-35)	16,724	0	16,724	12,417	0	0	4,307	0
Riverside	RCTC	loc	92A	Rt 91, Adams St-Rt 60/215, HOV lanes, design(04S-	13,070	0	13,070	0	0	0	13,070	0
Kern	Kern County	loc	E013	7th Standard Rd, Coffee Rd-Rt 99	2,500	0	2,500	2,500	0	0	0	0
					123,908		123,908	25,601	68,347	3,030	26,930	
<b>Local Road Operational Improvements (RIP)</b>												
Tulare	Farmersville	loc	108	Visalia Rd, Stevens-Brundage, ops (04S-26)	354	0	354	240	0	0	114	0
Santa Cruz	Santa Cruz Co	loc	930	Graham Hill Rd improv	205	0	205	80	0	0	125	0
San Luis Obispo	Morro Bay	loc	972	Roundabout at Rt 1/Quintana/MB Blvd	473	0	473	0	473	0	0	0
San Luis Obispo	SLO County	loc	986	Halcyon Rd/Hwy 1 improvements	2,000	0	2,000	0	2,000	0	0	0
San Luis Obispo	SLO County	loc	1131	Tank Farm Rd improvements	999	0	999	35	824	30	110	0
San Luis Obispo	SLO County	loc	1132	Los Berros Rd, Stanton-Pomeroy, turn lanes (S/O)	650	0	650	0	650	0	0	0
Santa Barbara	S B County	loc	1206	Ortega Hill Rd, Ortega Ridge-Greenwell, improv	407	0	407	0	0	129	278	0
San Luis Obispo	Paso Robles	loc	1815	Rt 46 east of 101 operational improvements	400	0	400	0	0	130	270	0
Trinity	Trinity County	loc	2140	Hayfork, realign Hyampom Rd (04S-32)	437	0	437	0	0	0	437	0
Orange	OCTA	loc	2796	Rt 5 Culver Drive SB off-ramp widening (04S-26)	126	0	126	0	0	0	126	0
Tahoe RPA	Placer County	loc	4679	Rt 28 Kings Beach commercial core improvements	1,187	0	1,187	0	0	0	1,187	0
Tulare	Tule River TC	loc	8686	Reservation Rd, Rt 190-Tule Riv Ind Res, improv (04S-26)	419	0	419	0	334	50	35	0
San Bernardino	Victorville	loc	1173A	Rt 15 La Mesa/Nisqualli interchange (02S-66)	2,190	0	2,190	0	0	0	2,190	0
Placer TPA	Rocklin	loc	151D	Rt 80 Sierra College interchange (CT oversight)*(04S-	68	0	68	0	0	44	24	0
Placer TPA	Rocklin	loc	151D	Rt 80 Sierra College interchange* (04S-26)	245	0	245	0	0	0	245	0
Butte	Paradise	loc	1L24	Clark/Skyway signal (04S-26)	607	0	607	0	607	0	0	0
Orange	OCTA	loc	2671A	Rt 5 Oso Parkway SB off-ramp, storage lane (04S-26)	1,814	0	1,814	0	0	0	1,814	0
Yolo	Winters	loc	3L46	Grant/Railroad signalization (04S-26)	100	0	100	0	100	0	0	0
Yuba	Wheatland	loc	3L59	Rt 65, signal and left turn pocket	398	0	398	5	288	5	100	0
Mendocino	Ukiah	loc	4092P	Gobbi St/Orchard Ave intersection improv (S/O)	131	0	131	0	131	0	0	0
Mendocino	Mendocino Co	loc	4101P	N State St, MP 0.5-2.3, improvements (02S-65)	200	0	200	0	0	0	200	0
					13,410		13,410					
<b>Local Road Rehabilitation</b>												
Inyo	Bishop	loc	5	Home St, Rt 168-Sierra, reconstruction (04S-57)	1,082	0	1,082	0	1,082	0	0	0
Monterey	Carmel	loc	1005	Junipero, Ocean-Bth, repave, streetscape (02S-78)	171	0	171	0	171	0	0	0
Monterey	Gonzales	loc	1012	N Alta St, Gonzales River-River Rd, rehab (S/O)	17	0	17	0	0	0	17	0
Inyo	Inyo County	loc	1016	Ed Powers Road, overlay (04S-57)	62	0	62	0	0	5	57	0
Inyo	Inyo County	loc	1022	Pleasant Valley Dam Road, overlay	468	0	468	0	427	5	36	0
Inyo	Inyo County	loc	1112	Gill Station-Coso Rd, rehab (04S-57)	126	0	126	0	0	0	126	0
Monterey	Del Rey Oaks	loc	1146	Carlton Dr, Highland-end, resurface (State only)	9	0	9	0	0	0	9	0
Monterey	Del Rey Oaks	loc	1147	Work Av, Rt 218 east 800 ft, resurface (State only)	5	0	5	0	0	0	5	0
Monterey	Marina	loc	1150	6 locations (mapped), rehab (State only)	20	0	20	0	0	0	20	0
Monterey	Monterey Co	loc	1151	Abbott St, Salinas-Rt 101, rehab (State only)(04S-49)	170	0	170	0	0	0	170	0
Monterey	Monterey Co	loc	1153	Hall Rd, Elkhorn-San Miguel Cyn, rehab (SO)(04S-49)	3,640	0	3,640	0	3,440	0	200	0
Monterey	Salinas	loc	1159	E Market, Garner, Calle Cebu, Sunrise, rehab	993	0	993	0	993	0	0	0
San Benito	Hollister	loc	1187	Local street rehabilitation, 83 segments identified	4,500	0	4,500	0	4,500	0	0	0
Santa Barbara	Buellton	loc	1189	Pavement rehab, 7 locations (State only)	393	0	393	0	368	0	25	0
Santa Barbara	Carpinteria	loc	1192	Local street rehab, 7 locations (State only)	538	0	538	0	538	0	0	0
Santa Barbara	S B County	loc	1199	Local road rehab, 34 locations	5,853	0	5,853	0	5,619	15	219	0
Santa Barbara	Guadalupe	loc	1207	Obispo St, 11th St, rehab (State only)	411	0	411	0	385	2	24	0
Santa Barbara	Lompoc	loc	1208	Local street rehab, 8 locations, 3.7 mi (State only)	1,262	0	1,262	0	1,262	0	0	0
Santa Barbara	Santa Maria	loc	1211	N Blosser, S Miller rehab (rescoped)(S/O)	944	0	944	0	811	0	133	0
Santa Barbara	Solvang	loc	1213	Viborg, Alisal, 1st, 5th, rehab (State only)	406	0	406	0	406	0	0	0
Monterey	Carmel	loc	1224	San Carlos St repaving (02S-78)	50	0	50	0	50	0	0	0
Mono	Mono County	loc	2009	Lundy Lake Rd, rehab (04S-56)	16	0	16	1	0	0	15	0
Mono	Mono Co	loc	2012	Owens Gorge Rd rehab (State only)(04S-56)	28	0	28	0	0	28	0	0
Mono	Mono Co	loc	2020	Owens River Rd rehab (State only)(04S-56)	36	0	36	0	0	36	0	0
Mono	Mono Co	loc	2021	Bridgeport local street rehab, 15 locs (S/O)(04S-56)	64	0	64	0	0	64	0	0
Plumas	Plumas County	loc	2045	CR 109, rehab and safety	1,565	0	1,565	0	1,565	0	0	0
Santa Cruz	Santa Cruz Co	loc	2054	Amesti Rd, PM 2.8-3.0, recon	1,480	0	1,480	0	1,480	0	0	0
Humboldt	Arcata	loc	2072	RR crossings, 16 locations, rehab (State only)	70	0	70	0	70	0	0	0
Humboldt	Ferndale	loc	2075	Ocean Ave, Eugene St, recon (SO)(02S-66)	27	0	27	0	0	0	27	0
Humboldt	Rio Dell	loc	2079	Wildwood Av, View St, rehab (State only)	651	0	651	0	573	0	78	0
Humboldt	Humboldt Co	loc	2081	Union St/Sea Av, reconstruct/widen (SO)(AB 872)	159	0	159	0	0	159	0	0
Humboldt	Humboldt Co	loc	2082	McKinleyville Av, Wash'n Av, rehab (S/O)(AB 872)	55	0	55	0	0	0	55	0
Humboldt	Humboldt Co	loc	2082	McKinleyville Av, Washington Av, rehab (S/O)	694	0	694	0	694	0	0	0
Humboldt	Humboldt Co	loc	2083	Maple Crk Rd, rehab (State only)	335	0	335	0	316	0	19	0
Humboldt	Humboldt Co	loc	2084	Alderpoint Rd, Mattole Rd, rehab (State only)	491	0	491	0	470	0	21	0
Humboldt	Humboldt Co	loc	2085	Walnut Dr (Cuttan), rehab (State only)	310	0	310	0	285	0	25	0
Humboldt	Humboldt Co	loc	2086	Murray Rd, Fieldbrook Rd, rehab (State only)	53	0	53	0	0	0	53	0
Humboldt	Humboldt Co	loc	2087	Hiller Rd, Pickett Rd, rehab (State only)	671	0	671	0	616	0	55	0
Humboldt	Humboldt Co	loc	2088	Humboldt Hill Rd, rehab (State only)	47	0	47	0	0	0	47	0
Humboldt	Humboldt Co	loc	2089	Tompkins Hill Rd, Fields Landing Dr, rehab (S/O)(AB 872)	31	0	31	0	0	0	31	0
Humboldt	Humboldt Co	loc	2089	Tompkins Hill Rd, Fields Landing Dr, rehab (S/O)	428	0	428	0	428	0	0	0
Humboldt	Humboldt Co	loc	2090	Redwood Dr, Redway-Rt 101, rehab (State only)	47	0	47	0	0	0	47	0
Humboldt	Humboldt Co	loc	2091	Indianola Cutoff, rehab (State only)	20	0	20	0	0	0	20	0
Humboldt	Humboldt Co	loc	2092	Azalea Av, Rt 200-Sutter Rd, rehab (State only)	572	0	572	0	506	0	66	0
Humboldt	Humboldt Co	loc	2093	Central Av (McKinleyville), rehab (State only)(AB 872)	51	0	51	0	0	0	51	0

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County	Agency	Rte	PPNO	Project	Total	04-05	05-06	Project Totals by Component					
								R/W	Const	E & P	PS&E	Con Sup	
Humboldt	Humboldt Co	loc	2093	Central Av (McKinleyville), rehab (State only)	568	0	568	0	568	0	0	0	0
Humboldt	Humboldt Co	loc	2094	Fieldbrook Rd, Glendale-Squaw Crk, rehab (S/O)	52	0	52	0	0	0	52	0	0
Tehama	Tehama	loc	2173	7 streets, rehab (summer 2003)	117	0	117	0	108	1	8	0	0
Tehama	Red Bluff	loc	2181	Central Red Bluff, 22 streets, overlay	750	0	750	0	736	1	13	0	0
Tehama	Tehama County	loc	2189	Chipseal 38.05 mi various rds	361	0	361	0	361	0	0	0	0
Tehama	Tehama County	loc	2191	Rd 99W, at Red Bank Creek, over 0.5 mi	109	0	109	0	109	0	0	0	0
Siskiyou	Yreka	loc	2215	Greenhorn Rd rehab	638	0	638	0	638	0	0	0	0
Trinity	Trinity County	loc	2216	Hyampom Rd, PM 0.0-3.5, rehab (04S-32)	729	0	729	0	729	0	0	0	0
Trinity	Trinity County	loc	2219	East Side Rd (CR 106), PM 0.0-2.8, rehab	615	0	615	0	615	0	0	0	0
Plumas	Plumas County	loc	2232	Big Creek Rd rock slope protection (04S-20)	15	0	15	0	0	0	15	0	0
Plumas	Plumas County	loc	2233	Quincy Jct Rd, pavement rehab (04S-20)	280	0	280	0	280	0	0	0	0
Plumas	Plumas County	loc	2244	Lake Davis Rd, rehab (04S-20)	415	0	415	0	415	0	0	0	0
Plumas	Plumas County	loc	2253	Lee Rd, rehab (04S-20)	280	0	280	0	280	0	0	0	0
Modoc	Modoc Co	loc	2264	County Rd 1, 3.66 miles, rehab (State only)	735	0	735	0	735	0	0	0	0
Tehama	Corning	loc	2280	Solano St, Edith-6th, rehab (State only)	464	0	464	0	451	0	13	0	0
Tehama	Corning	loc	2281	South Street, 6th-Marguerite, rehab (State only)	306	0	306	0	301	0	5	0	0
Siskiyou	Doris	loc	2282	Main St, Triangle St, State St, rehab (State only)	340	0	340	0	340	0	0	0	0
Siskiyou	Dunsmuir	loc	2285	Dunsmuir Av, associated rds, rehab (State only)	100	0	100	10	0	20	70	0	0
Siskiyou	Etna	loc	2286	Woodland Street, rehab (State only)	155	0	155	0	142	0	13	0	0
Siskiyou	Fort Jones	loc	2287	Newton, Carlock, Don, Allison, rehab (State only)	362	0	362	0	327	0	35	0	0
Siskiyou	Montague	loc	2288	Prather St, rehab (State only)	375	0	375	0	350	0	25	0	0
Siskiyou	Mt Shasta	loc	2289	Rockfellow Dr, N Mt Shasta Bl, Ida St, recon (S/O)	392	0	392	0	382	0	10	0	0
Siskiyou	Tulelake	loc	2290	Modoc St, F St, rehab (State only)	350	0	350	0	325	0	25	0	0
Siskiyou	Weed	loc	2291	Siskiyou Wy, Alamo Av, rehab (State only)	250	0	250	0	0	125	125	0	0
Siskiyou	Yreka	loc	2292	Oberlin Rd, Oregon Rd-city limits, rehab (State only)	386	0	386	0	328	0	58	0	0
Siskiyou	Yreka	loc	2294	Fairlane Rd, Oberlin-city limits, rehab (State only)	640	0	640	0	595	0	45	0	0
Siskiyou	Yreka	loc	2296	15 collector & residential streets, overlays (State only)	50	0	50	0	0	0	50	0	0
Siskiyou	Yreka	loc	2297	4th St, Rose Ln-Miner St, rehab (State only)	25	0	25	0	0	0	25	0	0
Siskiyou	Yreka	loc	2298	15 collector/residential streets, cape seal (State only)	600	0	600	0	575	0	25	0	0
Siskiyou	Siskiyou Co	loc	2300	North Old Stage Rd, overlay (State only)	125	0	125	0	0	75	50	0	0
Siskiyou	Siskiyou Co	loc	2305	Old Hwy 99, Easy St, overlay (04S-05)	75	0	75	0	0	75	0	0	0
Plumas	Plumas County	loc	2342	Greenville downtown streets, 10 locations, rehab	10	0	10	0	0	10	0	0	0
Tehama	Tehama County	loc	2358	Chip Seals, 18 locations (State only)	363	0	363	0	360	3	0	0	0
Plumas	Portola	loc	2371	County Rd A15, reconstruction (04S-20)	145	0	145	0	0	53	92	0	0
Siskiyou	Etna	loc	2373	Calhoun St, Calhoun Rd-city limits, rehab (State only)	181	0	181	0	181	0	0	0	0
Tehama	Tehama County	loc	2378	Jellys Ferry Bridge replacement (02S-08B)	61	0	61	0	0	61	0	0	0
Plumas	Plumas County	loc	2392	Big Creek Rd pavement rehab (04S-20)	175	0	175	0	175	0	0	0	0
Mono	Mammoth Lakes	loc	2509	Canyon Bl, Tavern, Laurel Mt, Minaret, rehab	404	0	404	0	404	0	0	0	0
Mono	Mammoth Lakes	loc	2514	North Main St, Forest Trail-Post Office, rehab (S/O)	58	0	58	3	0	7	48	0	0
Inyo	Inyo County	loc	3036	Shabbell Lane, overlay (04S-57)	35	0	35	0	0	5	30	0	0
Inyo	Inyo County	loc	5052	Mustang Mesa subdivision resurfacing (04S-57)	45	0	45	0	0	5	40	0	0
Inyo	Inyo County	loc	5054	Trona Wildrose Rd reconstruction, phase 2 (04S-57)	50	0	50	0	0	5	45	0	0
Kings	Lemoore	loc	8530	8 locations, overlays & reconstruction (State only)	594	0	594	0	594	0	0	0	0
Kings	Corcoran	loc	8540	17 locations, overlay and restripe	1,200	0	1,200	0	1,200	0	0	0	0
Kings	Avenal	loc	8588	Kern St, 7th Av-Union Av, reconstruction (S/O)	139	0	139	0	122	0	17	0	0
Kings	Avenal	loc	8589	Kern St, 7th Av-3rd Av, reconstruction (S/O)	180	0	180	0	158	0	22	0	0
Kings	Avenal	loc	8590	Ventura St, 7th Av-3rd Av, reconstruction (S/O)	176	0	176	0	155	0	21	0	0
Kings	Avenal	loc	8591	5th Av, Orange St-Rt 33, reconstruction (S/O)	99	0	99	0	87	0	12	0	0
Kings	Avenal	loc	8592	Union Av, Kern St-Rt 269, reconstruction (S/O)	262	0	262	0	230	0	32	0	0
Kings	Avenal	loc	8593	Fremont St, 7th St-Union, reconstruction (S/O)	139	0	139	0	122	0	17	0	0
Kings	Avenal	loc	8594	Shasta St, 7th St-Union, reconstruction (SO)	139	0	139	0	122	0	17	0	0
Kings	Avenal	loc	8595	Whitney St, 7th St-Union, reconstruction (S/O)	143	0	143	0	126	0	17	0	0
Kings	Avenal	loc	8596	Dome St, Fresno St-Union, reconstruction (SO)	146	0	146	0	128	0	18	0	0
Kings	Avenal	loc	8597	3rd Av, Rt 33-Rt 269, reconstruction (State only)	113	0	113	0	99	0	14	0	0
Kings	Avenal	loc	8598	Orange St, Rt 33-7th Av, reconstruction (S/O)	166	0	166	0	146	0	20	0	0
Tulare	Visalia	loc	8633	9 street segments, rehab	934	0	934	0	904	0	30	0	0
Tulare	Porterville	loc	8680	Henderson Av, Jaye-SJV rr xing, rehab	326	0	326	0	295	0	31	0	0
Tulare	Tulare County	loc	8684	Rd 192, Av 200 overpass, rehab (State only)	1,027	0	1,027	0	1,027	0	0	0	0
Tulare	Tulare County	loc	8685	6 overpasses of Rt 99, pave rehab (State only)	864	0	864	0	864	0	0	0	0
Madera	Chowchilla	loc	8821	Ventura Av, 3rd-9th, reconstruct (State only)	230	0	230	0	204	3	26	0	0
Riverside	D Hot Springs	loc	0L	Pierson Bl, rehab pavement	627	0	627	0	627	0	0	0	0
Del Norte	Crescent City	loc	1024R	Harding Av, Breen-Northcrest, rehab	150	0	150	0	150	0	0	0	0
Santa Barbara	Santa Barbara	loc	1194B	Local street rehab, 11 locations (State only)(04S-19)	1,541	0	1,541	0	1,541	0	0	0	0
Humboldt	Arcata	loc	2059P	K/Alliance, Samoa-Foster, rehab	660	0	660	0	660	0	0	0	0
Mariposa	Mariposa Co	loc	2K11	Darrah Rd, Hwy 49 South-Triangle, rehab	415	0	415	0	415	0	0	0	0
Mariposa	Mariposa Co	loc	2K12	Don Pedro subdiv, multiple rds, rehab	210	0	210	0	200	0	10	0	0
Yolo	Davis	loc	2L80	Pavement rehab, phase 2	600	0	600	0	600	0	0	0	0
Lake	Clearlake	loc	3021P	Lakeshore, Pearl, Howard, Uhl, rehab (02S-43)	360	0	360	0	360	0	0	0	0
Lake	Lake County	loc	3032R	South Main St, Lakeport-Rt 175 ext, rehab (04S-33)	45	0	45	0	0	45	0	0	0
Lake	Lake County	loc	3033R	Soda Bay Rd, Rt 175 ext-Manning Crk, rehab (04S-3)	53	0	53	0	0	53	0	0	0
Mariposa	Mariposa Co	loc	3K10	Ben Hur Rd, PM 23.86-25.93, rehab	20	0	20	0	0	0	20	0	0
Mariposa	Mariposa Co	loc	3K12	Colorado Rd, PM 10.0-11.0, rehab	313	0	313	0	282	0	31	0	0
Mariposa	Mariposa Co	loc	3K13	East Westfall Rd, PM 10.0-11.0, rehab	343	0	343	0	326	0	17	0	0
Mariposa	Mariposa Co	loc	3K14	East Whitlock Rd, PM 19.0-20.27, rehab	15	0	15	0	0	0	15	0	0
Mariposa	Mariposa Co	loc	3K16	Homitos Rd, PM 10.0-18.13, rehab	8	0	8	0	0	0	8	0	0
Mariposa	Mariposa Co	loc	3K17	Old Highway, PM 23.94-24.88, rehab	15	0	15	0	0	0	15	0	0
Mariposa	Mariposa Co	loc	3K19	Triangle Rd, PM 14.11-15.11, rehab	15	0	15	0	0	0	15	0	0
San Joaquin	Escalon	loc	3K40	So McHenry Av, Catherine-Jones, improve/rehab	1,400	0	1,400	0	1,400	0	0	0	0
San Joaquin	Lathrop	loc	3K43	Louise Av, Rt 5-5th, rehab/widening (State only)	846	0	846	0	846	0	0	0	0
San Joaquin	Lathrop	loc	3K44	Louise Av, 5th-east limits, rehab/widening (State only)	620	0	620	620	0	0	0	0	0

# STIP PROJECTS PROGRAMMED IN 2005-06

(\$1,000's)

County	Agency	Rte	PPNO	Project	Total	04-05	05-06	Project Totals by Component					
								R/W	Const	E & P	PS&E	Con Sup	
San Joaquin	Stockton	loc	3K46B	North Stockton pavement rehab (State only)	4,173	0	4,173	0	4,173	0	0	0	0
San Joaquin	Ripon	loc	3K47	Main St, Stockton St, rehab (State only)	1,102	0	1,102	0	1,102	0	0	0	0
San Joaquin	Lodi	loc	3K57	Stockton St, Kettleman-Century, rehab	741	0	741	0	741	0	0	0	0
Yuba	Yuba County	loc	3L52	N Beale Rd, Shad-Griffith, pavement rehab	1,200	0	1,200	0	1,200	0	0	0	0
Yuba	Yuba County	loc	3L55	Arboga Rd, Erle-Broadway, rehab (State only)	300	0	300	0	275	0	25	0	0
Yuba	Yuba County	loc	3L56	Willow Glen Rd, Marysville-Frenchtown, rehab	40	0	40	0	0	0	40	0	0
Yuba	Marysville	loc	3L57	Huston St, E 19th, E 18th, rehab	20	0	20	0	0	0	20	0	0
Yuba	Marysville	loc	3L58	Rideout Way, Hall-Covilaud, rehab	16	0	16	0	0	0	16	0	0
Glenn	Glenn County	loc	3L63	Co Rd 27, Co Rd M-Co Rd P, rehab (State only)	38	0	38	0	0	18	20	0	0
Glenn	Glenn County	loc	3L64	Co Rd 27, Rt 5-Co Rd M, rehab (State only)	29	0	29	0	0	11	18	0	0
Mendocino	Mendocino Co	loc	4074P	Rail crossing rehab, 3 locations	255	0	255	0	255	0	0	0	0
Mendocino	Ukiah	loc	4077P	Rail crossing rehab, 4 locations	172	0	172	0	172	0	0	0	0
Mendocino	Fl Bragg	loc	4087P	Franklin St, reconstruct (04S-30)	1,727	0	1,727	0	1,727	0	0	0	0
Mendocino	Willits	loc	4088P	Holly St, rehab, improvements (State only)	427	0	427	0	393	0	34	0	0
Mendocino	Ukiah	loc	4089P	RR crossing rehab, 4 locations (State only)	128	0	128	0	112	0	16	0	0
Mendocino	Pl Arena	loc	4096P	Local st rehab, improvements, various locs (S/O)	18	0	18	0	0	0	18	0	0
Mendocino	Mendocino Co	loc	4098P	Local road overlay, 6 locations (02S-65)	3,646	0	3,646	0	3,646	0	0	0	0
					70,372		70,372						
<b>Local Projects, Enhancements Not Programmed for TE</b>													
Santa Barbara	SB County	loc	1201	School zone signs, markings, near 53 schools (SO)	400	0	400	0	400	0	0	0	0
Santa Barbara	Santa Maria	loc	1212	School zone signs, markings, near 19 schools (SO)	2	0	2	0	0	2	0	0	0
Humboldt	Blue Lake	loc	2073	Ped, bike, roadway improvements; downtown	35	0	35	0	0	4	31	0	0
Humboldt	Humboldt Co	loc	2097	Myrtle Av, Harris, Harrison, Lucas, sidewalks (S/O)	28	0	28	0	0	28	0	0	0
Humboldt	Humboldt Co	loc	2098	Herrick Av, Elks Lodge-Bay Point, sidewalks (S/O)	41	0	41	0	0	15	26	0	0
Lassen	Lassen County	loc	2123	Skyline Rd Ext/South, bikeway	74	0	74	0	74	0	0	0	0
Tehama	Red Bluff	loc	2377	Tehama Co Bikeways, Riverpark connection(02S-08B)	11	0	11	0	11	0	0	0	0
Mono	Mammoth Lakes	loc	2510	Chateau Rd, Main St, rehab, sidewalks	1,256	0	1,256	0	1,256	0	0	0	0
Ventura	Ventura	loc	3140	Soundwall, E Main St-S Hill Rd (State only)	469	0	469	0	469	0	0	0	0
Ventura	Thousand Oaks	loc	3141	Soundwall, Lynn Rd-Wendy Dr (State only)	1,192	0	1,192	0	1,192	0	0	0	0
Tulare	Visalia	loc	8688	Emergency vehicle preemption, 34 intersections (04S-26)	186	0	186	0	186	0	0	0	0
Tulare	Visalia	loc	8689	Rt 63 street tree landscaping (02S-35)	60	0	60	0	0	60	0	0	0
Humboldt	Humboldt Co	loc	2054P	Walnut Dr, Cypress-Avalon, bike lanes	551	0	551	0	551	0	0	0	0
Humboldt	Eureka	loc	2061P	7th St bike lanes, J-Myrtle (ext 6-02)	370	0	370	0	370	0	0	0	0
Santa Barbara	Carpinteria	loc	223E	Coast Route Bike Path improvements (04S-19)	614	0	614	0	614	0	0	0	0
Mendocino	Fl Bragg	loc	4086P	Sidewalks, ramps, 318 curb cuts (State only, non-TE)	25	0	25	0	0	0	25	0	0
Mendocino	Ukiah	loc	4095P	North State St curb ramps, 2 intersecs (State only)	18	0	18	0	18	0	0	0	0
San Bernardino	Needles	tea	1E	El Garces station restoration	715	0	715	0	640	0	75	0	0
San Benito	San Juan Bautista	mat	938	CMAQ match, bike lane, SJBautista-Rt 101	30	0	30	0	30	0	0	0	0
					6,077		6,077						
<b>Reserves, Projects Undesignated</b>													
San Benito	San Benito COG	mat	938	CMAQ match reserve	30	0	30	0	30	0	0	0	0
San Diego	SANDAG	mat	7401B	RSTP/CMAQ match reserve	440	0	440	0	440	0	0	0	0
San Joaquin	Tracy	repl	28	AB 3090 replacement (Tracy multimodal station)	2,945	0	2,945	0	2,945	0	0	0	0
					3,415		3,415						
<b>TDM/Ridesharing</b>													
Los Angeles	LACMTA	tdm	9003	Rideshare services	4,900	0	4,900	0	4,900	0	0	0	0
Riverside	RCTC	tdm	9801	Rideshare program	400	0	400	0	400	0	0	0	0
San Benito	San Benito COG	tdm	937	TDM/Rideshare	25	0	25	0	25	0	0	0	0
San Diego	SANDAG	tdm	7404	Rideshare TDM program	3,530	0	3,530	0	3,530	0	0	0	0
San Joaquin	SJCOG	tdm	7950	TDM Ridesharing	167	0	167	0	167	0	0	0	0
Santa Barbara	SBCAG	tdm	1214	Traffic solutions program maintenance (State only)	250	0	250	0	250	0	0	0	0
Santa Barbara	SBCAG	tdm	1215	Traffic solutions program enhancement (State only)	17	0	17	0	17	0	0	0	0
Santa Cruz	SCCRTC	tdm	922	Rideshare Program	148	0	148	0	148	0	0	0	0
Santa Cruz	SCCRTC	tdm	923	Highway 1 Freeway Service Patrol	158	0	158	0	158	0	0	0	0
					9,595		9,595						
<b>Planning, Programming, and Monitoring:</b>													
Alameda	MTC		2100	Planning, programming, and monitoring	110	0	110	0	110	0	0	0	0
Alameda	MTC/ACCMA		2179	Planning, programming, and monitoring	110	0	110	0	110	0	0	0	0
Alp-Ama-Cal	Alpine LTC		A1950	Planning, programming, and monitoring	30	0	30	0	30	0	0	0	0
Alp-Ama-Cal	Amador LTC		B1950	Planning, programming, and monitoring	80	0	80	0	80	0	0	0	0
Alp-Ama-Cal	Calaveras LTC		C1950	Planning, programming, and monitoring	85	0	85	0	85	0	0	0	0
Contra Costa	MTC		2118	Planning, programming, and monitoring	71	0	71	0	71	0	0	0	0
El Dorado	EDCTC		0L14	Planning, programming, and monitoring	110	0	110	0	110	0	0	0	0
Fresno	COFCG		6L01	Planning, programming, and monitoring	114	0	114	0	114	0	0	0	0
Glenn	Glenn CTC		0L09	Planning, programming, and monitoring	22	0	22	0	22	0	0	0	0
Humboldt	Humboldt COG		2002P	Planning, programming, and monitoring	110	0	110	0	110	0	0	0	0
Inyo	Inyo LTC		1010	Planning, programming, and monitoring	100	0	100	0	100	0	0	0	0
Kern	Kern COG		6L03	Planning, programming, and monitoring	163	0	163	0	163	0	0	0	0
Kings	KCAG		6L04	Planning, programming, and monitoring	50	0	50	0	50	0	0	0	0
Los Angeles	LACMTA		9001	Planning, programming, and monitoring	3,772	0	3,772	0	3,772	0	0	0	0
Madera	Madera CTC		6L05	Planning, programming, and monitoring	27	0	27	0	27	0	0	0	0
Marin	MTC		2127	Planning, programming, and monitoring	17	0	17	0	17	0	0	0	0

## STIP PROJECTS PROGRAMMED IN 2005-06

(\$1,000's)

County	Agency	Rte	PPNO	Project	Total	Project Totals by Component						
						04-05	05-06	R/W	Const	E & P	PS&E	Con Sup
Marin	Marin CMA		2127C	Planning, programming, and monitoring	24	0	24	0	24	0	0	0
Mariposa	Mariposa Co		4957	Planning, programming, and monitoring	19	0	19	0	19	0	0	0
Mendocino	MCOG		4002P	Planning, programming, and monitoring	70	0	70	0	70	0	0	0
Merced	MCAG		5960	Planning, programming, and monitoring	60	0	60	0	60	0	0	0
Modoc	Modoc CTC		2051	Planning, programming, and monitoring	54	0	54	0	54	0	0	0
Mono	Mono LTC		2003	Planning, programming, and monitoring	100	0	100	0	100	0	0	0
Monterey	TAMC		1165	Planning, programming, and monitoring	400	0	400	0	400	0	0	0
Napa	MTC		2130	Planning, programming, and monitoring	11	0	11	0	11	0	0	0
Nevada	Nevada CTC		0L83	Planning, programming, and monitoring	85	0	85	0	85	0	0	0
Orange	OCTA		2132	Planning, programming, and monitoring	1,777	0	1,777	0	1,777	0	0	0
Placer TPA	Placer TPA		0L11	Planning, programming, and monitoring	75	0	75	0	75	0	0	0
Plumas	Plumas CTC		2057	Planning, programming, and monitoring (04S-20)	36	0	36	0	36	0	0	0
Riverside	RCTC		9803	Planning, programming, and monitoring	953	0	953	0	953	0	0	0
Sacramento	SACOG		0L30	Planning, programming, and monitoring	143	0	143	0	143	0	0	0
San Bernardino	SANBAG		9811	Planning, programming, and monitoring	570	0	570	0	570	0	0	0
San Diego	SANDAG		7402	Planning, programming, and monitoring	334	0	334	0	334	0	0	0
San Francisco	MTC/SFCTA		2007	Planning, programming, and monitoring	65	0	65	0	65	0	0	0
San Francisco	MTC		2131	Planning, programming, and monitoring	47	0	47	0	47	0	0	0
San Joaquin	SJCOG		7952	Planning, programming, and monitoring	75	0	75	0	75	0	0	0
San Luis Obispo	SLO COG		942	Planning, programming, and monitoring	120	0	120	0	120	0	0	0
San Mateo	MTC		2140	Planning, programming, and monitoring	49	0	49	0	49	0	0	0
San Mateo	SM C/CAG		2140A	Planning, programming, and monitoring	67	0	67	0	67	0	0	0
Santa Clara	MTC		2144	Planning, programming, and monitoring	29	0	29	0	29	0	0	0
Santa Clara	MTC/SCVTA		2255	Planning, programming, and monitoring	229	0	229	0	229	0	0	0
Santa Cruz	SCCRTC		921	Planning, programming, and monitoring	77	0	77	0	77	0	0	0
Sierra	Sierra LTC		0L04	Planning, programming, and monitoring	21	0	21	0	21	0	0	0
Solano	MTC		2152	Planning, programming, and monitoring	29	0	29	0	29	0	0	0
Solano	MTC/STA		2263	Planning, programming, and monitoring	38	0	38	0	38	0	0	0
Sonoma	MTC		2156	Planning, programming, and monitoring	41	0	41	0	41	0	0	0
Sonoma	MTC/SCTA		770E	Planning, programming, and monitoring	62	0	62	0	62	0	0	0
Stanislaus	StanCOG		9953	Planning, programming, and monitoring	50	0	50	0	50	0	0	0
Sutter	SACOG		1L53	Planning, programming, and monitoring	13	0	13	0	13	0	0	0
Tehama	Tehama LTC		2063	Planning, programming, and monitoring	152	0	152	0	152	0	0	0
Tuolumne	Tuolumne CTC		452	Planning, programming, and monitoring	71	0	71	0	71	0	0	0
Ventura	VCTC		9002	Planning, programming, and monitoring	295	0	295	0	295	0	0	0
Yolo	SACOG		0L37	Planning, programming, and monitoring	27	0	27	0	27	0	0	0
Yuba	SACOG		0L41	Planning, programming, and monitoring	10	0	10	0	10	0	0	0
					11,249		11,249					
					1,211,017	214	1,210,803	25,636	949,841	7,380	34,657	71,451

## STIP Transportation Enhancement (TE) Projects Programmed in 2005-06

(\$1,000's)

County	Agency	Rte	PPNO	Project	Ext	Total	04-05	05-06	Project Totals by Component					
									R/W	Const	E & P	PS&E	RAW Sup	Con Sup
<b>Caltrans TE Projects:</b>														
El Dorado	Caltrans	50	3261	Tree planting, Route 50		710	100	610	0	500	20	80	10	100
Glenn	Caltrans	32	92B	Realign roadway in Orland, enhancement elements		310	0	310	0	175	0	92	0	43
Hum/Def Norte	Caltrans	te	4110	Pacific Coast Bike Trail signs		80	18	62	0	52	12	3	3	10
Imperial	Caltrans	te	519	Arizona Border Gateway native landscaping		745	143	602	50	487	10	78	5	115
Inyo	Caltrans	395	456	Eastern Sierra Interagency Visitor Center, phase 2		400	36	364	0	329	1	34	1	35
Kern	Caltrans	58	3463	Tree planting, Route 58		1,041	105	936	0	765	25	80	1	170
Main	Caltrans	101	1063	Golden Gate Botanical Management Area		300	90	210	0	170	20	50	20	40
Modoc	Caltrans	395	3210	Alturas scenic beautification (04S-36)		1,000	0	1,000	0	965	0	25	0	10
Placer	Caltrans	49	4778	Landscaping planting, Route 49		172	30	142	0	100	6	24	8	34
San Diego	Caltrans	te	899	San Ysidro bicycle facility		1,672	225	1,447	0	1,258	45	180	9	180
San Francisco	Caltrans	1	1067	Water quality enhancements, Route 1		650	75	575	0	525	0	70	5	50
San Luis Obispo	Caltrans	101	1804	Native tree planting, Routes 1 and 101		675	125	550	0	500	50	70	5	50
Shasta	Caltrans	44	3194	Landscaping planting, Route 44		230	0	230	0	230	0	0	0	0
Sonoma	Caltrans	101	789A	Bicycle and pedestrian facility along Route 101		2,344	0	2,344	1,000	1,338	0	0	6	0
Tehama	Caltrans	5	3195	Adobe Road interchange landscaping (RTIP)		40	0	40	0	40	0	0	0	0
Tehama	Caltrans	5	3195	Adobe interchange landscaping (ITIP)		350	20	330	0	280	0	20	0	50
Tulare	Caltrans	99	6345	Tree planting, Route 99		698	63	635	0	515	0	63	1	119
Various	Caltrans	te	95	Archaeological site inventory, District 6		1,877	15	1,862	0	1,862	0	15	0	0
Various	Caltrans	te	2105	Archaeological site inventory, District 3		1,050	15	1,035	0	1,035	15	0	0	0
Yolo	Caltrans	80	8914	Tree planting, Route 80		710	100	610	0	500	20	80	10	100
						15,054	1,160	13,894	1,050	11,626	224	964	84	1,106
<b>Local TE Projects:</b>														
Alameda	Union City	te	2110	Union City Intermodal Station, TE elements		5,307	0	5,307	0	5,307	0	0	0	0
Butte	Butte County	te	3124D	Skyway lookout point (04S-35)		151	0	151	151	0	0	0	0	0
Butte	Oroville	te	3124B	Rt 70/Montgomery St beautification (04S-35)		358	0	358	0	358	0	0	0	0
Butte	Paradise	te	3124C	Pearson Rd pedestrian improvement (04S-35)		430	0	430	0	430	0	0	0	0
Contra Costa	BART	te	2025B	Bicycle pavilions, BART stations (02S-23)		450	0	450	0	416	0	34	0	0
Contra Costa	Lafayette	te	2025A	Pleasant Hill Rd, Mt Diablo-Condit, bike/ped imps(02S-23)		1,436	0	1,436	0	1,436	0	0	0	0
Inyo	Inyo County	te	2518	OVRC Laws Railway Restoration		350	0	350	8	342	0	0	0	0
Lake	Lake County	te	3036A	Kelseyville walkways, lighting (ext 5-05)	Jun-06	6	6	0	0	0	0	6	0	0
Lake	Lake County	te	3036B	County fairgrounds sidewalks (04S-33)		66	0	66	0	0	30	36	0	0
Los Angeles	Burbank	te	3628	Burbank Transit Center, landscaping (04S-27)		102	0	102	0	102	0	0	0	0
Los Angeles	Calabasas	te	3147	Rt 101 bike lane gap closure (ext 5-05)	Mar-06	559	559	0	0	559	0	0	0	0
Los Angeles	Culver City	te	3153	Sepulveda Bl pedestrian improvements (ext 5-05)	Feb-06	60	60	0	0	0	0	60	0	0
Los Angeles	LA County	te	3400	Commuter bikeway signing, phase 2 (ext 5-05)	Dec-05	33	33	0	0	0	0	33	0	0
Los Angeles	LA County	te	3400	Commuter bikeway signing, phase 2		236	0	236	0	236	0	0	0	0
Los Angeles	LA County	te	3401	Whittier Blvd revitalization		938	0	938	0	938	0	0	0	0
Los Angeles	LA County	te	3403	Arroyo Seco bikeway (ext 5-05)	Dec-05	1,245	1,245	0	0	1,245	0	0	0	0
Los Angeles	LA County	te	3629	Stormwater pollution prevention devices (04S-27)		52	0	52	0	52	0	0	0	0
Los Angeles	LA County	te	3630	Catch basin screens in Santa Monica (04S-27)		147	0	147	0	147	0	0	0	0
Los Angeles	Long Beach	te	3408	PE R/W bikeway and ped improvements (ext 5-05)	Dec-05	106	106	0	0	0	0	106	0	0
Los Angeles	Long Beach	te	3408	PE R/W bikeway and pedestrian improvements		1,200	0	1,200	1,200	0	0	0	0	0
Los Angeles	Los Angeles	te	3161	Rt 101 fwy crossing at N Main St, phase 2 (04S-27)		350	0	350	0	0	350	0	0	0
Los Angeles	Los Angeles	te	3169	Angels Walk, Wishire Blvd (04S-27)		190	0	190	0	190	0	0	0	0
Los Angeles	Los Angeles	te	3174	Rouse of Watts station as museum (ext 5-05)	Jun-06	105	105	0	0	105	0	0	0	0
Los Angeles	Los Angeles	te	3176	Pacoima Town Center		399	0	399	0	399	0	0	0	0
Los Angeles	Los Angeles	te	3181	Cultural Crescent Blue Line entrance, parking(04S-27)		303	0	303	0	303	0	0	0	0
Los Angeles	Los Angeles	te	3446	Sherman Way median, De Solo-Topanga Cyn (04S-27)		191	0	191	0	191	0	0	0	0
Los Angeles	Monrovia	te	3415	Monrovia rail depot transit center (04S-27)		822	0	822	0	822	0	0	0	0
Los Angeles	Pasadena	te	3424	Playhouse district streetscapes		102	0	102	0	0	0	102	0	0
Los Angeles	Pasadena	te	3425	Restoration, historic Flint Wash trail crossing(04S-27)		229	0	229	0	229	0	0	0	0
Los Angeles	Pasadena	te	3448	North Lincoln Av enhancements (04S-27)		8	0	8	0	8	0	0	0	0
Los Angeles	Santa Monica	te	3449	Pedestrian extensions to Downtown transit mall(04S-27)		1,836	0	1,836	0	1,836	0	0	0	0
Los Angeles	SGV COG	te	3434	San Gabriel Blvd master plan (04S-27)		297	0	297	0	297	0	0	0	0
Los Angeles	Whittier	te	3633	Historic Whittier Depot museum (04S-27)		99	0	99	0	99	0	0	0	0
Madera	Chowchilla	te	A005	Robertson Blvd streetscape		81	0	81	0	81	0	0	0	0
Madera	Madera	te	A007	Gateway & UPRR, bike/ped undercrossing (ext 5-05)	Jun-06	57	44	13	13	0	0	44	0	0
Madera	Madera	te	A008	Lake & "D" Street, bike/ped undercrossing		243	0	243	0	243	0	0	0	0
Mendocino	Mendocino Co	te	4100P	Ukiah/Talmage, 4 locations, sidewalks (04S-30)		91	0	91	30	0	25	36	0	0
Mendocino	Point Arena	te	4060	Coastal access scenic bikeway (04S-30)		578	0	578	0	578	0	0	0	0
Mendocino	Willits	te	4081T	Train station rehab, east bldg		232	0	232	0	232	0	0	0	0
Monterey	ML Harbor Dist	te	1815	Moss Landing Coastal Trail		304	0	304	0	304	0	0	0	0
Plumas	Portola	te	2410	Riverwalk pathway to Gulling St (04S-22)		30	0	30	0	0	30	0	0	0
Sacramento	Citrus Heights	te	3109	Auburn Bl, Sylvan-Antelope, enhancements		1,110	0	1,110	1,110	0	0	0	0	0
Sacramento	Elk Grove	te	2L71	Elk Grove Bl enhancement (ext 6-02)		792	0	792	0	792	0	0	0	0
Sacramento	Rcho Cordova	te	2L66	Mather Field Rd/Rt 50 landscaping (04S-29)		1,010	0	1,010	0	1,010	0	0	0	0
Sacramento	Sac County	te	2L68	Watt Av, Rt 51-Rt 16, enhancements, phase 2		648	0	648	0	0	648	0	0	0
Sacramento	Sac County	te	2L68	Watt Av, Rt 51-Rt 16, enhancements, phase 2		6,352	0	6,352	0	6,352	0	0	0	0
Sacramento	Sac County	te	3L11	Florin Rd, Stockton-Elk Grove Florin, enhancements		2,300	0	2,300	0	2,300	0	0	0	0
Sacramento	Sacramento	te	9426	Tower Bridge pedestrian improvements		3,500	0	3,500	0	3,500	0	0	0	0
San Francisco	San Francisco	te	2007T	Shared lane pavement marking, bike routes(04S-25)		368	0	368	0	368	0	0	0	0
San Francisco	San Francisco	te	2007U	Merchant Rd bike lane & enhancements (04S-25)		283	0	283	0	270	0	13	0	0
San Francisco	San Francisco	te	2007V	Ferry terminal signage, enhancements (04S-25)		400	0	400	0	400	0	0	0	0
San Francisco	San Francisco	te	2007X	Rehabilitation of historic car #1 (04S-41)		276	0	276	0	276	0	0	0	0
San Francisco	San Francisco	te	2007Y	Pedestrian safety and access education (04S-41)		105	0	105	0	0	0	105	0	0
San Francisco	San Francisco	te	2007Z	Stockton St tunnel lighting, ped improves (04S-41)		5	0	5	0	0	5	0	0	0
San Luis Obispo	Morro Bay	te	973	Waterfront boardwalk		549	0	549	0	549	0	0	0	0
San Luis Obispo	Pismo Beach	te	1109	Promenade walkway IV		420	0	420	0	420	0	0	0	0
San Luis Obispo	San Luis Obispo	te	1122	Bike trail, UPRR, Santa Rosa-Marsh		325	0	325	101	0	0	224	0	0
San Luis Obispo	SLO County	te	1129	Bob Jones bike/ped pathway		100	0	100	0	0	0	100	0	0
San Luis Obispo	SLO County	te	1130	Cambria Main St, enhancements (State only)		275	0	275	0	275	0	0	0	0
Santa Barbara	Carpinteria	te	1191	Carpinteria Bluffs nature park bike path		25	0	25	0	0	0	25	0	0

**STIP Transportation Enhancement (TE) Projects Programmed in 2005-06**  
(\$1,000's)

County	Agency	Rte	FPE#	Project	Ext	Total	04-05	05-06	Project Totals by Component						
									R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Santa Barbara	Carpinteria	te	223E	Coast Route Bike Path improvements (04S-19)		388	0	388	0	388	0	0	0	0	0
Santa Barbara	Santa Barbara	te	1193	Carrillo St, Cliff-San Andres, pedestrian walkway		596	0	596	0	531	0	65	0	0	0
Santa Barbara	Santa Barbara	te	1195	Loma Alta Hill sidewalk		100	0	100	0	0	0	100	0	0	0
Santa Barbara	Santa Barbara	te	1196	Mission St, Modoc-Rt 101, bikeway		3	0	3	0	0	0	3	0	0	0
Santa Clara	Santa Clara	te	2255C	San Tomas Aquino Creek bike trail, reach 3		2,000	0	2,000	0	2,000	0	0	0	0	0
Santa Cruz	Santa Cruz Co	te	1545	East Cliff Dr bike/ped path		195	0	195	0	195	0	0	0	0	0
Santa Cruz	Santa Cruz Co	te	1821	Wildcat Ranch bikeway, Wildcat Ranch SP-Laguna Rd		95	0	95	0	0	0	95	0	0	0
Shasta	Shasta County	te	2400	Old Oregon Trail Corridor bike lanes		430	0	430	310	0	0	120	0	0	0
Sierra	Sierra County	te	3115	Loganville Scenic Byway Visitor Center		100	0	100	0	100	0	0	0	0	0
Sierra	Sierra County	te	3116	Downville mountain bike and hiker trailhead		50	0	50	0	50	0	0	0	0	0
Sierra	Sierra County	te	3117	Sierra Valley Visitor Centers, Sierraville, Calpine	Dec-06	5	5	0	0	0	0	5	0	0	0
Sierra	Sierra County	te	3117	Sierra Valley Visitor Center, Calpine (04S-46)		40	0	40	0	40	0	0	0	0	0
Siskiyou	Clatsop	te	2398A	Collier interpretive and information center (04S-37)		58	0	58	0	34	0	24	0	0	0
Siskiyou	Siskiyou Co	te	2405	Lake Siskiyou Trail (04S-05)		60	0	60	0	0	0	60	0	0	0
Tehama	Coming	te	2401	Coming downtown streetscape (04S-34)		649	0	649	0	619	0	30	0	0	0
Tehama	Red Bluff	te	2402	Walnut Street beautification (04S-34)		349	0	349	0	325	0	24	0	0	0
Tehama	Red Bluff	te	2403	Pedestrian and bikeway, Reeds Crk, Brickyard Crk		24	0	24	0	0	0	24	0	0	0
Tulare	Exeter	te	D012	Exeter downtown improvements (04S-15)		50	0	50	0	0	0	50	0	0	0
Tulare	Lindsay	te	D010	Downtown pedestrian improvements (04S-15)		195	0	195	0	0	0	195	0	0	0
Tulare	Porterville	te	D017	Porterville bicycle storage facility		39	0	39	0	39	0	0	0	0	0
Tulare	Tulare	te	D014	Historic 99 pedestrian improvements (04S-15)		75	0	75	0	75	0	0	0	0	0
Tulare	Tulare	te	D015	Tulare downtown improvements, phase 1 (04S-15)		200	0	200	0	200	0	0	0	0	0
Tulare	Tulare County	te	D011	Ivanhoe Main St pedestrian improvements (04S-15)		6	0	6	0	0	0	6	0	0	0
Tulare	Visalia	te	D013	Packwood Creek bicycle path (04S-15)		461	0	461	461	0	0	0	0	0	0
						44,790	2,163	42,627	3,384	38,593	1,088	1,725			
<b>Programmed TE Reserves:</b>															
Colusa	Colusa LTC	res	3123	TE reserve		267	0	267	0	267	0	0	0	0	0
El Dorado	EDCTC	res	3120	TE reserve		649	0	649	0	649	0	0	0	0	0
Fresno	COFCG	res	8002	TE reserve		1,276	0	1,276	0	1,276	0	0	0	0	0
Humboldt	Humboldt COG	res	302	TE reserve		357	0	357	0	357	0	0	0	0	0
Inyo	Inyo LTC	res	2517	TE reserve		560	0	560	0	560	0	0	0	0	0
Kern	Kern COG	res	E012	TE reserve		1,670	0	1,670	0	1,670	0	0	0	0	0
Kings	KCAG	res	C002	TE reserve		719	0	719	0	719	0	0	0	0	0
Lake	Lake CCAPC	res	3036	TE reserve		2	0	2	0	2	0	0	0	0	0
Lassen	Lassen LTC	res	2395	TE reserve		227	0	227	0	227	0	0	0	0	0
Marin	MTC	res	2127B	TE reserve		1,005	0	1,005	0	1,005	0	0	0	0	0
Orange	OCTA	res	2134	TE reserve		7,085	0	7,085	0	7,085	0	0	0	0	0
San Benito	San Benito COG	res	1830	TE reserve		342	0	342	0	342	0	0	0	0	0
San Bernardino	SANBAG	res	1111	TE reserve		9,138	0	9,138	0	9,138	0	0	0	0	0
San Diego	SANDAG	res	7421	TE reserve (04S-28)		2,493	0	2,493	0	2,493	0	0	0	0	0
Solano	MTC	res	5152A	TE reserve		1,629	0	1,629	0	1,629	0	0	0	0	0
Stanislaus	StanCOG	res	19	TE reserve		924	0	924	0	924	0	0	0	0	0
Tulare	Tulare CAG	res	D006	TE reserve (04S-15)		221	0	221	0	221	0	0	0	0	0
Tuolumne	Tuolumne CTC	res	20	TE reserve		297	0	297	0	297	0	0	0	0	0
Ventura	VCTC	res	3565	TE reserve		1,700	0	1,700	0	1,700	0	0	0	0	0
						30,561		30,561		30,561					
				<b>TOTAL TE PROGRAMMED</b>		<b>90,405</b>	<b>3,323</b>	<b>87,082</b>	<b>4,434</b>	<b>80,780</b>	<b>1,312</b>	<b>2,689</b>	<b>84</b>	<b>1,106</b>	

**A copy of the  
2006 STIP Fund Estimate Assumptions  
has been provided to the Board members  
under separate enclosure.**

**You may request a copy of the  
2006 STIP Fund Estimate Assumptions  
by contacting the STA at  
(707) 424-6075.**

**Thank you.**



JUN 24 2005

*Memorandum*

TO: CMA Directors

DATE: June 24, 2005

FR: Alix Bockelman

RE: June CTC Workshops and Upcoming STIP and TCRP Allocations

The CTC held two workshops in June to further discuss 1) FY 2005-06 State Transportation Improvement Program (STIP) and Traffic Congestion Relief Program (TCRP) allocations, 2) changes to the 2006 STIP Guidelines to include project eligibility standards based on performance measures and, 3) development of the two-tiered 2006 STIP. I have provided a summary of the items below.

Over the past several weeks, MTC has met with CTC staff to discuss allocation priorities, 2006 STIP Guidelines, and the development of the 2006 STIP. With input from CMAs and Caltrans, we will continue to communicate the region's priorities and attempt to maximize allocations over the next several months.

**FY 2005-06 Allocations**

With the proposed restoration of Proposition 42 funding to transportation in FY 2005-06, the CTC is preparing to resume allocations in the STIP and TCRP programs. No significant allocations have occurred in the STIP and TCRP programs since June 2003 and December 2002, respectively. We anticipate allocations in both programs at the July CTC meeting.

*STIP Allocations*

The CTC has proposed an allocation plan that would fully allocate FY 2005-06 programming in the following areas: public transportation account eligible projects, transportation enhancement projects, planning, programming and monitoring activities, and local bridge rehabilitation projects. In addition, the allocation plan would also make \$500 million available through September 2005, on a first come – first served basis, for capacity increasing and operational improvements on highways and local roads. The CTC indicated it will not be allocating funds to projects programmed beyond FY 2005-06 even if ready to proceed to construction. Attachment A lists STIP projects programmed in FY 2005-06 by three categories: 1) the off-the-top funding priorities; 2) certain allocations if requested; and 3) projects subject to the September \$500 million cap or future funds as available.

Within the third category, MTC is working with the CTC, Caltrans and the Congestion Management Agencies (CMAs) to capture over \$120 million of the \$500 million of the first come – first served category for four projects: U.S. 101 Carpool Lanes from Route 12 to Steele Lane in Sonoma County, U.S. 101 Carpool Lanes Gap Closure in Central San Rafael in Marin

County, I-80 Westbound Carpool Lanes from Route 4 to the Carquinez Bridge in Contra Costa County, and I-680 Auxiliary Lanes at Bollinger Canyon and Sycamore Valley Roads in Contra Costa County.

It is our understanding that up to \$350 million of the \$500 million will be allocated in July and additional requests statewide will continue in August and September. After September 2005, the CTC will reevaluate the allocation plan. As seen in Attachment A, there are additional high priority projects in the region that will be ready for an allocation in early 2006, should additional funds up to the roughly \$1 billion available be released.

#### *TCRP Allocations*

For the TCRP program, the CTC has proposed an allocation plan that would allocate up to \$968 million (\$678 million from the Proposition 42 transfer and \$290 million from the Tribal Gaming Bond proceeds if the bonds are sold). Caltrans identified \$1.6 billion in TCRP allocation needs for FY 2005-06. The CTC may choose to prioritize ready-to-award construction above project development and right-of-way activities. If this is the case, TCRP allocations in the MTC region would total approximately \$27 million, including U.S. 101 Carpool Lanes from Route 12 to Steele Lane in Sonoma County, U.S. 101 Carpool Lanes Gap Closure in Central San Rafael in Marin County, and improvements in the Altamont Commuter Express corridor. Based on discussions with BART staff, there may be an additional request for \$11 million submitted. Note that the Santa Clara Valley Transportation Authority (VTA) has submitted a \$170 million allocation request for design work on the BART Extension to San Jose.

Based on the CTC's current proposal, the region will receive less than 3% of TCRP allocations in FY 2005-06. We need to continue advocating for TCRP allocations for project development and right-of-way activities that will provide future economic stimulus and improved goods movement. Allocations for project development will also pressure the legislature to complete the entire TCRP funding commitment. Attachment 2 provides a FY 2005-06 allocation schedule by phase for the region's unallocated TCRP projects. This information was compiled by MTC based on information gathered from project sponsors over the past month.

#### **Performance Measures in the 2006 STIP**

The CTC has proposed changes to the STIP guidelines that would incorporate performance measures into the project selection process. According to the proposal, performance measures would be applied to new projects greater than \$50 million or 25% of a county's available share. MTC staff is working with the CTC on methods of applying the performance measures, focusing on applying the measures at the Regional Transportation Plan (RTP) level with a pilot at the project level. MTC has prepared a letter to send to CTC Chair Tavaglione on this subject.

#### **2006 STIP Development**

Due to continued uncertainty surrounding transportation revenues, the CTC plans to proceed with a two-tiered 2006 STIP. Tier 1 would be a conservative estimate providing a certain level of confidence in programming capacity with revenues derived from stable sources only, including

state excise fuel tax, weight fees, and federal revenues. Tier 2 would be more optimistic but based on current law, including TIF transfers, TCRF loan repayments, and TDIF repayments, and spillover revenues to the Public Transportation Account. CTC staff estimated that the overall difference between the two tiers is \$5.7 billion. The difference between the two-tiers, in STIP programming capacity, might be between \$3 and \$4 billion.

In terms of preparing for the two-tier STIP, based on the limited direction so far, MTC will likely gather project information for Tier 2 – the optimistic option – only and ask for a respreading proposal for Tier 1 from the counties. Tier 2 would be viewed as the preferred RTIP and we would have a regional dialogue about how to respread projects for Tier 1. For programming in the TIP, MTC will assess the financial capacity of other fund sources to amend projects into the TIP up to Tier 2 levels. The challenge will be in providing the most flexibility should Tier 2 revenues materialize without jeopardizing TIP conformity and financial constraint should funding levels be at Tier 1 in a given year.

We will continue to communicate our allocation strategies and funding needs to the CTC. We welcome your feedback and suggestions as we move into a period of allocations again. There is much pent up demand in the region and throughout the state, and we want to work as a team to maximize the region's share of funding. Please direct questions and comments to me at 510-464-7850 or [abockelman@mtc.ca.gov](mailto:abockelman@mtc.ca.gov).

**DRAFT**  
**Attachment 1**  
**Metropolitan Transportation Commission**  
**STIP Projects Programmed in FY 2005-06\***  
 (\$1,000's)

County	Tip ID	Agency	Project	Phase	RTIP	ITIP	Total STIP Comments	RTIP Running Total	ITIP Running Total	STIP Running Total	STIP Allocations per Draft CTC	Likely Allocations per Draft CTC	Submitted for CTC Allocation	Scheduled CTC Vote
Alameda	ALAG00027	ACTA	AB 3000 Reimbursement for I-680 HOV	CON	11,400		11,400 Originally programmed in FY 2004-05			11,400		11,400		
Alameda	ALAG00028	Caltrans	SR 84 - Extend Dumbarton HOV/ra to RI 180	ROW & ROW SUP	240		240 ROW - \$250K ROW SUP - \$30K			240		240		
Alameda	ALAG00029	Caltrans	SR 84 - HOV on ramp at Newark Bl	ROW & ROW SUP	240		240 ROW - \$250K ROW SUP - \$30K			240		240		
Alameda	ALAG00030	Caltrans	I-680 north barrier - San Leandro	ROW & ROW SUP	130		130 ROW - \$100K ROW SUP - \$30K			130		130		
Alameda	ALAG00031	Caltrans	SR 4 - Leverage-Somerville, 8 lanes w/HOV	ROW & ROW SUP	8,000		8,000 ROW - \$8M ROW SUP - \$2M			8,000		8,000		
Alameda	ALAG00032	Caltrans	State Route 152 Truck climbing lanes	ROW	0	400	400 ROW - \$3M ROW SUP - \$2M			0	400	400		
Alameda	ALAG00033	Caltrans	State Route 152 Truck climbing lanes	CON	7,215		7,215			7,215		7,215		
Alameda	ALAG00034	Caltrans	State Route 152 Truck climbing lanes	CON	3,968		3,968			3,968		3,968		
Alameda	ALAG00035	Caltrans	State Route 152 Truck climbing lanes	CON	4,658		4,658			4,658		4,658		
Napa	NAP00004	Caltrans	Transit Station parking mitigation	ENV & PSE & ROW SUP	68		68V - \$M, PSE - \$50K ROW SUP - \$K, Changes per 2004 STIP			68		68		
Napa	NAP00005	Caltrans	SR 12 - Jamison Canyon Rd widening	PSE	2,000	2,000	66 Technical Adjustments			2,000		2,000		
Off the Top - Not Subject to STIP Allocation Plan					39,407	5,400	43,807			39,407		39,407		

County	Tip ID	Agency	Project	Phase	RTIP	ITIP	Total STIP Comments	RTIP Running Total	ITIP Running Total	STIP Running Total	STIP Allocations per Draft CTC	Likely Allocations per Draft CTC	Submitted for CTC Allocation	Scheduled CTC Vote
Alameda	ALAG00036	Caltrans	Transit Station parking mitigation	CON	720		720 PTA Eligible - Will Receive Allocation When Requested			720		720		
Alameda	ALAG00037	Caltrans	Transit Station parking mitigation	CON	110		110 Allocation Request Submitted Will Be Allocated			110		110		
Alameda	ALAG00038	Caltrans	Transit Station parking mitigation	CON	24		24 Allocation Request Submitted Will Be Allocated			24		24		
Alameda	ALAG00039	Caltrans	Transit Station parking mitigation	CON	404		404 Allocation Request Submitted Will Be Allocated			404		404		
Alameda	ALAG00040	Caltrans	Transit Station parking mitigation	CON	65		65 Allocation Request Submitted Will Be Allocated			65		65		
Alameda	ALAG00041	Caltrans	Transit Station parking mitigation	CON	57		57 Allocation Request Submitted Will Be Allocated			57		57		
Alameda	ALAG00042	Caltrans	Transit Station parking mitigation	CON	120		120 Allocation Request Submitted Will Be Allocated			120		120		
Alameda	ALAG00043	Caltrans	Transit Station parking mitigation	CON	423		423 PTA Eligible - Will Receive Allocation When Requested			423		423		
Alameda	ALAG00044	Caltrans	Transit Station parking mitigation	CON	235		235 PTA Eligible - Will Receive Allocation When Requested			235		235		
Alameda	ALAG00045	Caltrans	Transit Station parking mitigation	CON	218		218 PTA Eligible - Will Receive Allocation When Requested			218		218		
Alameda	ALAG00046	Caltrans	Transit Station parking mitigation	CON	125		125 PTA Eligible - Will Receive Allocation When Requested			125		125		
Alameda	ALAG00047	Caltrans	Transit Station parking mitigation	CON	38		38 Allocation Request Submitted Will Be Allocated			38		38		
Alameda	ALAG00048	Caltrans	Transit Station parking mitigation	CON	190		190 Rescheduled from 04-05 - Will Receive Allocation When Requested			190		190		
Alameda	ALAG00049	Caltrans	Transit Station parking mitigation	CON	82		82 Allocation Request Submitted Will Be Allocated			82		82		
Alameda	ALAG00050	Caltrans	Transit Station parking mitigation	CON	3,894		3,894			3,894		3,894		

County	Tip ID	Agency	Project	Phase	RTIP	ITIP	Total STIP Comments	RTIP Running Total	ITIP Running Total	STIP Running Total	STIP Allocations per Draft CTC	Likely Allocations per Draft CTC	Submitted for CTC Allocation	Scheduled CTC Vote
Sanoma	SON000001	Caltrans	U.S. 101 HOV lanes, RI 12-Steels Lane	CON & CON SUP	60,182	14,704	64,886 allocated \$500 Million			60,182	20,294	112,847	64,886	May-05
Sanoma	SON00002	Caltrans	U.S. 101 HOV Gap Closure	CON & CON SUP	20,848		20,848 allocated \$500 Million			20,848		20,848		Jun-05
Sanoma	SON00003	Caltrans	I-680 Westbound HOV lanes, RI 4-Carrollcrest Dr	CON	3,305	24,384	27,689 allocated \$500 Million			3,305	24,384	27,689		Aug-05
Sanoma	SON00004	Caltrans	I-680 Bollinger Canyon Road and Steamers Valley Aux Lane	CON & CON SUP	9,172		9,172 allocated \$500 Million			9,172		9,172		Jul-05
Sanoma	SON00005	Caltrans	U.S. 101 Aux Lanes, 3rd Ave-Millbrae Av	CON & CON SUP	28,445	15,488	43,933 Sep 2005 - priorities may be adjusted after			28,445	15,488	43,933		Jul-05
Sanoma	SON00006	Caltrans	RI 152/158 Interchange Improvements	CON	6,140	5,310	11,450 Sep 2005 - priorities may be adjusted after			6,140	5,310	11,450		Jul-05
Sanoma	SON00007	Caltrans	State Route 152 Truck climbing lanes	CON	0	1,000	1,000 allocated \$500 Million			0	1,000	1,000		Jul-05
Sanoma	SON00008	Caltrans	Petaluma Operational Improvements	CON & CON SUP	4,000		4,000 allocated \$500 Million			4,000		4,000		Jul-05
Sanoma	SON00009	Caltrans	SR 92 Hill Meen Bay Widening	CON	3,843		3,843 Funds Programmed in FY 2004-07 - No Allocation			3,843		3,843		Jul-05
Sanoma	SON00010	Caltrans	I-680 Westbound HOV lanes, RI 4-Carrollcrest Dr	CON	20,859		20,859 Funds Programmed in FY 2004-07 - No Allocation			20,859		20,859		Jul-05
Sanoma	SON00011	Caltrans	U.S. 101 HOV Gap Closure	CON & CON SUP	22,040		22,040 Funds Programmed in FY 2004-07 - No Allocation			22,040		22,040		Jul-05
Sanoma	SON00012	Caltrans	I-680 Westbound HOV lanes, RI 4-Carrollcrest Dr	CON	15,654		15,654 Funds Programmed in FY 2004-07 - No Allocation			15,654		15,654		Jul-05
Sanoma	SON00013	Caltrans	I-680 Westbound HOV lanes, RI 4-Carrollcrest Dr	CON	130,609		130,609			130,609		130,609		Jul-05

County	Tip ID	Agency	Project	Phase	RTIP	ITIP	Total STIP Comments	RTIP Running Total	ITIP Running Total	STIP Running Total	STIP Allocations per Draft CTC	Likely Allocations per Draft CTC	Submitted for CTC Allocation	Scheduled CTC Vote
Sanoma	SON00014	Caltrans	U.S. 101 HOV lanes, RI 12-Steels Lane	CON & CON SUP	60,182	14,704	64,886 allocated \$500 Million			60,182	20,294	112,847	64,886	May-05
Sanoma	SON00015	Caltrans	U.S. 101 HOV Gap Closure	CON & CON SUP	20,848		20,848 allocated \$500 Million			20,848		20,848		Jun-05
Sanoma	SON00016	Caltrans	I-680 Westbound HOV lanes, RI 4-Carrollcrest Dr	CON	3,305	24,384	27,689 allocated \$500 Million			3,305	24,384	27,689		Aug-05
Sanoma	SON00017	Caltrans	I-680 Bollinger Canyon Road and Steamers Valley Aux Lane	CON & CON SUP	9,172		9,172 allocated \$500 Million			9,172		9,172		Jul-05
Sanoma	SON00018	Caltrans	U.S. 101 Aux Lanes, 3rd Ave-Millbrae Av	CON & CON SUP	28,445	15,488	43,933 Sep 2005 - priorities may be adjusted after			28,445	15,488	43,933		Jul-05
Sanoma	SON00019	Caltrans	RI 152/158 Interchange Improvements	CON	6,140	5,310	11,450 Sep 2005 - priorities may be adjusted after			6,140	5,310	11,450		Jul-05
Sanoma	SON00020	Caltrans	State Route 152 Truck climbing lanes	CON	0	1,000	1,000 allocated \$500 Million			0	1,000	1,000		Jul-05
Sanoma	SON00021	Caltrans	Petaluma Operational Improvements	CON & CON SUP	4,000		4,000 allocated \$500 Million			4,000		4,000		Jul-05
Sanoma	SON00022	Caltrans	SR 92 Hill Meen Bay Widening	CON	3,843		3,843 Funds Programmed in FY 2004-07 - No Allocation			3,843		3,843		Jul-05
Sanoma	SON00023	Caltrans	I-680 Westbound HOV lanes, RI 4-Carrollcrest Dr	CON	20,859		20,859 Funds Programmed in FY 2004-07 - No Allocation			20,859		20,859		Jul-05
Sanoma	SON00024	Caltrans	U.S. 101 HOV Gap Closure	CON & CON SUP	22,040		22,040 Funds Programmed in FY 2004-07 - No Allocation			22,040		22,040		Jul-05
Sanoma	SON00025	Caltrans	I-680 Westbound HOV lanes, RI 4-Carrollcrest Dr	CON	15,654		15,654 Funds Programmed in FY 2004-07 - No Allocation			15,654		15,654		Jul-05
Sanoma	SON00026	Caltrans	I-680 Westbound HOV lanes, RI 4-Carrollcrest Dr	CON	130,609		130,609			130,609		130,609		Jul-05

\*Projects programmed in FY 2005-06 unless noted otherwise  
 \*\* The \$124,960,000 total eligible for the \$600 Million includes approximately \$12 Million in Construction Support

**DRAFT**  
**Attachment 1**  
**Metropolitan Transportation Commission**  
**STIP Projects Programmed in FY 2005-06\***  
 (\$1,000's)

**Transportation Enhancements**

County	Agency	Project	Phase	RTIP	ITIP	Total	RTIP Running Total	ITIP Running Total	STIP Running Total	Allocations per Dist CTC Policy	Submitted for CTC Allocation	Scheduled CTC Vote
Alameda	Alameda County	Alameda County Intermodal Station - TE Elements	CON	5,307		5,307	5,307	0	5,307	5,307	5,307	
Alameda	Alameda County	Bicentennial BART Stations	CON & PSE	480		480	480	0	480	480	480	
Contra Costa	CCO10031	Delta DeAnza Trail crossing of R14	CON	0		0	0	0	0	0	0	
Contra Costa	CCO00010	Camino Tassajara Rd. bikeway shoulders	CON	1,438		1,438	1,438	0	1,438	1,438	1,438	
Contra Costa	CCO00008	Pleasant Hill Rd. / Mt. Diablo - Condit. bikeway imps.	CON	1,438		1,438	1,438	0	1,438	1,438	1,438	
Marin	NEW	TE Reserve	CON	281		281	281	0	281	281	281	
Marin	NETPA	TE Reserve	CON	0		0	0	0	0	0	0	
San Francisco	NEW	Rehabilitation of Hillside Street #1	CON	276		276	276	0	276	276	276	
San Francisco	NEW	San Francisco State University and Access Education Program	PSE	105		105	105	0	105	105	105	
San Francisco	NEW	Rockon Street Urban Lighting and Ped. Improvements	ENV	6		6	6	0	6	6	6	
San Francisco	NEW	San Francisco State University and Access Education Program	CON	388		388	388	0	388	388	388	
Marin	NEW	Marshall Road Intermodal Station	PSE & CON	283		283	283	0	283	283	283	
San Francisco	NEW	Port of SF	CON	400		400	400	0	400	400	400	
San Mateo	NEW	SM C/CAG	CON	0		0	0	0	0	0	0	
San Mateo	SCL091063	Bonnie Ave Bike Bridges Over U.S. 101 and S.R. 237	CON	2,000		2,000	2,000	0	2,000	2,000	2,000	
San Mateo	SCL050010	San Tomas Aquino Creek Bike Trail - Reach III	CON	2,000		2,000	2,000	0	2,000	2,000	2,000	
San Mateo	NEW	TE Reserve	CON	0		0	0	0	0	0	0	
San Mateo	NEW	TE Reserve	CON	1,879		1,879	1,879	0	1,879	1,879	1,879	
Sonoma	NEW	TE Reserve	CON	0		0	0	0	0	0	0	
Marin	MKN050003	State Route 1 Wildlife crossing	CON & CON SUP	0		0	0	0	0	0	0	
Marin	MKN050012	Golden Gate Biological Management Area	CON & CON SUP	210		210	210	0	210	210	210	
San Francisco	SFC050007	Route 1 - Water quality enhancements	CON & CON SUP	578		578	578	0	578	578	578	
Sonoma	SON060002	Bicycle and Pedestrian Facilities along U.S. 101	ROW & ROW SUP & CON	2,344		2,344	2,344	0	2,344	2,344	2,344	
Alameda	Alameda County	Alameda County Intermodal Station - TE Elements	CON	12,620		12,620	12,620	0	12,620	12,620	12,620	
Alameda	Alameda County	Bicentennial BART Stations	CON & PSE	3,629		3,629	3,629	0	3,629	3,629	3,629	
Contra Costa	CCO10031	Delta DeAnza Trail crossing of R14	CON	0		0	0	0	0	0	0	
Contra Costa	CCO00010	Camino Tassajara Rd. bikeway shoulders	CON	1,438		1,438	1,438	0	1,438	1,438	1,438	
Contra Costa	CCO00008	Pleasant Hill Rd. / Mt. Diablo - Condit. bikeway imps.	CON	1,438		1,438	1,438	0	1,438	1,438	1,438	
Marin	NEW	TE Reserve	CON	281		281	281	0	281	281	281	
Marin	NETPA	TE Reserve	CON	0		0	0	0	0	0	0	
San Francisco	NEW	Rehabilitation of Hillside Street #1	CON	276		276	276	0	276	276	276	
San Francisco	NEW	San Francisco State University and Access Education Program	PSE	105		105	105	0	105	105	105	
San Francisco	NEW	Rockon Street Urban Lighting and Ped. Improvements	ENV	6		6	6	0	6	6	6	
San Francisco	NEW	San Francisco State University and Access Education Program	CON	388		388	388	0	388	388	388	
Marin	NEW	Marshall Road Intermodal Station	PSE & CON	283		283	283	0	283	283	283	
San Francisco	NEW	Port of SF	CON	400		400	400	0	400	400	400	
San Mateo	NEW	SM C/CAG	CON	0		0	0	0	0	0	0	
San Mateo	SCL091063	Bonnie Ave Bike Bridges Over U.S. 101 and S.R. 237	CON	2,000		2,000	2,000	0	2,000	2,000	2,000	
San Mateo	SCL050010	San Tomas Aquino Creek Bike Trail - Reach III	CON	2,000		2,000	2,000	0	2,000	2,000	2,000	
San Mateo	NEW	TE Reserve	CON	0		0	0	0	0	0	0	
San Mateo	NEW	TE Reserve	CON	1,879		1,879	1,879	0	1,879	1,879	1,879	
Sonoma	NEW	TE Reserve	CON	0		0	0	0	0	0	0	
Marin	MKN050003	State Route 1 Wildlife crossing	CON & CON SUP	0		0	0	0	0	0	0	
Marin	MKN050012	Golden Gate Biological Management Area	CON & CON SUP	210		210	210	0	210	210	210	
San Francisco	SFC050007	Route 1 - Water quality enhancements	CON & CON SUP	578		578	578	0	578	578	578	
Sonoma	SON060002	Bicycle and Pedestrian Facilities along U.S. 101	ROW & ROW SUP & CON	2,344		2,344	2,344	0	2,344	2,344	2,344	
Alameda	Alameda County	Alameda County Intermodal Station - TE Elements	CON	12,620		12,620	12,620	0	12,620	12,620	12,620	
Alameda	Alameda County	Bicentennial BART Stations	CON & PSE	3,629		3,629	3,629	0	3,629	3,629	3,629	

Projects programmed in FY 2006-08 unless noted otherwise





DATE: July 1, 2005  
TO: STA Board  
FROM: Andrew Fremier, Director of Projects  
RE: Highway Project Updates

**Background:**

Highway projects in Solano County are funded from a variety of Federal, State and local fund sources. The current budget contains funding for previously allocated Traffic Congestion Relief Program (TCRP) projects. The California Transportation Commission (CTC) is drafting the 2006 Fund Estimate and the Fiscal Year (FY) 2005-06 allocation plan. It is anticipated that there will be substantial funding for State Highway Operation Protection Program (SHOPP) projects, as well as a limited opportunity for State Transportation Improvement Program (STIP) projects.

**Discussion:**

The following provides an update to the highway projects in Solano County:

1. I-80/I-680/SR 12 Interchange
2. North Connector
3. Jepson Parkway
4. Highway 37/29
5. Highway 12 (Jameson Canyon and 12/29 Interchange)
6. Highway 12 Barrier Rail
7. I-80 Median Barrier
8. Ready to List SHOPP Projects
  - a. SR 113 Downtown Dixon
  - b. Sol 680 Shoulder Widening
  - c. Sol 80 Vertical Drainage Shaft
  - d. Sol Removal of Trees
9. Minor Contracts

*I-80/I-680/SR 12 Interchange:* The Project Approval and Environmental Document (PA/ED) is funded with \$8.1 million from the TCRP. In a letter written to Caltrans on June 1, 2005 the STA requested that they produce a Project Initiation Document for the Truck Scales Relocation, and to subsequently amend the 2006 SHOPP to include a programmed project for the relocation of the facility. This action would allow for design work to commence on the relocation of the Truck Scales in connection with the work associated with the interchange improvements. The STA has not received a response from Caltrans to date. The draft purpose and need statement has been circulated. The current schedule anticipates completion of the PA/ED phase of this project to be in the Spring of 2008.

*North Connector:* This project proposes roadway improvements that would reduce congestion and improve mobility for local residents north of the I-80 between Highway 12 west and Highway 12 East at Abernathy. The PA/ED is funded with \$2.7 million from the TCRP. The project Draft Environmental Assessment and Environmental Impact Report (EA/EIR) as well as the Draft Project Report has been circulated internally to project sponsors and to Caltrans. Comments have been received and are being incorporated into the report. Preliminary cost estimates are being reviewed. The anticipated circulation of the Draft EA/EIR is in the fall of this year and the final EA/EIR should be released in the winter of FY 2005/-006.

*Jepson Parkway:* The Walters Road Widening in Suisun City had the ribbon cutting and art dedication ceremony on May 6, 2005. The Leisure Town Overcrossing is in the midst of construction with the span of one half of the structure almost complete, and utilities are now being laid within the structure. The project is on schedule, with completion date planned for July 2006. The remainder of the Parkway work continues to be on the Draft Environmental Impact Report, circulation is planned for late August of 2005, and a goal of completion of the Final report is anticipated by December 2006.

*Highway 37/29:* These two projects are nearing completion. The widening of White Slough to a 4 lane freeway is over 98% complete and in the punch list stage. The Interchange project is 95% complete. The bridges are all finished, there is still final paving for the west end approach and ramps, as well as the conform paving on the east end to be completed. Barrier rail, electrical, traffic signals and local street rehabilitation are remaining. The resident engineer anticipates a traffic switch in early September of this year. There is a tentative date for a ribbon cutting of August 11, 2005. The STA is working closely with Caltrans on the ribbon cutting event, and has recommended an event that coincides with the traffic switch, as much as is practicable.

*Highway 12 (Jameson Canyon and 12/29 Interchange):* Caltrans is currently the lead on the PAED phase of the project to widen the Jameson Canyon to four lanes and median barrier. Caltrans estimates that this phase of the project will be completed by the end of 2006. The environmental document will cover both the Jameson Canyon and 12/29 Interchange. The current project estimate for the project is approximately \$115 million for Right of Way, Design and Construction.

*Highway 12 Barrier Rail:* This is a SHOPP project currently advertised with a Bid Opening Date scheduled for later this summer. The Engineer's estimate is \$2.6 million. The project limits are in Fairfield, on SR 12 from I-80 to Pennsylvania Avenue. The project will take approximately 9 months construction time to complete. The scope of the work is to dig out the median, replace with asphalt concrete and approximately 1½ miles of type 60 concrete barrier. The work is delineated to be done behind temporary rail, with no detours through the local streets.

*Highway 80 Median Barrier Project:* This is a SHOPP project that was awarded on January 14, 2005, to DeSilva Gates Construction for approximately \$10 million. The project limits are from West Texas Road in Fairfield to Pedrick Road in Dixon, and from Putah Creek to the Yolo County line near Davis. The project repairs existing guardrail, places new Thrie Beam Barrier rail and eliminates cable barrier with anchored k-rail along both sides of the

median. The project preserves the existing oleanders in the median. The project places Thrie Beam Barrier north of Milk Farm to the county line. The project is scheduled to be completed in August of this year.

Ready to List SHOPP Contracts:

*SR 113 (Downtown Dixon):* This long-awaited SHOPP project will rehabilitate SR 113 from East Chestnut to H Street. The engineer's estimate for the project is approximately \$2.4 million. It is anticipated that this project should get an allocation at the August CTC meeting.

*Sol-680 Shoulder Widening:* This project is programmed in the SHOPP with an Engineer's Estimate of approximately \$9 million. The project limits are from the Benicia Arsenal Viaduct to the I-80/I-680/SR 12 Interchange. The scope of the project is to widen the shoulders from 2 to 3 meters on the main line and widen ramp shoulders to 2.4 meters. There will also be roadway rehabilitation and drainage work. There is a Bay Conservation District Commission permit outstanding. This project should be advertised by the end of the calendar year.

*Sol-80 Vertical Drainage Shaft:* This project is programmed in the SHOPP with an Engineer's Estimate of approximately \$8 million. The project is a second drainage shaft, with radial horizontal drains to dewater the area and stabilize the landslide west of Red Top. The drainage facility will be located on the shoulder of eastbound I-80. The project is currently on the July CTC agenda, and is expected to be awarded by the end of the calendar year.

*Sol/Napa/Marin Various Remove Diseased and Dead Trees throughout the three counties:* This project will prune and/or remove trees based on safety considerations related to diseased, dead, and structurally weakened trees as determined by independent certified arborists. All the trees are within the Caltrans right of way. There are approximately 900 trees located throughout the county on I-80, I-780 and I-505. Caltrans has been in touch with the local entities to coordinate the activities, and plan for public outreach. It is anticipated that this contract will begin late in this calendar year. It is not known when the work would be performed in Solano due to the 3 county area covered by this project.

Minor Contracts:

*Highway 80 Oliver Rd. Signal:* This is a minor contract, bids were opened June 21, 2005. There were at least 3 bidders and the preliminary apparent low bidder is Ghilotti Brother's Construction for approximately \$484k and 10% below the engineer's estimate. The work consists of removal of some concrete islands and sidewalk and improvement of the signal system. There are planned local street closures and detours set up in the local area.

*Highway 29 near Maritime Academy Drive:* This minor contract was awarded on March 29, 2005 to Bay Cities Paving, for approximately \$800k. The project is in the City of Vallejo and consists of minor road widening, re-pavement and landscaping on Sonoma Blvd. and Sandy Beach Drive. The project work should take approximately 6 months, and contains a one year plant establishment period.

*Highway 80 near Davis at Putah Creek:* This minor contract was awarded on May 12, 2005 to American Civil Constructors/West Coast Bridge for approximately \$300k. The scope of the work is minor asphalt paving and joint seal repair on the westbound Putah River Bridge. The work is expected to take three to four months to complete.

*Minor B's (less than \$100k):* There are three "Minor B" contracts scheduled for this fiscal year. All are on I-505 and involve minor pavement repair, shoulder repair and portland cement concrete slab replacement.

**Recommendation:**  
Informational.



DATE: July 6, 2005  
TO: STA Board  
FROM: Sam Shelton, 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.

<u>Fund Source</u>	<u>Application Available From</u>	<u>Application Due</u>
San Francisco Bay Trail Grant Program	Maureen Gaffney, Bay Trail (510) 464-7909	<b>Open until all funds are allocated</b>
Safe Routes to Transit (SR2T) Program	Amber Crabbe, TALC (510) 740-3105	<b>July 29, 2005</b>



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*FUNDING OPPORTUNITY:*

**San Francisco Bay Trail Grant Program**

The application period is open until all funds are allocated

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DATE: July 6, 2005  
TO: STA Board

FROM: Sam Shelton, Planning Assistant

This summary of the San Francisco Bay Trail Grant 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: Cities, counties, special districts, state government agencies, federal government agencies, land trusts, non-profit organizations are eligible to apply.

Program Description: This is a grant program to aid in trail planning and construction projects that complete gaps in the Bay Trail.

Funding Available: \$3,800,000 is available from Proposition 40 to fund projects that complete the Bay Trail. There is no minimum or maximum grant. Previous grants range from \$14,000 to \$500,000.

Eligible Projects: Maximize development of new trail miles by:

- Planning Studies
- Trail Design Work
- Feasibility Studies
- Construction of new Bay Trail Segments and associated amenities (50% match is competitive for construction)

Previously awarded Solano Projects:

- Benicia State Recreation Area Bay Trail (\$100,000)
- Solano Countywide Trails Plan (\$46,000)

\* Mitigation projects and permit work are not eligible. Projects funded under this grant must be able to demonstrate that all proposed work will be completed by no later than **June 30, 2007**.

Funding Contact: Maureen Gaffney, Bay Trail, (510) 464-7909

STA Contact Person: Sam Shelton, Planning Assistant, (707) 424-6075  
[sshelton@sta-snci.com](mailto:sshelton@sta-snci.com)

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*FUNDING OPPORTUNITY:*

**Safe Routes to Transit (SR2T) Program**

Applications due July 29, 2005

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DATE: July 6, 2005  
TO: STA Board  
  
FROM: Sam Shelton, Planning Assistant

This summary of the Safe Routes to Transit (SR2T) 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, who may partner with nonprofits or other organizations.

Program Description: This program promotes planning and constructing bike and pedestrian access improvements near transit facilities.

Funding Available: \$4 million will be allocated by 2-year cycles on a competitive grant basis from Regional Measure 2 funds (\$20 million available over the next 35 years). The minimum reward for planning is \$25,000 and \$100,000 for construction. The recommended maximum request is \$1.5 million for construction and \$100,000 for planning per sponsoring agency.

Eligible Projects:

- Secure bicycle storage at transit stations/stops/pods
- Safety enhancements for ped/bike station access to transit stations/stops/pods
- Removal of ped/bike barriers near transit stations
- **System wide** transit enhancements to accommodate bicyclists or pedestrians

Projects should have a "bridge nexus," meaning that SR2T projects should reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods. **System wide** improvements are strongly encouraged.

Further Details: [http://www.transcoalition.org/c/bikeped/bikeped\\_saferoutes.html](http://www.transcoalition.org/c/bikeped/bikeped_saferoutes.html)

Program Contact Person: Amber Crabbe, (510) 740-3105, [amber@transcoalition.org](mailto:amber@transcoalition.org)

STA Contact Person: Robert Guerrero, STA Associate Planner, (707) 424-6014  
[rguerrero@sta-snci.com](mailto:rguerrero@sta-snci.com)

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